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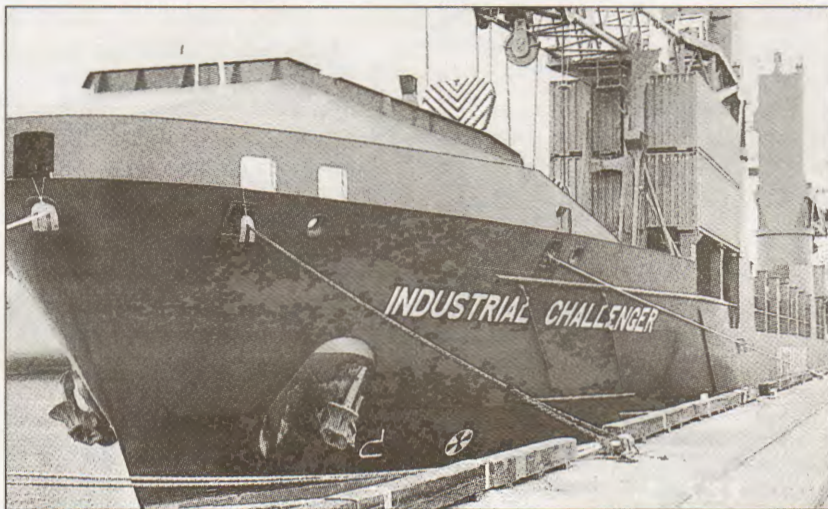
Volume 64, Number 3

March 2002

Seafarers Log

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

SIU Fleet Adds Industrial Challenger



Seafarers crewed up the newly reflagged *Industrial Challenger* last month in Houston. The 393-foot heavy lift vessel, built in 2000, formerly flew the flag of the Bahamas. It is operated by SIU-contracted Pacific Gulf Marine for Patriot Shipping LLC and is enrolled in the U.S. Voluntary Intermodal Sealift Agreement (VISA) program, designed to provide a smooth transition between peacetime and contingency operations. Pictured above, and proudly displaying the American flag during the initial crewing, are (from left, back row) Bosun Kyle Schultz, QMED Electrician Glenn O' Leary, DEU Gene Couvillion, Asst. Cook Marco Guity, Recertified Steward Kim Dewitt, AB Dave Hetrick, AB Fitzgerald Joseph, (front) AB Chris Campos and SIU Asst. VP Gulf Coast Jim McGee.



Hands-On Training Buoy Curriculums At Paul Hall Center

Practical training is a key component of most courses available at the Paul Hall Center for Maritime Training and Education, as evidenced in the photos above. The school, located in Piney Point, Md., offers dozens of U.S. Coast Guard-approved classes. Hands-on training figures prominently in the various curriculums. Page 10.

Construction Continues on Hotel Annex



The building that will offer single-occupancy rooms for students at the Paul Hall Center for Maritime Training and Education is on schedule for completion later this year. The three-story structure, located behind the Paul Hall Library and Maritime Museum, will include approximately 100 rooms. This photo shows construction taking place in early February.

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President's Report

The Latest on STCW

Within our industry, the International Maritime Organization's recent recommendation concerning the amended STCW convention was big news.



Michael Sacco

It also led to more than a little confusion, both here and abroad.

In late January, initial reports from London were sketchy. First, we heard rumors that the STCW treaty itself would be delayed for six months. Then came another tale: The convention would be implemented on time, but only U.S. mariners would have to comply at first.

Even when the facts finally became known, the situation wasn't immediately crystal clear. In part, that's because the IMO's advisory—suggesting that STCW-signatory nations hold off on detaining vessels due to lack of STCW certifications among the crew—is just that: advice. It's up to each nation whether or not to follow the IMO guideline. (The details are reported on page 3.)

For SIU members, the bottom line is that this latest twist on STCW really doesn't change anything. Whether or not you technically need STCW certification right now, the reality is that you need it. It would be nothing less than shocking if any U.S.-flag ship operator allowed non-certified crew members to sail overseas. There's no reason for them to take the risk of having their ships detained by a country which, for whatever reasons, decides to stick with the original STCW enforcement deadline of February 1.

With that in mind, I say to any members who need STCW Basic Safety Training and/or an STCW 95 certificate—you're late. Get in touch with the Paul Hall Center right away, and protect your job security by fulfilling the STCW requirements ASAP.

Security Still at Fore

The other hot issue in maritime continues to be port and ship-board security, which has come under tremendous scrutiny since September 11. (A brief update is printed on page 5.)

Obviously, the circumstances that currently drive this subject are tragic. Yet, it may be another example of something good arising from the awful attack on America. Our industry has been forced to reckon with the enormous complexities that surround maritime security. It is a massive undertaking, but we're moving forward.

With men like Department of Transportation Secretary Norman Mineta and Maritime Administrator William Schubert (among many other friends of the industry) tackling this tough topic, I'm confident in the results. And of course, as always, the SIU will continue doing its part, through training as well as other measures.

Seafarers and Political Action

For as long as I can remember, one of the greatest strengths of the SIU has been our members' enthusiastic participation in political activities, including the voluntary Seafarers Political Activity Donation (SPAD).

This is something that our longtime members probably have heard again and again, but it's worth repeating, especially for the benefit of newer members, including our brothers and sisters who came aboard last year from the NMU. Political activity is the lifeblood of our union. Because the maritime industry is so heavily regulated, politics is as important to our survival as securing new contracts and upgrading.

A quick look toward current debates on Capitol Hill reinforces this point. Both the national energy plan (including proposals for the safe development of ANWR) and port security are issues which may impact Seafarers' livelihoods. Additionally, talks are under way to expand and extend the U.S. Maritime Security Program (MSP), the cornerstone of the American-flag liner fleet.

These are just the latest examples of how politics dominates our industry. It has been that way since our union's founding in 1938, and it won't change. That's why it's up to Seafarers to stay involved.

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The SIU on line: www.seafarers.org

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'Slave-Like' Conditions Exposed Aboard Runaway-Flag Cargo Ship

Inspectors from the International Transport Workers' Federation (ITF) on Jan. 24 reported an atrocious state of affairs on a runaway-flag cargo vessel they boarded in Cape Canaveral, Fla.

ITF Inspector Scott Brady of the SIU, who said he'd never seen anything like this in his 20 years in the transport industry, described conditions aboard the *MV Ismael Express* as "slave-like." Crew accommodations on board the Panamanian-flagged vessel were crawling with rats, according to Brady. The only food was supplied by the local Baptist Seafarers Ministry. From late January at least through early February, the crew—from the Philippines, Chile and Haiti—lived on rice, and there was no water for washing, even though grease and oil cover most walls, Brady said.

The 10-person crew sleeps two to a bunk, with little or no bedding, according to Brady. They share a single bathroom with a shower and have an inoperable refrigerator in the kitchen. It smells of rotten food and is held closed with cord. Bare wires have been spliced together to provide lighting. Water is leaking into the living space.

Crew members had hoped things would get better upon their arrival in Cape Canaveral, according to the ITF, but the ship's Miami-based owner has refused to make any improvements or to pay owed wages until the crew completes a long list of repairs required by the Coast Guard. "The owner brings us spare parts to fix the engine but no food," one crew member told ITF Inspector Jim Given. "How can we work with no food?"

Published reports say the *Ismael Express*' owner, Philippe Germain, hired the crew to bring the vessel from Haiti to Port Canaveral for repairs.

According to the ITF, this is not the first time it has seen these kinds of problems on ships they call "Miami River Boats." Brady said these vessels trade between Florida and Haiti, and the crew often are treated very poorly and then abandoned in Haiti when the vessel is of no more use.

As of press time for this edition of the *Seafarers LOG*, the fate of the crew and vessel had not been resolved, although the ITF fervently was working on their behalf. Updates will be published as they become available.

SIU-Crewed Pless Carries U.S. Navy Cargo to Cuba

The SIU-crewed *Maj. Stephen W. Pless* on Jan. 16 delivered cargo to the U.S. naval base at Guantanamo Bay (GTMO), Cuba, where detainees from the war on terrorism are being held.

Delivered were a containerized fleet hospital and more than 60 pieces of rolling stock, including vans, buses and field ambulances. The fleet hospital, built of container structures and tents, was a 500-bed facility equipped with a surgical suite, casualty receiving area, intensive care unit, lab and pharmacy.

The entire shipment was handed over to Task Force 160, the joint-service military unit heading up the detainee operations at the base. GTMO is being used as a temporary holding facility for al Qaeda, Taliban and other captives who come under U.S. control during the war on terrorism.

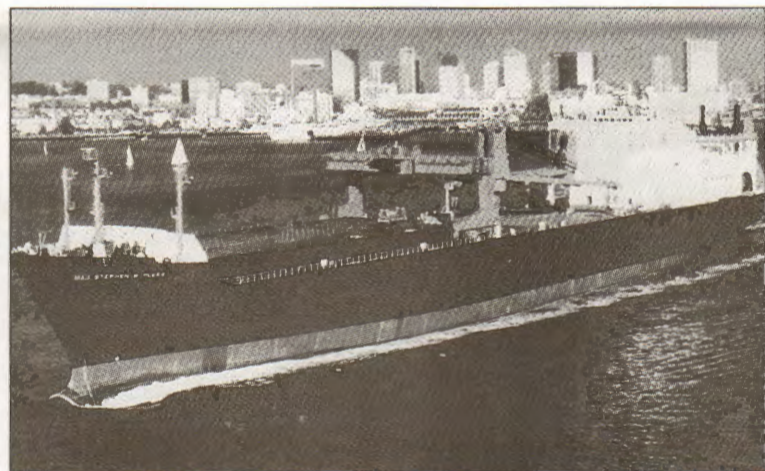
The 821-foot *Pless* loaded the Navy fleet hospital—stored in 70 containers—and the rolling stock at Blount Island Command in Jacksonville, Fla. on Jan. 11. It

departed Florida Jan. 13 and arrived at the GTMO pier side during the early morning hours of Jan. 16. Prior to the GTMO mission, the *Pless* was tied up in Norfolk, Va. where it had undergone routine maintenance.

Seafarers aboard the vessel during the operation included ABs *Ian Ferguson, Raymond Cooley, Larry Stevens, Brian*

Jones, and Alton Glapion; QMED Muniru Adam, QMED Electricians Frederick Petterson and Jan Morawski, GUDE Brian Manion, Steward/Baker Douglas Hundshamer, Chief Cook Prescillano Gamboa, Steward Assistants Valentino Vila and Ahmed Saidi, and ACU Claire Benoit.

The *Maj. Stephen W. Pless* is one of the Military Sealift Command's (MSC) 16 container and roll-on/roll-off ships and is part of the prepositioning program. Waterman Steamship Corp. operates the *Pless* for the MSC.



The *Pless*, a prepositioning ship, transported a containerized fleet hospital and other cargo to the U.S. naval base at Guantanamo Bay.

Burmese Mariner Welcomed By Brotherhood of the Sea

When Shwe Tun Aung arrived in Houston this past December, he discovered that the SIU's motto—Brotherhood of the Sea—extends well beyond any perceived boundaries involving nationality or union affiliation.

Shwe, 29, is a merchant mariner from Burma—not exactly union-friendly territory. In fact, Shwe's pro-union efforts for all intents and purposes left him exiled; he reports that at least two other pro-union mariners recently were given sentences of life in prison when they returned to Burma. Even one of the mariner's wives reportedly received a 10-year sentence for "union activity."

Understandably leery of alleged attempts by Burmese officials to lure him back, Aung suddenly found himself without a home. He tried to get back on his feet in at least two other nations, but had little luck.

That is, until he sailed to America.

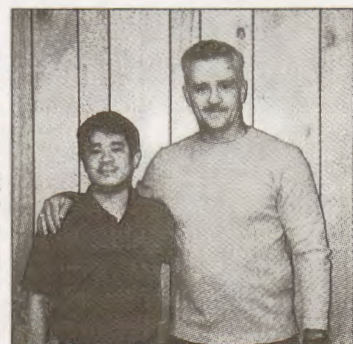
"When you have the chance to help a fellow trade unionist and mariner like Shwe, you do it," stated SIU Vice President Gulf Coast Dean Corgey. "Nobody else could help this guy, but, with the assistance of the SIU, he's on the right track. We're pleased to have given him a hand."

Corgey recalled a moving speech by Aung during a recent meeting of the Harris County Central Labor Council. Aung described the difficulties faced by pro-union citizens in his homeland. "We just want to do what you're doing—have freedom of association," he told the crowd.

In addition to receiving support from the SIU, Aung also was aided at various points by the office of U.S. Rep. Gene Green (D-Texas) and by the International Transport Workers' Federation.

"I can't thank them enough," Aung noted. "I especially want to thank ITF officials (General Secretary) David Cockroft, (Seafarers' Section Secretary) Stephen Cotton, (Inter-American Regional Secretary) Antonio Fritz and (Seafarers' Section Second Vice Chair) David Heindel."

"When you have a chance to help a fellow trade unionist like Shwe, you do it," states SIU VP Gulf Coast Dean Corgey (right), pictured with mariner Shwe Tun Aung in Houston.



STCW Deadline Hasn't Changed

Despite IMO Request, U.S. Mariners Still Need BST, Certificate

Although the International Maritime Organization (IMO) basically asked flag states to look the other way for six months when it comes to enforcing new STCW standards for certain crew member certifications, U.S. mariners still must comply with the original deadline of Feb. 1, 2002.

In a circular dated Jan. 25, the IMO, citing a potentially widespread failure to secure STCW-mandated certifications by Feb. 1, asked port state control officials not to detain vessels even if officers or crew members don't have their STCW certifications. Partly because of separate conditions stipulated by the International Safety Management Code, the IMO recommended delaying full enforcement of the amended STCW convention until July 31 of this year.

The U.S. Coast Guard (among many other nations) quickly accepted the IMO's request, but also pointed out, "The STCW 95 standards will be in effect as of Feb. 1 and will be vigorously enforced. The decision to forego detentions as an enforcement measure applies only to the STCW 95 standards regarding crew certification and endorsement requirements. Vessels may still be detained for other reasons including demonstrated crew incompetence such as failure to perform critical drills."

SIU members and other U.S. mariners need their STCW credentials for at least two very practical reasons. First, U.S.-flag shipping companies have been virtually uniform in their unwillingness to risk any sort of complications which may stem from an individual's lack of STCW certification. This was true even before the Feb. 1 deadline—companies simply wouldn't accept crew members who didn't comply with the amended convention, for fear they would tempt vessel detentions by remaining on board past the cut-off date.

Second, as this issue of the *LOG* goes to press, there is no official list of nations that have agreed to forego detentions related to STCW 95 certification. Even if such a list existed, it potentially would be open to frequent and sudden changes, thereby magnifying the risks of carrying uncertified crew members.

Media reports surfaced early this year about potential difficulties for some nations to issue current STCW certifications by Feb. 1. For instance, one article stated that more than 38,000 Malaysian mariners would not be certified by the deadline.

The IMO's Announcement

IMO has issued advice to port State control officers that, for a period of six months after the 1 February 2002 implementation deadline for the revised Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95), ships whose officers do not hold STCW 95 certificates or flag State endorsements need not be detained.

The move comes in recognition of the fact that many seafarers have not yet been able to obtain the necessary certification required by the Convention and that Parties to the Convention have had difficulties in concluding the arrangements required to process reciprocal recognition endorsements.

In a circular issued by the 33rd Sub-Committee on Standards of Training and Watchkeeping (STW), it is recommended that, until 31 July 2002, port State control officers issue only a warning in cases where a seafarer's documentation complies with the requirements immediately before 1 February 2002 but is not in accordance with the requirements of STCW 95. Port State control officers are recommended to issue the warnings to the shipping companies concerned only and to notify the seafarers and inform the flag State accordingly.

Many delegations expressed their disappointment at the measure, but there was agreement that it in no way altered the implementation date of the Convention and was simply a pragmatic response to what had become a lengthy administrative process. The Sub-Committee was particularly concerned and regretted the fact that, so close to the end of the transitional period, seafarers were reportedly unable to obtain STCW 95 certificates and/or the necessary flag State endorsements required by regulation I/10. However, it was recognized that the 1995 amendments had introduced radical changes to the STCW Convention and that these had been a significant factor in the delay.

The Sub-Committee also recognized that major ISM Code non-conformities could be raised if a seafarer's documentation is not in accordance with STCW 95. It therefore recommended that flag States should inform recognized organizations responsible for issuing ISM Code certificates that, until 31 July 2002, it would be sufficient to inform the flag State of such cases when assessing compliance with the ISM Code.

Certificate-issuing Parties and flag Administrations were urged by the Sub-Committee to do their utmost to ensure that seafarers are issued with the appropriate certificates and necessary endorsements with the minimum of delay.

The U.S. Coast Guard's Response

The United States will follow a recommendation from the International Maritime Organization (IMO) that prevents U.S. and foreign ships visiting U.S. ports from being detained for lack of certification of merchant mariner training standards which go into effect on Feb. 1. The IMO Subcommittee on Standards of Training and Watchkeeping recently recommended Port State Control authorities warn, rather than detain, vessels not in compliance with provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 95), until August 1, 2002.

The U.S. recognizes that a number of nations have had difficulty meeting these provisions or processing requests from mariners for STCW credentials and will observe the IMO's recommendation. Because a large number of mariners worldwide must update their credentials, many nations have had difficulty issuing the documents needed to confirm that their seafarers comply with the STCW 95 requirements.

STCW 95 requirements are among a wide range of international safety standards, maritime regulations, and security matters the U.S. Coast Guard is concerned with during merchant vessel boardings. In the wake of the Sept. 11th terrorist attacks the Coast Guard increased its safety, law enforcement and security boardings and that heightened level of security remains in effect.

The STCW 95 standards will be in effect as of Feb. 1 and will be vigorously enforced. The decision to forego detentions as an enforcement measure applies only to the STCW 95 standards regarding crew certification and endorsement requirements. Vessels may still be detained for other reasons including demonstrated crew incompetence such as failure to perform critical drills.

Beginning August 1, vessels associated with flag Administrations who are either not signatory to STCW 95 or are not on the IMO "White List" will be subjected to increased scrutiny and possible detention when arriving in U.S. ports. "White List" nations are those nations whose STCW implementation schemes have been reviewed by an IMO panel of competent persons and found to have given full and complete effect to the Convention. Vessels associated with non-signatory and "Non-White List" nations will experience increased boardings, validation of crew competency, and a review of how Administrations have carried out their responsibilities under STCW.

The original international convention aimed at improving crew training entered into force in 1984 and the United States ratified it in 1991. In an effort to address weaknesses in the convention the IMO developed STCW 95. These amendments established "standards of competency" for seafarers, in seven functional areas and three levels of responsibility. They also required basic safety training for all seafarers with safety or pollution prevention duties, and established new rest period requirements for watchkeeping personnel.

Austin Tobin Joins NY Waterway Fleet

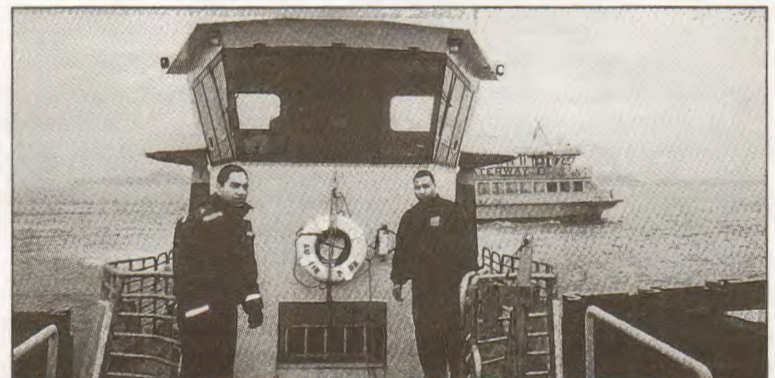
SIU-contracted NY Waterway christened the new passenger ferry *Austin Tobin* on Jan. 24 in New York. The company also was scheduled to welcome two more new boats last month (after the *LOG's* deadline). The additions will give NY Waterway 37 ferries.

Christened during a steady rain, the *Austin Tobin* is named after the man credited with building the World Trade Center. It was built by Allen Marine of Sitka, Alaska. Seafarers and SIU officials were on hand for the ceremony.

The *Austin Tobin* as well as the

other new boats each can transport 97 passengers at more than 30 knots. As previously reported, the ferries will be used in the company's new East River commuter service, carrying passengers from East 90th Street to Pier 11 at the foot of Wall Street. That trip will take 15 minutes aboard the new boats.

SIU-crewed NY Waterway ferries transport commuters between New York City and New Jersey. Altogether, the boats carry approximately 60,000 riders daily.



Seafarers Max Munnigh (port side) and Sal Reyes (starboard) are ready to greet the first passengers aboard NY Waterway's newest boat, the *Austin Tobin*.

Construction Continues on Orca-Class Ships for SIU-Contracted TOTE

The *MV Midnight Sun* is the first of two roll-on/roll-off (RO/RO) ships for SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE) now under construction at National Steel and Shipbuilding Co. (NASSCO) in San Diego.

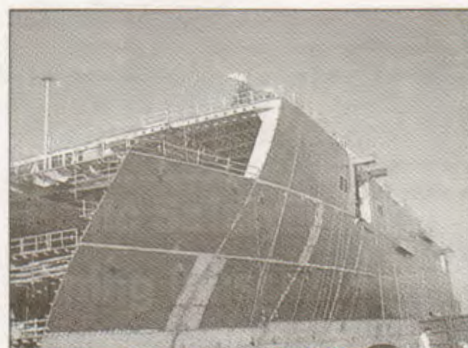
The two builds, designated as Orca-class dry cargo ships, each will be 839 feet long and have a beam of 118 feet. They will carry 600 cargo trailers apiece as well as 200 automobiles, a 50 percent capacity improvement over existing ships. Designed for the rigors of Alaskan service, the RO/ROs will be powered by twin propulsion plants, each having its own propeller and rudder system, and will be the first ships in the U.S. powered by an integrated diesel-electric propulsion system which will achieve speeds up to 24 knots.

"This is the first commercial dry cargo vessel to be built in the United States in 10 years," said Richard Vortmann, president of NASSCO. "We applaud TOTE for

building these ships under the provisions of the Jones Act, legislation that has helped preserve strong U.S. shipping and shipbuilding industries for nearly three-quarters

of a century."

The *Midnight Sun* is slated for delivery in October 2002; the second vessel is due in April of the following year.



Photos of the *MV Midnight Sun* under construction at NASSCO show, from the left, the port bow, the forward 19-foot side port and an internal ramp headed toward final assembly.

Union Assists Former American Classic Crews

The travel and tourism industries were especially hard-hit in the aftermath of Sept. 11, and SIU-contracted American Classic Voyages didn't escape that trend. The company, which still is attempting to rebound, last year filed a voluntary petition for reorganization under Chapter 11 of the U.S. Bankruptcy Code.

Meanwhile, the SIU has offered fairly wide-ranging assistance to Seafarers who were laid off because of the company's reorganization. This especially has been true in Hawaii. According to Neil Dietz, the SIU's Honolulu port agent, the union:

- Participated in two food-distribution projects made possible through the SIU's positive relationship with the Hawaii State AFL-CIO Community Services Program. More than 200 SIU families received free food at these distributions.

- Encouraged eligible members to apply for appropriate upgrading courses at the Paul

Hall Center for Maritime Training and Education so that they can enhance their qualifications for sailing aboard other vessels in the SIU-contracted fleet.

- Hosted a free credit-counseling seminar at the union hall that drew a capacity crowd. Arranged through the community services program, the session included presentations on credit reports, paying bills, credit history and more.

- Conducted two mailings to affected members on Oahu with updated information on State of Hawaii programs for extended unemployment benefits, rent/mortgage assistance, and COBRA premium assistance.

- Assisted numerous qualified members in completing the various security clearance applications that are required to obtain employment with various contracted operators.

- Promptly posts the "all ports" list with jobs available to SIU members.

- Posts "help wanted"

announcements for non-SIU work in the area.

As previously reported, American Classic is the parent company of United States Lines, The Delta Queen Steamboat Co., American Hawaii Cruises, and Delta Queen Coastal Voyages. The company said it believes the Chapter 11 process "will allow us to rebuild our business in the aftermath of the Sept. 11 terrorist attacks and continue our proud tradition as America's cruise line."

The reorganization at least initially included shutting down many of the company's vessels—the *ms Patriot* and *Independence*, *American Queen*, *Mississippi Queen* and *Columbia Queen*, and the *Cape May Light*. The result was approximately 2,150 layoffs, including roughly 1,700 ship-board jobs.

Seafarers still are sailing aboard the *Delta Queen* riverboat, and the company has stated it is working to reintroduce the *Mississippi Queen* this year.



SIU efforts to assist former American Classic crews have included (below) food donations and (above) a free credit-counseling class,



both organized through the state AFL-CIO Community Services Program. Pictured at the food drive are (from left) Seafarers Laverne Berasis, Tracy Crum, Julie Ann Teruya and Cynthia Espinda.

CIVMAR Notices

Contract Update

Recently, a communication was sent to all delegates and members aboard MSC vessels from Government Services Division Representatives Chester Wheeler and Kate Hunt. The letter includes the following:

We would also like to update you on the current situation regarding the union's efforts concerning collective bargaining negotiations with Military Sealift Command.

As you know, the SIU and the NMU merged in June 2001. This was a historic moment in American maritime history. This event also presented the union with an opportunity to begin the process of negotiating new collective bargaining agreements for MSC unlicensed mariners. In addition, the union began the legal process that would recognize the name change of our union.

To do this, we filed a petition with the Federal Labor Relations Authority (FLRA). This is normally a very simple process. Unfortunately, the Command complicated the matter by arguing that unlicensed crewmembers are employed

not by MSC, but by the APMC (Afloat Personnel Management Center). MSC insists that SIU/NMU would only have recognition at the APMC/Camp Pendleton level, not at the Headquarters level in Washington, D.C.

This makes no sense from a legal or practical standpoint. APMC is not your employer, MSC is. Additionally, it is contrary to the status of the licensed officer's unions. The Masters, Mates & Pilots (MM&P) representing licensed deck officers and the Marine Engineers' Beneficial Association (MEBA) both have recognition at the MSC headquarters level. Unlicensed CIVMARS comprise the single largest group of workers aboard MSC vessels and your union should receive recognition at the MSC headquarters level.

In October, the union withdrew its petition and asked MSC to begin bargaining. While this request was made in October, it took MSC until the end of December to agree to negotiate. In the meantime, the union continued its work preparing fair and equitable proposals for contract talks. We intend to submit these



Being informed of current collective bargaining negotiations for MSC members is the unlicensed crew of the Army Corps of Engineers' dredge *Wheeler*.

proposals shortly.

The SIU/NMU does not understand the Command's position regarding recognition. Our unions fought for decades to insure equality and justice for unlicensed seamen and we will continue to do so. This means gaining the appropriate recognition and negotiating strong, comprehensive contracts protecting our members.

The SIU/NMU is confident the recognition issue will eventually be resolved in our favor. We will continue to work and focus on collective bargaining and negotiating CMPI revisions.

We appreciate the support and input of our members as we go through this process and will keep you informed of our progress.

Dues

Dues for Government Services Division members have been brought in line with those for other members of the SIU AGLIWD/NMU.

Other CIVMAR News:

Many Accomplishments in 2001

With the solid support of the membership, the union accomplished a great deal in 2001 on behalf of our MSC/CIVMAR members. Among many other ongoing efforts, here are some of the highlights:

- Supporting measures to achieve wage parity for all unlicensed mariners.
- Negotiating an agreement for the crew of the USNS Supply to improve habitability conditions and provide supplemental compensation for habitability conditions.
- Encouraging the implementation of four-month tours.
- Ensuring mariners will not have to stand security watches outside the lifelines of the vessel.
- Assisting mariners with grievances

and premium pay disputes.

- Ensuring procedural protections for all employees when transferred between coasts.

- Review and negotiation of all proposed CMPI changes.

Undoubtedly, 2002 will provide many new challenges for MSC, the union, and civil service mariners. New ships, new missions and other changes will require the union to work hard to protect the interests of the membership while continuing to work with the agency to ensure it can successfully fulfill its mission.



Fred Wheeler (center) is retiring after more than 50 years in the NMU. With him are Delegate Andre Black and Gov't Services Rep Kate Hunt. They are aboard the dredge *McFarland* in the Philadelphia District.



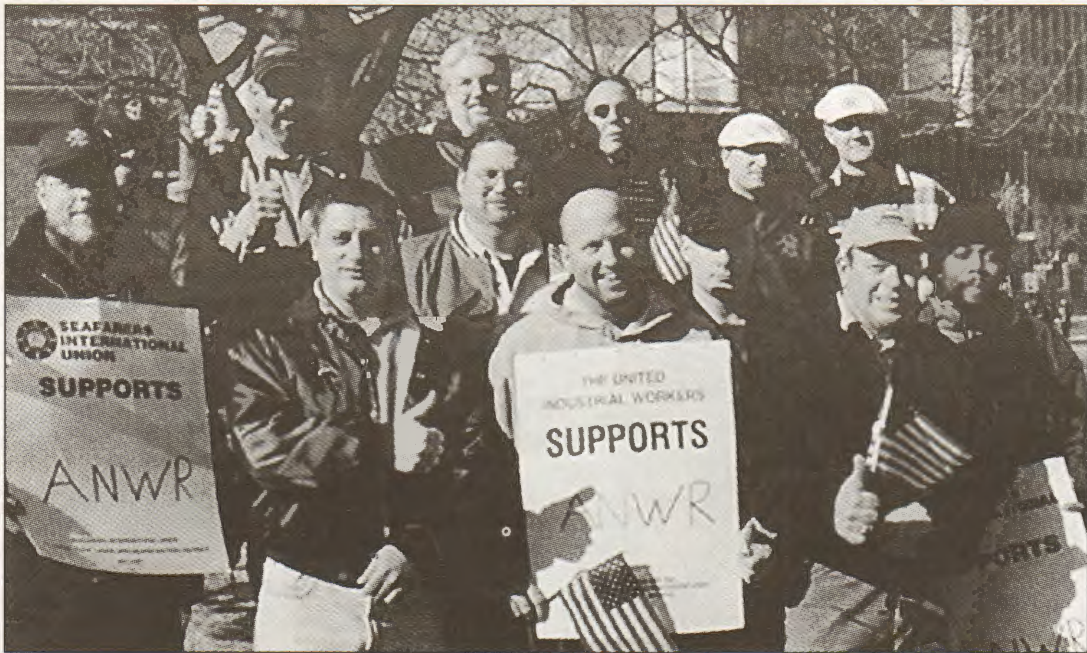
MSC members pose aboard the *USNS Leroy Gruman*.



Above left, Gov't Services Rep Kate Hunt meets with Donnie McKinley and, above right, Gov't Services Rep Maurice Cokes talks with Carlos Casanova. Below, Hunt updates Seafarers aboard the *Oregon II* at a union meeting in Pascagoula, Miss.

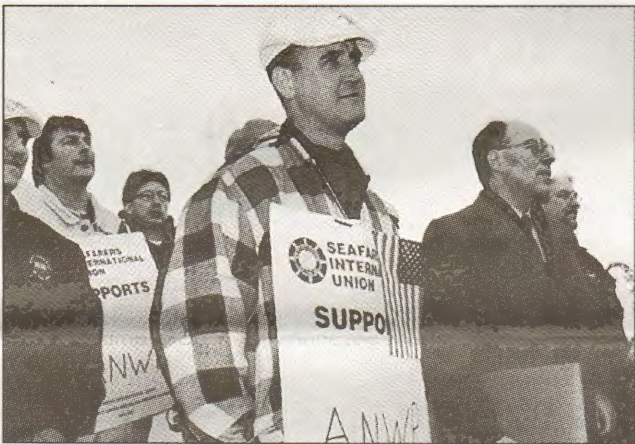


Rallying for Energy Independence



More than a dozen SIU members and officials showed their support for the national energy plan—including safe development of Alaska's Arctic National Wildlife Refuge (ANWR)—during a Jan. 22 rally in Philadelphia. The event, conducted in front of the Liberty Bell pavilion, featured remarks by U.S. Sen. Rick Santorum (R-Pa.); Pennsylvania Conference of Teamsters Pres. Ed Keyser; and representatives from other unions and local businesses. Recently, Senate Republican Leader Trent Lott said he hoped the Senate would vote on the measure by mid-February, before the President's Day recess (too late for this edition of the *LOG*), although the timetable for such a vote wasn't certain.

In photo above, SIU members and officials give a thumbs-up for safe development of ANWR. Pictured at the Jan. 22 demonstration in Philadelphia are (front row, from left) Patrick Lavin, Port Agent Joe Soresi, Luke Wells, Michael Wittenberg, (second row) Oliver Balico, UIW Rep. Rob Wisler, SIU Rep. Joe Mieluchowski, Michael Joel, John Cameron, (back row) Jose Vasquez, John Gallagher, Jerry Foley, John Wozunk and Scott Musick.



Among the Seafarers in attendance were (from far left) John Wozunk, Rob Ward, Kenny Arnold and Scott Musick.



Seafarer John Gallagher listens intently as Ed Keyser, president of the Pennsylvania Conference of Teamsters, explains how opening ANWR would create jobs for Americans.

MarAd Report Delivers Data on U.S. Port Calls

The U.S. Maritime Administration (MarAd) last month announced the release of a new annual publication that features loads of statistics pertaining to U.S. port traffic.

In publicizing the account—titled *Vessel Calls at U.S. Ports-2000*—MarAd stated the report's purpose "is to bring together data on vessel capacity and the number of vessels calling at major U.S. ports, by major type, size and age of the vessels. The underlying data permits creation of port and coastal range profiles in terms of the major characteristics of the active world fleet."

According to the Department of Transportation agency, the report "contains summary tables that present a profile of calls at U.S. ports in terms of active fleet characteristics (vessel type, age and size), and a three-year time series of calls at U.S. ports by vessel type. Detailed tables present calls at major (top 50) ports, by vessel type and size."

Among the notable figures contained in the 56-page communication:

- In 2000, vessel calls at U.S. ports accounted for approximately 10 percent of such calls worldwide.

- 48 percent of the active



Double hull tankers, including the SIU-crewed *HMI Ambrose Channel*, accounted for 43 percent of the tanker calls at U.S. ports in 2000.

world fleet called at U.S. ports in 2000—a total of 6,353 vessels.

- The top 20 U.S. ports accounted for 77 percent of the overall vessel capacity calling at U.S. ports, with the top five accounting for 49 percent.

- Of the 59,955 port calls, 29 percent were by containership, 24 percent by tankers and 21 percent by dry bulk carriers.

- Double hull tankers are becoming more prevalent. In 2000, 43 percent of the tanker calls at U.S. ports were made by double hull tankers.

- The average size of vessels calling at U.S. ports was 14 percent larger than the world fleet average.

- In the auto industry, imports are up. From 1998-2000, calls at U.S. ports by vehicle carriers increased by 46 percent.

Copies of the report, prepared by MarAd's Office of Statistical and Economic Analysis, may be obtained in printed format from that office by calling (202) 366-2267 or by accessing the agency's web site:

<http://www.marad.dot.gov>, under Publications & Statistics.

Federation Calls for SEC To Ban Enron Directors From Serving on Boards

On behalf of the working families who lost everything in the Enron (NYSE: ENE) bankruptcy, the AFL-CIO on Feb. 4 asked the Securities and Exchange Commission (SEC) to determine whether Enron's directors should be banned from all service on corporate boards.

The SEC can ask federal courts to permanently bar directors from serving on boards of public companies if their actions have served to undermine the integrity of the capital markets.

The AFL-CIO's action came in response to the Powers report issued by the Special Investigative Committee of Enron's Board of Directors. "The Powers report shows that the board of directors knowingly authorized Enron executives to participate in the business partnerships that led to Enron's downfall. The SEC now must investigate the role of each individual Enron director in the company's collapse and move to bar those responsible from

other boards," said AFL-CIO Secretary-Treasurer Richard Trumka.

In a letter to the SEC, the AFL-CIO argues that Enron's board failed to meet its legal obligations to shareholders and therefore the SEC must determine if the individuals who served as Enron's directors are fit to serve as an officer or director of another public American corporation.

"Enron's directors are currently overseeing billions of dollars in workers' retirement savings in more than 20 public companies. In our view, this is an imminent danger to workers' retirement savings and the SEC must act immediately to do their part to make sure there are no more Enrons," Trumka explained.

According to the federation, AFL-CIO affiliate union-sponsored benefit funds have more than \$400 billion in assets and hold an estimated 3.1 million Enron shares.

Pilot Program in Place For Health Benefits Eligibility

The Seafarers Health and Benefits Plan (SHBP) has announced a pilot program with the NMU Welfare Plan which is intended to benefit Seafarers.

When the NMU merged into the SIU—a move which overwhelmingly was ratified last year by both memberships—one union was created. However, in accordance with the merger agreement, the benefits plans of each union (as they previously existed) remain separate.

In the case of the health plans, eligible members who before the merger were covered by the SIU plan, continue to receive coverage under that plan. Similarly, eligible members who were covered by the NMU, still are with that plan.

The six-month pilot program (which ends in July) essentially gives full credit for sea time toward members' health-benefits eligibility, regardless of which plan they are covered by. As long as a member has enough sea time to qualify for health benefits, it doesn't matter if that time was accumulated on SIU- or former NMU-contracted ships, or a combination of both. The member gets credit toward eligibility under his or her plan.

The pilot program will be reviewed by trustees after its expiration.

Additionally, as noted on page 5 of last month's *LOG*, the Seafarers Vacation Plan and the Seafarers Pension Plan have announced reciprocal agreements with their NMU counterparts. Those agreements fundamentally allow members to receive credit toward their pension and vacation benefits based on their total days worked, even if their sea time is divided between companies that are signatory to the plans.

Maritime Security Measure Awaits Action in Congress

The Port and Maritime Security Act of 2001 (S.1214) unanimously was passed by voice vote Dec. 20 by the U.S. Senate and forwarded to the House of Representatives for its action.

The adopted version contains significant differences from that introduced in the spring by Senator Ernest Hollings (D-S.C.) and co-sponsored by Sens. John Breaux (D-La.) and Kay Bailey Hutchison (R-Texas). The latest adaptation focuses on anti-terrorism. If enacted, the measure would, among other things:

- Authorize \$390 million for ports to improve security infrastructure, and guarantee \$3.3 billion in loans for future infrastructure upgrades.

- Establish a National Maritime Security Advisory Committee.

- Require security evaluations and port vulnerability assessments of major U.S. ports.

- Create new sea marshal ini-

tiatives,

- Establish local port security committees.

- Require port authorities and operators of waterfront facilities to develop security plans.

- Require background checks on persons who enter waterfront controlled-access areas, and

- Provide for the assessment of security measures at foreign ports.

As this issue of the *Seafarers LOG* went to press, the bill still was awaiting further scrutiny by the House Transportation and Infrastructure Committee.

Meanwhile, the U.S. Coast Guard continues to enforce a wide range of security measures on all ships entering U.S. ports. In addition to the nationwide measures at all local ports, each Coast Guard Captain of the Port (COTP) may employ any security measures they deem necessary to ensure the safety and security of their particular port.

Lakes Crews Busy Despite Steel Woes

When the Great Lakes shipping season ended on Jan. 29, it marked the conclusion of an unquestionably difficult year. The steel crisis and, to a lesser extent, low water levels conspired to keep Lakes cargoes at their lowest overall amounts since 1991.

Nevertheless, Lakes crews transported 102.2 million net tons, and SIU crews stayed quite busy in moving their share. Iron ore was the most popular commodity (47.2 million net tons), followed by limestone and gypsum (27.3) and coal (21.4).

One of the season's bigger stories involved SIU-contracted American Steamship Company (ASC) of Buffalo, a GATX subsidiary. ASC and Oglebay Norton in early January announced a multi-year agreement under which they will pool their fleet operations. The pact doesn't entail the transfer of any assets.

Because of mild weather, an early fit-out is expected for next season. The cement carriers tentatively were due out in late February.



The SIU-crewed *Iglehart* heads for Toledo, Ohio.



Porter James Beaudry
MV Buffalo



DEU Frank Parnham
MV Buffalo



DEU Joshua Mazsa
MV Buffalo



AB/Conveyorman Jeff Lalonde
MV St. Clair



QMED Brian Gelaude
MV Buffalo



Left:
DEU Charles Bearman
MV St. Clair



Right:
DEU Richard Cole
MV Buffalo

Southdown Challenger Cements Reputation for Reliable Service



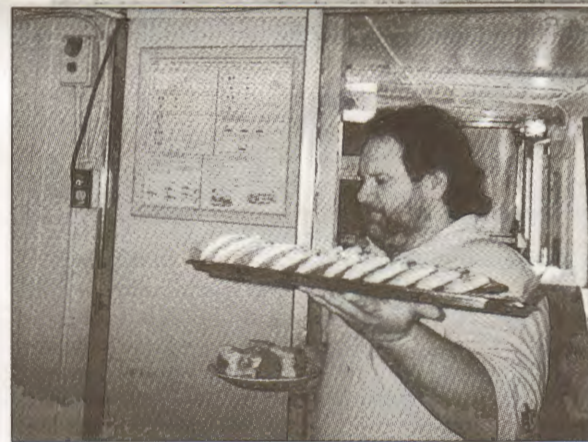
The SIU-crewed *Southdown Challenger* is the longest cement carrier on the Great Lakes (552 feet).

When it comes to the SIU-crewed *Southdown Challenger*, Oiler John Cull knows his history.

Cull sent the photos accompanying this text to the *Seafarers LOG*, along with an informative note about the venerable vessel. As the Seafarer pointed out, the *Southdown Challenger's* extensive history includes being converted to a self-unloading cement carrier. The ship is the longest cement carrier on the Great Lakes (552 feet), and it also boasts the longest ongoing service record among active Lakes vessels.

These days, the *Southdown Challenger* transports powdered cement from a production facility in Charlevoix, Mich. to various ports including Chicago; Cleveland; Detroit; Manitowoc, Wis.; Milwaukee; Toledo, Ohio; and Owen Sound, Canada.

The *Southdown Challenger* first entered service as an iron-ore carrier. Today, it can transport more than 10,000 tons of cement at once.



Second Cook/Baker Joel Markle delivers fresh baked goods to the mess room just before the crew's coffee break.



Left: Wheelsman Fred Biesecker enjoys a round of solitaire during a break that followed a union meeting in which crew members discussed an upcoming contract.

Below: Detroit is the backdrop for this photo of Oiler Andy Egrossy.



Oiler John Cull tests water before it goes into the boilers.

Right: Deckhands Bonita Vineyard and Ahmed Alaidarous are part of the *Southdown Challenger* crew.

Below: Giving a nod to healthy menus, Chief Steward Abdullah Al-Samawi serves fresh squash.



GLOBAL MARINER

Chief Cook Flory Farquhar (right) helps decorate the small Christmas tree aboard the *Global Mariner*. The cake below was made—decorations and all—by Recertified Steward Brian Gross to help celebrate a fellow crew member's birthday.



HOUSTON



Joe Webber (left), an engineer with G&H Towing for 23 years, receives his first pension check from SIU Assistant Vice President Jim McGee.



Preparing Thanksgiving dinner at the Houston hall are retired Chief Cook Joe Clark (right) and Chief Cook Santiago Martinez.

Seafarers at Work Aboard Ship and Ashore

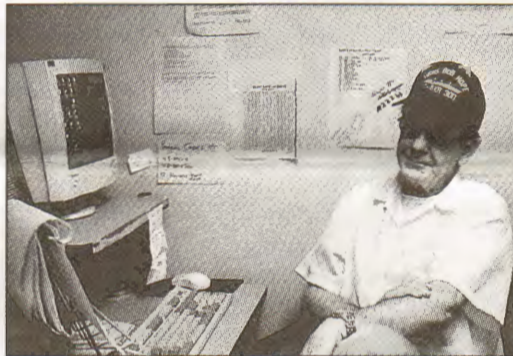
GLOBAL LINK



SA Rafael Alvarez finishes making beds aboard the *Global Link*.

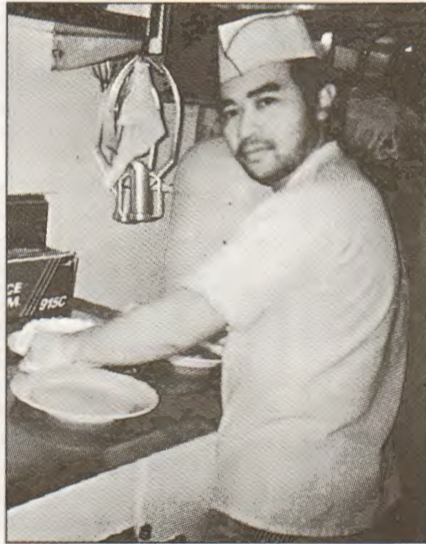
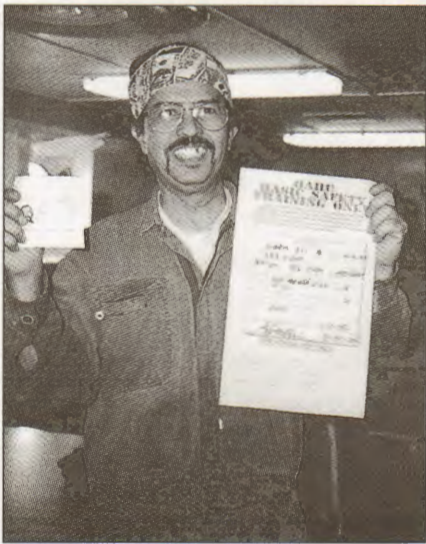
USNS BOB HOPE

Steward James Ryder is ready to use the computer on board the *USNS Bob Hope*.



OS James Hall

C.S. LONG LINES



These photos were snapped aboard the *C.S. Long Lines* during a recent payoff in Honolulu. Clockwise, from top left, are OMU Ali Sidek with his application for the BST class, Cook/Baker Jaime Racpan, Chief Cook Carlito Fabia and SA Jaime Austria.



AB Benjamin Barnes



AB Phillip Yaros



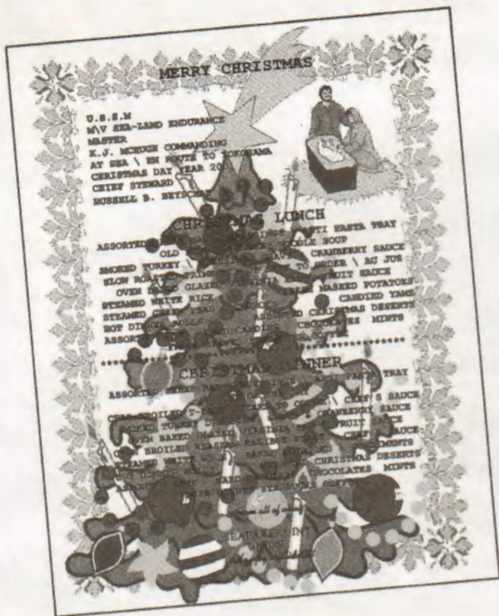
FOWT Jason Roate

PERSEVERANCE



SIU Representative Bryan Powell (center) meets with Recertified Steward Ken Roetzer (right) and Chief Cook Marvin James aboard the *Perseverance* at payoff in San Pedro, Calif.

Endurance Galley Gang Makes Each Day a Celebration



SIU crew members aboard the *Endurance* are fortunate to have Chief Steward Russell Beyschau and his gang working in the steward department. Beyschau (who sent these photos) always finds a way to celebrate each day on the U.S. Ship Management vessel, whether it's a special menu at Christmas (left) or presenting a decorated cake for one of his shipmates' birthdays. In center photo, he surprises AB Walter Weaver (seated) with a cake, and, at right, OMU James Sieger's cake is decorated to look like a toolbox.



WE'RE LOOKING FOR A FEW GOOD WORDS



A new SPAD T-shirt is in the works, but there's one holdup. Namely, the need for a new slogan.

Years ago, "Politics is Porkchops" was the union's catch-phrase that reflected the importance of political action for Seafarers. It's a short way of saying, "What happens in the political arena can make or break not only our jobs, but our entire industry. Politics affects our ability to put bread on the table."

Today, that sentiment still rings true—maybe more so than ever.

A contest is being conducted to come up with a new phrase that signifies the importance of political action to the SIU membership. This modern-day equivalent of Politics is Porkchops (and no, we don't mean Politics is Microwaved Soybeans) will

be printed on the new T-shirts. Details on the shirts' availability will appear in future issues of the *LOG*.

Meanwhile, this contest is limited to active and retired Seafarers, who may submit up to three slogans. Entries must be received no later than June 10, 2002 for consideration. The judges' decision will be final. In case the same slogan is submitted and selected for the new SPAD T-shirt, the entry with the earliest postmark will be declared the winner.

The winner will receive an SIU jacket, an SIU cap and an SIU shirt. That individual, along with the winning entry, will be announced in a subsequent issue of the *LOG*.

To enter, please complete the form printed below and mail it to the address indicated.

NAME THAT T-SHIRT CONTEST

Here are my ideas for a new SPAD slogan: (You may submit up to three ideas)

1. _____
2. _____
3. _____

Name: _____

Address: _____

Telephone Number: _____

- I am an active Seafarer
 I am a retired Seafarer

Send completed form to SPAD Slogan Contest,
 Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.



AP/Wide World Photos

Announcer Johnny Addie raises the gloved hand of Sandy Saddler after Saddler scored a fourth-round knockout of featherweight champ Willie Pep in their scheduled 15-round bout in Madison Square Garden, New York, on Oct. 29, 1948. At right is Bernie Pisto, one of Saddler's handlers.

Boxing Champ Saddler Also Sailed With NMU

When former featherweight boxing champion Joseph "Sandy" Saddler passed away last September, the sporting press remembered him for his 103 knockouts and his well-chronicled bouts against Willie Pep.

Few, if any of the write-ups mentioned another part of Saddler's resumé—his voyages as a merchant mariner. Saddler sailed with the NMU in the late 1950s, after retiring from the ring. He was a gym attendant aboard the *S.S. United States* and also briefly worked for the union in a shoreside capacity.

Saddler passed away in his sleep Sept. 18, 2001, at age 75. He died at the Schervier Nursing Care Center in the Bronx, where he had spent his final years. Saddler suffered from Alzheimer's disease.

Born in Boston and raised in Harlem, Saddler became a pro boxer in 1944, at age 17. He defeated Pep for the featherweight title in 1948. Saddler's days in the ring ended because of an eye injury he sustained in 1957 as a passenger in a taxi. His career record was 144-16-2, and his 103 knockouts are the most of any featherweight champ.

Saddler won three of four fights against the heralded Pep.



AP/Wide World Photos

Saddler (left) delivers a punch to the jaw of Charles Riley during a 10-round fight in November 1950. Saddler won the bout by decision.

A Shipboard Learning Experience by Walter Karlak

In the September and November 2001 issues of the *Seafarers LOG*, Pensioner **Walter Karlak** wrote about catching his first two ships—the *SS Greeley Victory* and the *North Platte*—both on runs to the Persian Gulf. What follows is a continuation of his learning experiences aboard ship and of his seafaring adventures.

Weeks went by since my last voyage. There was nothing much to do but hang out in a pool hall all day. I found myself thinking about shipping again.

The union rules stated that a member had to ship out within 90 days of his last trip to keep his shipping card active—or re-register. My card was getting near the expiration date, so each morning I'd go down to the hall on Beaver Street before the 9 a.m. call and stay until after 4 p.m. for a possible pier head jump, which meant that a member was getting off a ship at the last minute and needed a replacement.

I believe it was in October 1951 that the T-2 tanker *Paoli* needed three wipers. So, along with John St. John and Jimmy Vitale, I got one of those jobs. The ship was going, where else, but India. It seems I was destined to be an India Run man.

St. John's father drove us to Linden, N.J. As we neared the port, we could first smell and then see the huge stacks burning off gases.

We boarded the ship and were shown to our room, which was huge. We were given bedding, etc., and the next day we turned to doing whatever the

first engineer told us.

The vessel finished loading in New Jersey, and we headed to Aruba to complete the load.

A T-2 tanker, at that time, was a giant of a ship. Compared to today's tanker, though, it is a dwarf.

At that time, tanker articles were for 18 months. That meant I had to remain on board until the ship returned to a U.S. port or pay off in a foreign country under mutual consent—and pay my fare back to the U.S. as well as the replacement's fare to the ship.

As we left New Jersey, I was surprised at how smooth the sailing was. With this full load, the ship went right through the waves rather than riding them up and down.

Aruba was a nice place for a stopover, and everyone enjoyed the sandy beaches.

After completing the load, we headed for India by way of the Suez Canal.

I can't recall how long it took to reach Port Said, the entrance to the Suez Canal, where, as in the past, we anchored while awaiting more ships to form a conveyer.

Again, the bumboats were alongside to sell their wares. This was my third time through, and I already had gotten to know a few of them by name.

Once through the canal and into the open seas, it was cooler—which was a relief to everyone, most of all the engine department members.

Throughout my career with the SIU, I felt that my fellow crew members were like one big helpful family. This was particularly true on the *Paoli*. I was

just 21 years old—out to see the world—out to party. I never thought of upgrading. But then a couple oilers kept after us three wipers and urged us to make rounds with them, showing us the ropes in being an oiler and an FOWT.

As we checked the temperatures and recorded them, I was told to use the back of my fingers (which are very sensitive) to feel the motors. The oilers explained the oil system and the FOWTs talked about the steam and water cycle and its purpose. I'd take notes, change burners, clean. It was a good feeling to actually get hands-on training. Reading from a book is good, but there's nothing like actual experience.

To this day, I'm grateful to them—and others—who took the time to teach me other ratings on my own time. I will never forget them. The members today have the Paul Hall Center in which to learn. In my time, we had to do it on our own, either aboard ship with the help of other crew members or pay some school ashore to attend classes. Today's members should always be grateful for the schooling they receive. It can help them in their jobs at sea and even after they leave the SIU for whatever reason.

This was the first time I was away from home over the Thanksgiving, Christmas and New Year's holidays. And while it was a bit gloomy at first, thinking of my mom's roasted turkey and homemade stuffing, the steward department went all out to bring us the spirit of home. They really took pride in their meals and in making the holidays special.

After arriving at the mouth of the river to Calcutta, India, we waited for a pilot to take us to where the cargo was to be unloaded through long pipes to huge tanks nearby.

I watched as women carried five-gallon tin cans of gasoline on their heads with only a cushion between their heads and the cans, going back and forth all day long. I thought about how we live in the USA and what different lifestyles exist around the world.

Sometimes, when we ate astern, we would see birds circling above for scraps of food. We'd toss up bits and pieces and watch them swoop down and catch them. One took a scrap from the fingers of one of us; that's how close they came.

Once the cargo was discharged, we headed for Bahrain for a full load. Again, it was a smooth ride, cutting through the heavy seas. After the ballast tanks were pumped out, cargo was then loaded for Durban and Cape Town, South Africa.

In Cape Town, I went ashore with Frank LaRosa, John St. John and Jimmy Vitale. Since it was our first time, a steer (someone who takes you where

you want to go) latched on to us, talking about a place to have drinks, etc. LaRosa urged us onward, so we all followed the steer. Well, it was true; there were women, drinks, soda and music. But it was—of all places—a seamen's mission, the Flying Dutchman.

As a grade school student, I had read about Table Mountain in Cape Town. And now I was seeing it. Years later, on a trip aboard the *Robin Hood*, I actually got to the top of the mountain. What an unbelievable, beautiful view.

We departed Cape Town empty, heading for Beaumont, Texas—a trip of about three weeks. All this time, the oilers and FOWTs were teaching us their jobs. When we got off in Beaumont, the three of us wipers went to Port Arthur to take the test—and passed. Now, with an FOWT and oiler's ratings, I felt like a million bucks—and wanted the world to know it.

We caught an express bus home to New York, thinking an express route would be a short ride. Boy, how wrong I was. It took something like 4½ days. The first few hours gazing out the window at the view were fine. But after being cooped up in the same seat and position, it became unbearable, even though we able to get off for ½-hour breaks at various times.

As we neared the Lincoln tunnel, the Empire State Building was a welcomed sight. After that trip, I swore never to travel by bus any great length again. Trains were just fine.

Within a week, I went to the hall to register for a ship. There were two changes this time. The first was that the hall was now in a converted public school in Brooklyn. The second was that I was now in Group 2, not Group 3. It felt good knowing that I now had a choice of an oiler's or FOWT job that book members refused.

The new hall was quite something. The shipping board was so big and listed the three departments and the names of the ships, their companies and their runs. There were spaces where a number was placed as to how many men were needed under each department aboard each ship.

There were many chairs and tables in the new hall for members to play cards or pass the



Now 71 and an SIU pensioner, Walter Karlak was just 21 when he began his career in the SIU. He is pictured here aboard the deck of the *Paoli* in late 1951.

time while waiting for a job call. It was an especially great place to attend the monthly meetings. Whenever Paul Hall spoke, the entire membership listened very carefully. He had a way of getting everyone's attention.

With a third trip now under my belt, it was time for a little R&R before shipping out again.

I believe that if a member doesn't quit after the first trip, it will be their career, one from which they will retire. There's something about the calling of the sea that can't be explained.



Above, birds circle the vessel in search of a few scraps of food. Below, Table Mountain in Cape Town, South Africa, is now a national landmark. The view from the top is something to behold.



S.S. PAOLI
16,600 TON TANKER OWNED AND OPERATED BY CITIES SERVICE OIL COMPANY
MR. WALTER A. KARLAK.

Menu

- PINEAPPLE JUICE
- Pickles & Olives
- Cream of Tomato Soup
- Roast Turkey - Dressing - Gravy - Cranberry Sauce
- Baked Virginia Ham & Pineapple Sauce
- Roast Beef & Gravy
- Mashed Potatoes - Buttered Broccoli
- Candied Sweet Pot. - Gr. Peas
- Mashed Turnips - Hot Rolls
- Mince Meats Pie - Pumpkin Pie
- Ice Cream & Cookies - Cake
- Ast. Candie & Nuts - Fresh Peaches - Apricots
- Orange & Apples - Coffee & Tea.

Karl Karlak
Steward.

SIU steward departments, even back in 1951, went out of their way to make the holidays special, as is evidenced in this Thanksgiving Day menu from aboard the *Paoli*.

HANDS-ON TRAINING: Vital Part of Paul Hall Center Courses

From its founding in 1967, the Paul Hall Center for Maritime Training and Education has emphasized hands-on training for mariners. In fact, while the recent international trend toward practical demonstration of skills for certification may have caught others off-guard, the Paul Hall Center deftly handled the changes.

Based in Piney Point, Md., the school offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. Virtually all of those classes include hands-on training.

The Paul Hall Center features comprehensive training for mariners in all three shipboard departments—deck, engine and steward. This includes a widely respected entry training program, plus vocational upgrading courses, academic support and more.

Among the school's most beneficial training tools are the bridge and engine simulators, the Joseph Sacco Fire Fighting and Safety School (located on a nearby satellite campus) and the culinary lab.

For more information on the school, see page 17 of this issue of the *LOG*; contact the Paul Hall Center admissions office at P.O. Box 75, Piney Point, MD 20674-0075; or call (301) 994-0010; or go on-line at <http://www.seafarers.org/phc/index.html>.



ABOVE: David James, Don Midgette (instructor), Jeffrey Pope and others pull a generator rotor.



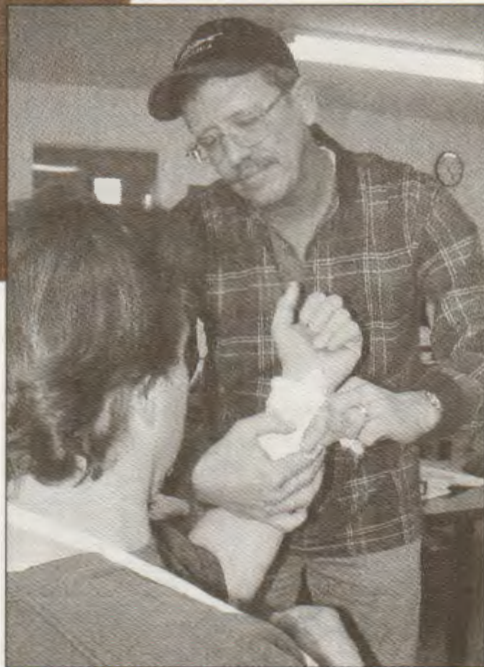
RIGHT: Marcus Peters chips old paint from the bow of a rescue boat.



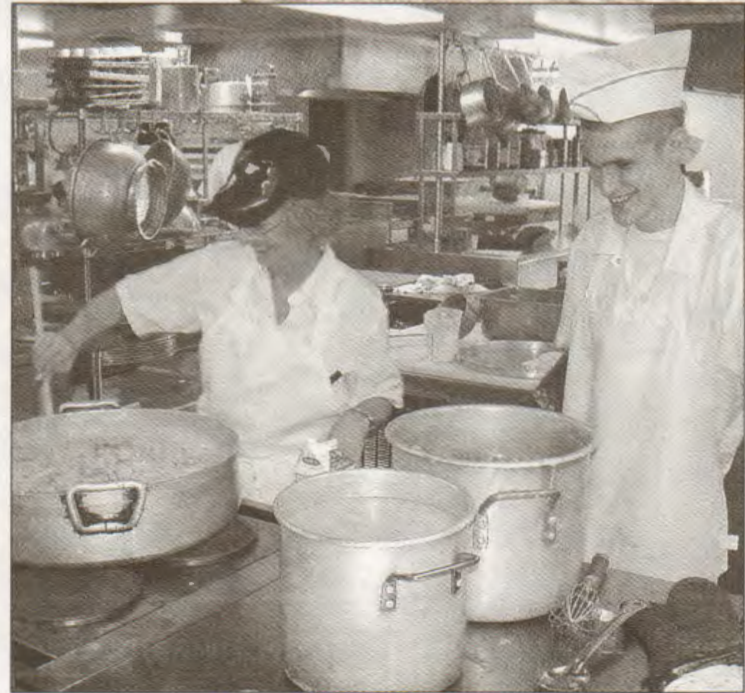
RIGHT: Antonio Torres sports safety glasses and a mask for this assignment.



Don Midgette (instructor), Charles Sneed and David Vega check a generator for possible shorts.



Practicing first aid, Larry Childress wraps a bandage on the wrist of classmate Jon Beard.



Chief Cook/Baker Kathleen Johnson prepares lunch with the assistance of phase 3 Unlicensed Apprentice Marvin Smith.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 13, 2002

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	2	1	0	2	0	0	0	2	1	1
Baltimore	7	4	0	3	2	1	0	11	4	3
Guam	3	0	0	1	1	0	0	3	1	1
Honolulu	12	6	3	11	7	1	1	16	9	8
Houston	24	7	12	18	12	6	9	38	13	19
Jacksonville	26	22	10	33	19	9	20	43	41	10
Mobile	10	6	4	11	3	0	3	25	18	9
New Orleans	15	15	7	13	12	3	13	32	20	12
New York	14	8	13	21	8	8	9	36	17	19
Norfolk	17	11	4	11	8	6	3	23	21	10
Philadelphia	8	2	1	3	5	1	2	12	3	1
Piney Point	0	3	0	1	0	0	0	0	4	2
Puerto Rico	8	7	1	8	1	0	4	17	15	2
San Francisco	21	6	2	15	4	1	8	43	12	5
St. Louis	2	4	4	1	3	1	0	1	3	6
Tacoma	31	11	14	22	10	10	14	57	19	12
Wilmington	31	12	9	20	10	5	15	50	17	15
Totals	231	125	84	194	105	52	101	409	218	135
ENGINE DEPARTMENT										
Algonac	1	1	1	0	0	1	0	1	3	2
Baltimore	2	2	2	1	5	1	0	9	3	1
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	8	8	5	6	2	1	3	11	8	6
Houston	18	6	4	15	3	3	6	22	10	14
Jacksonville	9	13	9	15	14	5	6	33	28	14
Mobile	7	2	1	5	1	1	0	15	5	0
New Orleans	5	4	2	4	5	0	4	18	15	5
New York	11	11	7	8	3	6	2	22	16	11
Norfolk	6	10	3	5	6	0	4	10	19	6
Philadelphia	2	2	1	1	1	0	0	3	7	2
Piney Point	6	2	1	2	0	0	2	4	5	1
Puerto Rico	5	0	0	5	1	0	1	5	5	1
San Francisco	6	5	2	10	5	1	4	9	10	3
St. Louis	1	2	1	2	2	1	1	0	4	0
Tacoma	13	12	4	12	13	2	9	17	15	12
Wilmington	6	6	6	3	2	4	2	9	11	5
Totals	106	86	49	94	63	26	44	188	164	84
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	1	0
Baltimore	2	1	0	3	0	0	0	5	1	0
Guam	1	1	0	1	3	0	0	0	0	0
Honolulu	9	2	10	9	1	2	3	18	8	13
Houston	11	3	3	16	2	1	5	16	1	4
Jacksonville	12	5	8	9	4	4	9	29	6	8
Mobile	9	2	1	5	2	0	0	8	3	2
New Orleans	6	7	2	6	4	0	4	12	10	3
New York	12	2	0	10	3	1	5	24	8	6
Norfolk	10	10	4	7	8	2	5	15	10	6
Philadelphia	0	1	0	2	0	0	0	2	1	0
Piney Point	5	3	2	1	1	1	1	6	6	2
Puerto Rico	2	0	0	2	0	0	0	3	1	0
San Francisco	15	7	1	13	3	1	11	42	8	1
St. Louis	0	0	1	0	0	0	0	2	1	1
Tacoma	22	3	3	12	4	1	10	36	2	4
Wilmington	19	9	1	17	4	0	6	36	10	3
Totals	135	56	36	113	39	13	59	254	77	53
ENTRY DEPARTMENT										
Algonac	0	1	1	0	0	0	0	0	4	5
Baltimore	0	2	3	0	1	1	0	0	7	3
Guam	0	1	3	0	0	2	0	0	4	6
Honolulu	7	24	24	5	6	0	0	10	37	60
Houston	4	8	14	4	4	2	0	2	25	26
Jacksonville	2	8	20	3	11	9	0	3	23	42
Mobile	0	4	1	0	1	0	0	0	11	4
New Orleans	1	7	7	1	3	1	0	2	17	20
New York	7	28	26	5	16	4	0	11	48	68
Norfolk	0	7	12	0	7	4	0	1	16	22
Philadelphia	0	1	1	0	1	1	0	1	3	1
Piney Point	1	21	24	2	9	19	0	0	25	27
Puerto Rico	2	4	5	3	1	1	0	5	8	9
San Francisco	5	13	11	5	8	4	0	5	24	17
St. Louis	0	1	0	0	0	0	0	0	1	0
Tacoma	5	19	17	3	12	9	0	10	33	37
Wilmington	3	10	15	2	6	3	0	6	14	29
Totals	37	159	184	33	86	60	0	56	300	376
Totals All Departments	509	426	353	434	293	151	204	907	759	648

*"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.

April & May 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: April 8, May 6
Algonac	Friday: April 12, May 10
Baltimore	Thursday: April 11, May 9
Boston	Friday: April 12, May 10
Duluth	Wednesday: April 17, May 15
Honolulu	Friday: April 19, May 17
Houston	Monday: April 15, May 13
Jacksonville	Thursday: April 11, May 9
Jersey City	Wednesday: April 24, May 22
Mobile	Wednesday: April 17, May 15
New Bedford	Tuesday: April 23, May 21
New Orleans	Tuesday: April 16, May 14
New York	Tuesday: April 9, May 7
Norfolk	Thursday: April 11, May 9
Philadelphia	Wednesday: April 10, May 8
Port Everglades	Thursday: April 18, May 16
San Francisco	Thursday: April 18, May 16
San Juan	Thursday: April 11, May 9
St. Louis	Friday: April 19, May 17
Savannah	Friday: April 12, May 10
Tacoma	Friday: April 26, May 24
Wilmington	Monday: April 22, May 20

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

Personals

JAMES LLOYD DAVIS JR.

Please contact Carolyn Keen at (757) 543-9343.

ERIC JOSEPH OF ELIZABETH, N.J.

Please contact Suzy Joseph at (818) 509-1659.

NY Gov. Pataki Signs 'Card Check' Measure

New York Gov. George Pataki (R) in December made American labor history when he became the first governor of any party to sign into law a streamlined method of unionization—"card check" or "card check recognition."

Pataki inked the card check bill Dec. 4 while addressing (via satellite) the nearly 1,000 delegates—including SIU President Michael Sacco—who attended the AFL-CIO Convention in Las Vegas. Denis Hughes, president of the New York State AFL-CIO, introduced him to the federation.

Under card check, workers can choose a union to represent their interests simply by signing cards saying they favor unionizing. Once a majority of employees at a workplace signs these cards, they gain union representation.

The new law became effective Jan. 28.

"The process of unionization is not always easy and easily accomplished," Pataki told the delegates. "It can be thwarted by unscrupulous employers." Before affixing his signature to the legislation, he added, "The card check bill is an important step toward eliminating unnecessary hurdles while also ensuring fairness." Pataki received a standing ovation from the delegates.



One captain and a recertified steward are among the 14 Seafarers announcing their retirements this month. **Joseph M. Bethel** sailed as a captain in the inland division while **Alexander P. Reyer** completed the highest level of training available to members who sail in the steward department at the SIU's training school in Piney Point, Md.

Including Reyer, seven of the retirees sailed in the deep sea division. Six others, including Bethel, navigated the inland waterways and one plied the Great Lakes.

Seven of the retirees worked in the deck department, four shipped in the engine department and three sailed in the steward department.

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

DEEP SEA



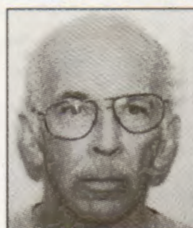
RICHARD ALMOJERA, 61, started his career with the Seafarers in 1961 in the port of New York. The

New Orleans native first shipped on a Seatrain Lines vessel. Brother Almojera sailed in the engine department and upgraded his skills in 1995 at the Seafarers training school in Piney Point, Md. He last sailed aboard Puerto Marine Management's *Elizabeth*. Brother Almojera lives in Philadelphia.

JAMES BRINKS, 61, joined the SIU in 1963 in Houston, after serving in the U.S. Army from 1960 to 1962. He sailed in both the inland and deep sea divisions. The deck department member last sailed aboard Waterman Steamship Corp.'s *Stonewall Jackson*. He is a resident of Picayune, Miss.



WILLIAM BLAND, 60, was born in Illinois. He joined the SIU in 1967 in the port of New York. Brother Bland served in the U.S. Marine Corps from 1961 to



GEORGE CALLARD JR.

64, joined the Seafarers in 1960 in the port of New York. Born in Baltimore, he served in the U.S. Army from 1955 to 1958. Brother Callard's initial voyage for the SIU was aboard an Interocean Management Corp. vessel. The deck department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1976. He last went to sea on the *Franklin J. Phillips*, a Maersk Line vessel. Brother Callard makes his home in Atlanta.



MASUD ABDUL LATEEF, 64, hails from Independence, La. He began his SIU career in 1968 in the port of New

Orleans. Brother Lateef served in the U.S. Army from 1954 to 1956. He first went to sea aboard the *Topa Topa*, a Waterman Steamship Corp. vessel. The deck department member last worked on the *Stonewall Jackson*, another Waterman ship. Brother Lateef lives in Arabi, La.

KENNETH C. MCGREGOR, 65, started his career with the Seafarers in 1965 in the port of New York. Brother



McGregor served in the U.S. Navy from 1954 to 1957. His initial SIU voyage was aboard an Alcoa Steamship Co. vessel. The deck department member upgrad-

ed his skills in 1996 and 1998 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He last worked on the *Sea-Land Innovator*. Brother McGregor makes his home in San Pedro, Calif.



ALEXANDER P. REYER, 51, was born in Baltimore. He joined the Seafarers in 1978 in San Francisco. His

first ship was Delta Steamship Lines' *Santa Magdalena*. The steward department member upgraded his skills often at the Seafarers training school in Piney Point, Md. and completed the steward recertification course there in 1985. His most recent voyage was aboard the *LNG Taurus*, a PRONAV Ship Management vessel. He lives in San Francisco.

MOHAMED H. SHAIK, 64, began his SIU career in 1967 in San Francisco. He first shipped aboard the *Warrior*, a



Sea-Land Service vessel. Born in Arabia, he worked in the engine department. Brother Shaik's final SIU voyage was aboard the *Producer*, a CSX vessel. San Francisco is his home.

INLAND

JOSEPH M. BETHEL, 61, hails from Pennsylvania. He started his career with the Seafarers in 1965

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.

in the port of Philadelphia. Brother Bethel served in the U.S. Air Force from 1956 to 1960. He first shipped on a Taylor Marine Towing Co. vessel. He sailed as a captain and upgraded his skills at the Seafarers training school in Piney Point, Md. in 1989. Boatman Bethel last worked at the helm of a Moran Towing Co. of Philadelphia vessel. He resides in Richboro, Pa.



ROBERT M. HIEL, 65, began his SIU career in 1978 in Detroit. He first shipped aboard the *Niagara*, operated by Erie Sand Steamship Co. Boatman Hiel worked in both the steward and engine departments during his career. He last sailed on a vessel operated by OLS Transport. Boatman Hiel lives in Troy, Mich.



DAVID F. LAFFAN, 55, started his career with the Seafarers in 1977 in the port of Norfolk, Va. The Rhode

Island native served in the U.S. Navy from 1962 to 1976. He worked primarily aboard vessels operated by Allied Towing Co. Boatman Laffan shipped in the steward department and upgraded his skills at the Seafarers training school in 1997. He calls Mapleville, R.I. home.

JOHN N. LINDWALL, 61, joined the SIU in 1973 in the port

of Philadelphia. Boatman Lindwall served in the U.S. Navy from 1957 to 1961. He worked primarily aboard Maritrans vessels. The deck department member was born in Philadelphia, but now calls Vineland, N.J. home.



HENRY WILLIFORD, 62, began his career with the SIU in 1969. Boatman Williford

worked primarily aboard vessels operated by Dravo Basic Materials Co. The Alabama-born mariner shipped in the deck department. He resides in Mobile, Ala.

GREAT LAKES

DAVID KLOSS, 65, was born in Erie, Pa. He joined the Seafarers in 1988 in the port of Algonac,



Mich. Brother Kloss worked primarily aboard vessels operated by Upper Lakes Towing Co. A member of the engine department, he upgraded his skills often in Piney Point, Md. Brother Kloss makes his home in Fairpoint Harbor, Ohio.

Reprinted from past issues of the *Seafarers LOG*. 1992

1942

The first annual convention of the Seafarers International Union of North America was held in San Francisco. In addition to acting on a large number of proposals designed to strengthen the international, the convention

unanimously chose Harry Lundeberg as president of the SIUNA. Elected as executive secretary-treasurer was Tex Skinner.

1960

The new schedule of increased surgical benefits for Seafarers, dependents and SIU old-timers was authorized by union and shipowner trustees of the Seafarers Welfare Plan. The increases are retroactive to March 1, 1960 and represent higher payments of as much as 50 percent within the existing \$300 benefit ceiling.

This was the first increase in the surgical schedule since the program began almost five years ago. The complete medical, surgical, hospital program covering Seafarers' wives, dependent children and dependent parents, as well as SIU old-timers receiving disability benefits, has paid out a total of \$997,206.39 since it began.

A loophole in maritime safety standards of the nation's rivers and lakes endangers the lives and working conditions of crew members aboard tugs and towboats, and Congress should enact legislation to rectify the situation, the SIU told a congressional panel last month.

There is a lack of uniformity between the requirements that must be met by individuals employed on various vessels, the union said in testimony before the House Subcommittee on Coast Guard and

Navigation. The union noted that on the one hand, individuals working aboard deep sea ships and Great Lakes vessels must carry a Coast Guard document and, in some cases, a license. On the other hand, crew members on tugs and towboats plying the 25,777 miles that make up the nation's inland waterways and on boats under 100 gross tons in coastal waters are not required to hold Coast Guard documents.

From the SIU's standpoint, every individual working aboard any vessel must have confidence in his fellow crew members and their ability to handle the vessel in any situation, including emergencies that may arise.

THIS MONTH IN SIU HISTORY

Welcoming Rep. Pelosi



U.S. Rep. Nancy Pelosi (D-Calif.), the House Democratic Whip, attended the annual Thanksgiving festivities at the SIU hall in San Francisco this past November. Pictured with Rep. Pelosi are (left) California State AFL-CIO Pres. Emeritus Jack Henning and retired SIU VP West Coast George McCartney, who still serves on the executive committee of the San Francisco Labor Council.

Final Departures

DEEP SEA

JAMES ALEXANDER



Pensioner James Alexander, 78, died Nov. 2. Brother Alexander began his career with the Seafarers in 1968 in San Francisco. Born in the Philippines, the deck department member last worked aboard the *Sea-Land Portland*. Brother Alexander retired in 1983. He made his home in the Philippines.

RICHARD CASTERLIN

Pensioner Richard Casterlin, 73, passed away Dec. 10. Brother Casterlin started his career with the Marine Cooks and Stewards (MC&S) in San Francisco. The Pennsylvania native shipped in the steward department and began receiving compensation for his retirement in 1971. Brother Casterlin was a resident of Long Beach, Calif.

IVEY COX



Pensioner Ivey Cox, 73, died Oct. 18. He began his career with the Seafarers in 1951 in the port of New York. The Florida native first

sailed aboard an Isco vessel. A member of the deck department, his final sea voyage was aboard the *Robert E. Lee*, a Waterman Steamship Corp. vessel. Brother Cox started receiving his pension in 1992. Vesuvius, Va. was his home.

ALBERTO "AL" FRANCIA



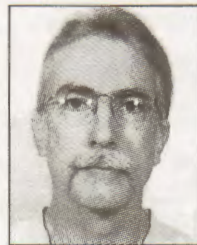
Pensioner Alberto "Al" Francia, 77, died Dec. 17. Brother Francia started his career with the MC&S in San Francisco. Born in the Philippines, he worked in the steward department. He started receiving his pension in 1978. Brother Francia was a resident of Cypress, Calif.

SEON GREAVES



Pensioner Seon Greaves, 77, passed away Nov. 20. Born in St. Vincent, Grenadines, he began his career with the MC&S in San Francisco. The steward department member began collecting compensation for his retirement in 1976. Brother Greaves lived in Foley, Fla.

DAVID HESTAND



Brother David Hestand, 48, died Dec. 21. The Denver native started his career with the Seafarers in 1973 in the port of Houston. Brother Hestand sailed in both the deep sea and Great Lakes divisions. His initial voyage was aboard the *J.B. Ford*, an Inland Lakes Management vessel. A bosun, he last went to sea aboard Pacific Gulf Marine's *Diamond State*. Brother Hestand called Galveston, Texas home.

REVELS POOVEY

Pensioner Revels Poovey, 76, died



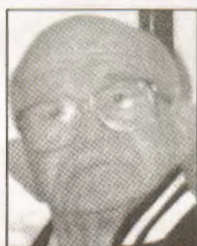
Dec. 13. The Hickory, N.C. native joined the Seafarers in 1966 in San Francisco. Brother Poovey served in the U.S. Army as well as the U.S.

Navy. His first voyage for the Seafarers was aboard the *Fairport*, a Waterman Steamship Corp. vessel. The steward department member last went to sea on Westchester Marine Corp.'s *Charleston*. Brother Poovey started receiving retirement stipends in 1993. Greenville, S.C. was his home.

JOE SPAK

Pensioner Joe Spak, 80, passed away Oct. 27. The Ohio native joined the Seafarers in 1963 in the port of New York. He sailed in the deep sea as well as Great Lakes divisions. Brother Spak's initial SIU voyage was aboard Great Lakes Dredge and Dock Co.'s *Lemmerhirt*. An engine department member, he last worked on the *San Juan*, a Puerto Rico Marine Management Inc. vessel. Brother Spak started receiving his pension in 1987 and resided in Puerto Rico.

JOHN SWIDERSKI



Pensioner John Swiderski, 86, died Sept. 12. Brother Swiderski started his SIU career in 1948 in the port of New York. He served in the U.S. Army and

first sailed for the SIU aboard Isco's *Steel Apprentice*. The New York-born deck department member last worked on the *Tamara Guilden*, a Transport Commercial Corp. vessel. Brother Swiderski began receiving his pension in 1977. He was a resident of Brooklyn, N.Y.

DONALD THOMPSON

Pensioner Donald Thompson, 80, passed away Nov. 20. He began his SIU career in 1966 in the port of Norfolk, Va. Brother Thompson served in the U.S. Marine Corps from 1940 to 1945. His initial SIU voyage was aboard a Columbia Steamship Co. vessel. The steward department member was born in New York. He last worked on the *Sea-Land Explorer*. Brother Thompson, who lived in Antioch, Calif., began receiving retirement compensation in 1988.

JESSIE VOLIVA



Pensioner Jessie Voliva, 78, died Nov. 29. Brother Voliva joined the Seafarers in 1942 in the port of Mobile, Ala. He was born in North Carolina

and worked in the deck department. His final sea voyage was aboard a Michigan Tankers, Inc. vessel. Brother Voliva began receiving his pension in 1977. He called Edenton, N.C. home.

GREAT LAKES

SAMUEL BOSSARD

Pensioner Samuel Bossard, 80, passed away Oct. 6. The Wisconsin native started his career with the Seafarers in 1962 in Duluth, Minn. Brother Bossard served in the U.S. Army Air Corps from 1941 to 1945. A member of the deck department, he worked primarily aboard vessels operated by Great Lakes Towing Co. Brother Bossard started receiving his pension in 1988. He made his home in Oakland, Wis.

JAMES LAWSON



Pensioner James Lawson, 64, died Nov. 22. Brother Lawson began his SIU career in 1977, joining in Detroit. Born in St. Ignace, Mich., he

shipped in the deck department. Brother Lawson last worked aboard the *John Boland*, an American Steamship Co. vessel. He started receiving compensation for his retirement last year. Brother Lawson was a resident of Clay, Mich.

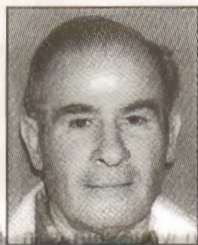
JOHN TAMAN



Pensioner John Taman, 77, passed away Dec. 19. He joined the Seafarers in 1948 in the port of New York. Brother Taman served in the

U.S. Army from 1943 to 1945. The deck department member last worked on the *Nicolet*, an American Steamship Co. vessel. Brother Taman started receiving compensation for his retirement in 1989. He called Marathon, Fla. home.

CARMEN THOMPSON

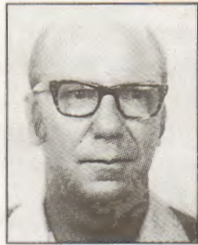


Pensioner Carmen Thompson, 77, died Dec. 17. Brother Thompson started his SIU career in 1957 in Cleveland. He served in the

U. S. Navy from 1941 to 1947. His initial SIU voyage was aboard the deep sea vessel *Del Mar*, operated by Calmar Steamship Corp. The steward department member transferred to the Great Lakes division, last working aboard Pringle Transit Co.'s *William Roesch*. He started receiving his pension in 1989 and lived in Newton, N.C.

INLAND

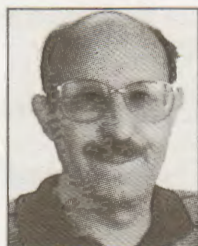
ROY ALCOCK



Pensioner Roy Alcock, 75, died Nov. 19. Boatman Alcock started his SIU career in 1970 in the port of Norfolk, Va. He first

shipped aboard an Allied Towing Co. vessel. Born in Pamlico County, N.C., he shipped in the deck department as a captain. Boatman Alcock started receiving his pension in 1997 and made his home in Harkers Island, N.C.

WILLIAM AUCOIN



Pensioner William Aucoin, 62, died Dec. 5. He began his career with the Seafarers in 1964. The Lake Charles, La., native served in the U.S. Army from 1957 to 1960. A member of the deck department, he shipped as a captain. Boatman Aucoin worked primarily aboard vessels operated by Higman Barge Lines, Inc. He started receiving his retirement stipend in 1996. Boatman Aucoin was a resident of Evangeline, La.

JOE ALLBRITTEN

Pensioner Joe Allbritten, 79, passed away Sept. 7. Boatman Allbritten joined the Seafarers in 1962 in St. Louis. A veteran of the U.S. Army, the Murray, Ky. native first sailed for the SIU aboard an Eagle Marine Industries, Inc. vessel. Boatman Allbritten shipped in the deck department. He began receiving his pension in 1984. Boatman Allbritten resided in Kentucky.

CHARLES FLETCHER



Pensioner Charles Fletcher, 79, passed away Nov. 15. Boatman Fletcher started his SIU career in 1974, joining in the port of

Jacksonville, Fla. The Alabama native shipped in the deck department. He last worked on a Mariner Towing Co. vessel. Boatman Fletcher started collecting payments for his retirement in 1986. He made his home in Bay Minette, Ala.

EMIL KOMINSKY

Pensioner Emil Kominsky, 83, passed away Nov. 13. Boatman Kominsky began his SIU career in 1968 in the port of Philadelphia. He served in the U.S. Army from 1945 to 1946. His initial voyage for the SIU was aboard a Moran Towing Co. of Philadelphia vessel. The deck department member last worked on a Taylor Marine Towing Co. vessel. Boatman Kominsky started receiving his pension in 1987. The Pennsylvania-born mariner lived in Philadelphia.

ELDON MARSHALL



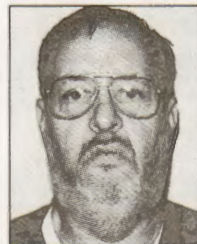
Pensioner Eldon Marshall, 76, died Dec. 19. He started his career with the Seafarers in 1967 in St. Louis. Boatman Marshall served in the U.S.

Navy from 1942 to 1945. Born in Palmyra, Ind., he shipped in the engine department. Boatman Marshall started receiving compensation for his retirement in 1994. He was a resident of New Albany, Ind.

HUBERT LANDRY

Pensioner Hubert Landry, 82, passed away Oct. 4. He started his career with the Seafarers in 1973 in the port of Houston. The Port Arthur, Texas native's first voyage was aboard a Dixie Carriers vessel. Boatman Landry shipped as a master. He last worked at the helm of a Hvide Marine vessel. Boatman Landry started collecting stipends for his retirement in 1981. He made his home in Vidor, Texas.

MICHAEL POWELL



Pensioner Michael Powell, 57, died Dec. 27. Boatman Powell began his career with the Seafarers in 1970 in the port of Norfolk, Va.

The Virginia native first sailed on a vessel operated by Michigan Tankers, Inc. A captain, he shipped in the deck department. Boatman Powell started receiving his pension in 1999 and made his home in Poquoson, Va.

IRA SAWYER



Pensioner Ira Sawyer, 79, passed away Dec. 19. The Beaufort, N.C. native joined the SIU in 1961 in the port of Norfolk, Va. He served in the

U.S. Army from 1942 to 1946. Boatman Sawyer first sailed aboard a Gulf Atlantic Transport Corp. vessel. The steward department member started receiving his retirement stipend in 1984. He called Belhaven, N.C. home.

ROLAND SEYB JR.



Boatman Roland Seyb Jr., 46, died Nov. 25. He started his career with the Seafarers in 1982 in the port of Algonac, Mich. The deck department

member was born in Illinois. He made his home in Beverly Hills, Fla.

JOHN WHITTINGTON



Pensioner John Whittington, 72, passed away Sept. 18. Boatman Whittington started his career with the Seafarers in 1969, joining in

the port of Norfolk, Va. He served in the U.S. Army from 1956 to 1964. Born in Hopewell, Va., Boatman Whittington worked primarily aboard vessels operated by Moran Towing Co. of Virginia. He started receiving his pension in 1992. Boatman Whittington was a resident of Claremont, Va.

DANIEL YOUNG

Boatman Daniel Young, 75, died Sept. 19. He began his SIU career in 1958 in the port of Houston. Boatman Young first sailed aboard a vessel operated by Suwannee Steamship Co. Born in Illinois, he worked in the engine department. His last voyage was on a G&H Towing vessel. During his career, he sailed in both the deep sea and inland divisions. Boatman Young lived in Uriah, Ala.

ATLANTIC FISHERMAN

CARLO MOCERI

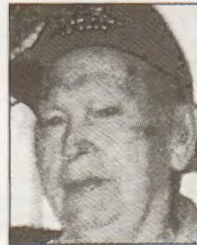


Pensioner Carlo Mocerri, 80, died Nov. 9. Brother Mocerri started his career with the Atlantic Fishermen's Union in Gloucester, Mass., before it

merged with the AGIWD. Born in Detroit, Brother Mocerri was a resident of Gloucester and started receiving his pension in 1983.

RAILROAD MARINE

RALPH SCOTT



Pensioner Ralph Scott, 77, passed away Dec. 23. Brother Scott started his career with the Seafarers in 1970 in the port of New York.

He sailed primarily aboard vessels operated by the marine division of Penn Central Railroad Co. A member of the deck department, he started receiving his pension in 1994. Brother Scott made his home in Hendersonville, Tenn.

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.

OVERSEAS WASHINGTON

(ATC), Oct. 28—Chairman **Jack Walker**, Secretary **Elmo G. Malacas**, Educational Director **LeBarron West**, Deck Delegate **Christopher Kicey**, Engine Delegate **Bob Santos**, Steward Delegate **Gary Loftin**. Chairman announced receipt of new TV/satellite dish. He also stated covers available. If members want to be paid in lieu of day off, they should complete the appropriate paperwork. Payoff is every 15th of the month. Automatic deposits are sent twice a month. Anyone wishing to start the process should give void check (which includes necessary bank information) to captain. Thanks given to all members who donated to the World Trade Center fund. Educational director stressed importance of upgrading at Paul Hall Center in Piney Point, Md. and of completing required STCW training by Feb. 1, 2002. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing seetime requirement for retirement. Vote of thanks given to steward department for job well done.

CHALLENGER (CSX Lines), Nov. 28—Chairman **Roy L. Williams**, Secretary **Brandon D. Maeda**, Educational Director **Clive A. Steward Sr.**, Engine Delegate **Wilmer B. McCants**. Chairman announced payoff Dec. 11 in Houston. Treasurer stated \$145 in ship's fund and \$71 in movie fund. No beefs or disputed OT reported. Crew held discussion on handling and care of DVDs and videotapes.

ENTERPRISE (CSX Lines), Nov. 22—Chairman **Robert S. Wilson**, Secretary **Franchesca D. Rose**, Educational Director **John E. Conn**, Deck Delegate **Mohsin Ali**, Engine Delegate **Charles Johnson**, Steward Delegate **Don Spangler**. Chairman spoke about tax allowance benefit and how it can help crew members. Secretary reminded everyone of Feb. 1, 2002 deadline to comply with STCW convention. Educational director urged Seafarers to upgrade skills at Paul Hall Center. Treasurer stated \$49 left in movie fund after purchase of 18 new videos. No beefs

or disputed OT reported. Letter from VP Contracts **Augie Tellez** read and discussed pertaining to OT, vacation time, good & welfare and amendment questions. Requests made for painting of crew laundry, chair for ABs in bridge, and new mattresses and pillows for entire unlicensed crew. Thanks given to steward department for wonderful Thanksgiving holiday feast.

EXPEDITION (CSX Lines), Nov. 25—Chairman **Norberto Prats**, Secretary **Edgardo M. Vaquez**, Educational Director **Reginald Abrams**, Deck Delegate **Roger J. Reinke**. Everything running smoothly, according to chairman, with payoff scheduled Nov. 30 in Jacksonville. Secretary reminded crew members that they're running out of time to comply with STCW. Educational director stressed importance of applying to Piney Point to upgrade. No beefs or disputed OT reported. Crew happy with health and benefit plan's new prescription drug coverage.

HUMACAO (NPR, Inc.), Nov. 11—Chairman **Roan R. Lightfoot**, Secretary **Ekow Doffoh**, Deck Delegate **Douglas A. Hodges**, Engine Delegate **Peggy A. Wilson**, Steward Delegate **Stephanie B. Smith**. Chairman advised everyone to read *Seafarers LOG* as it is the official line of communication between the union and its members at sea and ashore. He also announced payoff on arrival in San Juan, P.R. Educational director talked about opportunities for upgrading at Paul Hall Center and about upcoming STCW compliance deadline. No beefs or disputed OT reported. Reminder given that USDA-approved salad bar is to continue as per union agreement when vessel is reduced to three-person steward department serving two, not three, entrees. Steward **Doffoh**, on behalf of crew, thanked **Fernando L. Vega** for wonderful work and for being good shipmate. "We will all miss him and wish him well." Next port: Philadelphia, Pa.

ITB PHILADELPHIA (Sheridan Transportation), Nov. 28—Chairman **Joseph J. Caruso**, Secretary **Kenneth L. McHellen**, Educa-

tional Director **José M. Ramirez**, Deck Delegate **Homar L. McField**, Engine Delegate **Carlos A. Arauz**. Chairman announced ship back on Texas City to South Florida run. Everything going smoothly. He reminded crew they will need current STCW training to continue shipping after Feb. 1, 2002. Educational director urged mariners to upgrade at Paul Hall Center. No beefs or disputed OT reported. Anyone who needs new mattresses or pillows should check with captain. All showers to be repaired. Crew aboard *ITB Philadelphia* requests satellite service. Next ports: Jacksonville, Port Everglades, Texas City.

SEALAND ACHIEVER (Maersk Lines), Nov. 11—Chairman **James E. Davis**, Secretary **Kenneth Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Michael H. Shappo**, Engine Delegate **Ronnie Hamilton**, Steward Delegate **Daniel L. Wehr**. Chairman led discussion on STCW deadline. Educational director encouraged crew members to upgrade to better jobs at the school in Piney Point. No beefs or disputed OT reported. Suggestion made to send newsletter by e-mail to vessel. TV reception in crew lounge in need of improvement. Vote of thanks given to steward department. Next ports: Charleston, S.C.; Houston; Savannah, Ga.; Portsmouth, Va.

USNS SUMNER (DynMarine Services), Nov. 4—Chairman **Arthur W. Cross**, Secretary **Isoline Major**, Educational Director **Jerald Young**, Deck Delegate **Charles Mull**, Engine Delegate **Michael Hinton**, Steward Delegate **Greg McHugh**. Chairman and educational director spoke about need for STCW compliance by Feb. 1, 2002. While in Hawaii, bosun will check if those who have not taken the required training may do so while ship is in port. Everyone asked to post sign whenever wet paint is on any surface. Secretary asked for suggestions (likes and dislikes) for menu-planning purposes. No beefs or disputed OT reported. Treasurer announced \$352.11 in ship's fund. Crew members were informed ship will receive \$50 bonus for every month without an accident.

DILIGENCE (Maritrans), Dec. 1—Chairman **Michael Eaton**, Secretary **Mary Lou Smith**, Steward Delegate **Audry C. Flemings**. Chairman announced payoff in Savannah, Ga. He urged crew members to comply with STCW training requirements by Feb. 1, 2002 deadline. Clarification requested by secretary on premier health plan for family members. Educational director stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported.

HMI DEFENDER (Seabulk), Dec. 4—Chairman **James E. Reed**, Secretary **Gwendolyn Shinholster**, Deck Delegate **Tan Joon**. Chairman announced payoff Dec. 5 in Lake Charles, La. Secretary reminded crew about approaching deadline for STCW training. Some disputed OT noted by deck delegate. Vote of thanks given to steward department for great menu and fantastic meals. Thanks also given to deck department for good job on deck.

LIBERTY GLORY (Liberty Maritime Corp.), Dec. 9—Chairman **Thomas R. Temple**, Secretary **Romalies J. Jones**, Educational Director **Marcos Hill**, Deck Delegate **Robert C. Hoppenworth**, Engine Delegate **Robert L. Stevenson**. Chairman stressed need for mariners to com-

ply with basic safety training requirements by Feb. 1, 2002 in order to continue sailing. Educational director reminded crew members to upgrade at union's school in Piney Point. No beefs or disputed OT reported. Requests made for LOGs to be sent to ship as well as new ice cream box in pantry and water fountain on main deck.

MAERSK COLORADO (Maersk Lines), Dec. 16—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Alfredo O.**

Secretary **Alphonso Davis**, Educational Director **Robert J. Hamil**, Deck Delegate **Eric Vonzell**, Engine Delegate **Warren H. Wright**. Chairman noted no complaints or injuries this voyage. He stressed safety in work areas, including wearing proper gear. Secretary said he was happy to be aboard over Christmas holiday and reminded crew members to upgrade skills for better jobs working in the maritime industry. Educational director talked about upcoming STCW deadline and advised crew to think "safety" at

Christmas Eve in China



This photo was taken Christmas Eve, 2001, after the *Defender*, a U.S. Ship Management Co. vessel, docked in Ningpo, China, one of its regular ports of call. Taking in the city's sights are (from left) BR Ahmed M. Mozeb, Deck Cadet Jeffrey Kirby, AB Raymond P. Vicari and AB Frank Cammuso. (It was Cammuso who sent this picture to the LOG.)

Cuevas, Deck Delegate **Kevin K. O'Neill**. Chairman announced payoff Dec. 31 in Callau, Peru after stops in Panama and Colombia. Secretary thanked ship's crew for keeping rooms clean. Educational director talked about educational opportunities available at Paul Hall Center. Treasurer stated \$1,220 in ship's movie fund. No beefs or disputed OT reported. All crew members reminded to wear hard hats when walking through port areas during cargo operations. Thanks given to steward department for "awesome job."

MOTIVATOR (USSM), Dec. 3—Chairman **Edward C. Winne**, Engine Delegate **Sheldon S. Greenberg**. Chairman led discussion of new contract from articles in *LOG*. Ship awaiting actual copy of agreement. Some disputed OT reported in steward department. Recommendation made to get copy of payroll voucher two days before payoff. Clarification requested on allowable transportation. Crew members would like to have customs clear ship in hour after docking in Rotterdam. Also requested shuttle service from ship to gate.

OVERSEAS MARILYN (Maritime Overseas Corp.), Dec. 27—Chairman **Gary L. Dates**, Secretary **Earl N. Gray Sr.**, Deck Delegate **Daniel P. Seymour**, Engine Delegate **Linton L. Reynolds Jr.**, Steward Delegate **Isabel Miranda**. Chairman thanked crew for cooperation in keeping ship clean and advised them to get STCW training completed by Feb. 1, 2002. Secretary cautioned that those Seafarers who don't receive STCW training by deadline will not be allowed to sail. He also stressed importance of supporting SPAD—now more than ever. No beefs or disputed OT reported. Clarification requested on pension credits and transportation eligibility. Vote of thanks given to steward department for job well done. Next port: New Orleans, La.

RELIANCE (CSX Lines), Dec. 22—Chairman **Lance X. Zollner**,

all times. Treasurer (bosun) stated \$160 in ship's fund to be used for purchase of movies in Taiwan. No beefs or disputed OT reported. Thanks given to steward/baker for a great job on holiday preparations, including Christmas tree and decorations. Next port: Tacoma, Wash.

SEALAND PRIDE (USSM), Dec. 16—Chairman **Jessie L. Thomas Jr.**, Secretary **Alphonso L. Holland**, Educational Director **Grant W. Schuman**, Steward Delegate **Robert Arana**. Chairman announced payoff in Houston. Educational director encouraged crew members to upgrade skills at Paul Hall Center. Treasurer stated \$90 in ship's fund. No beefs or disputed OT reported. Request made for refrigerator in each member's room. Steward department given vote of thanks.

SPIRIT (CSX Lines), Dec. 9—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Roger D. Phillips**, Deck Delegate **André J. Bernard**, Engine Delegate **Guy Leary**, Steward Delegate **Musaid Abdulla**. Chairman announced payoff Dec. 14 in Tacoma, Wash., then on to Honolulu, where the ship will probably spend a few days, including Christmas. He thanked members for good trip and for following safety procedures. Educational director noted time is running short to comply with required STCW training. He noted Piney Point facility has good instructors and will help members attain their educational goals. Treasurer (bosun) stated \$140 in video funds. Crew members approved purchase of new TV next trip. No beefs or disputed OT reported. Thanks to steward department for delicious barbecue. Thanks also to chief engineer for making two picnic tables and for supplying crew with daily news from the internet. Next ports: Tacoma; Oakland, Calif.; Honolulu.

Gemini Crew Readies to Dock

Some of the crew members aboard the *LNG Gemini* pose on deck in December 2001 as the vessel approaches the dock in Osaka, Japan. From the left are AB **Charles D. James**, Bosun **Jack J. Cooper**, **GUDE G. Mason**, AB **Mark S. Smith** and **QMED S. Hoskins**.



Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the March 4, 2002 headquarters membership meeting to review the 2001 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

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

carry out this responsibility.

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

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

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

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

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

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

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

MINNESOTA

AFL-CIO UNION INDUSTRIES SHOW 2002

Come and see how workers and companies cooperate to make good American products. From steelworkers to stagehands, computer technicians to automakers, bakers to bricklayers, see skilled workers in the jobs that produce the best products and services on earth.

APRIL 5-8

Friday, April 5, 12 noon to 7 p.m.
Sat. - Sun. - Mon., April 6-8
11 a.m. to 7 p.m.

**MINNEAPOLIS
CONVENTION CENTER**
FAMILY FUN • FREE ADMISSION
MORE THAN 300 EXHIBITS
RAFFLES • PRIZES

Produced and managed by the Union Label and Service Trades Department, AFL-CIO

Scholarship Applications Due April 15

Have you been putting off applying for college because you just don't have the money?

If you are a Seafarer or a dependent child or spouse of an SIU member, that is not an excuse because the Seafarers Health and Benefits Plan will award \$132,000 in scholarships this year.

Since the union began its scholarship program in 1952, many Seafarers and their family members have been awarded higher education grants and gone on to realize their educational goals.

This year, one Seafarer will be eligible to receive a \$20,000 scholarship for use at a four-year institution of higher learning. Two other Seafarers will have the opportunity to be awarded \$6,000 each for use toward two years of study at a community college or vocational school.

The remaining five scholarships will be presented to the

spouses and dependent children of SIU members. Each of these \$20,000 awards is for use at a four-year college or university.

Because the Health and Benefits Plan receives many applications for the scholarships, it is often quite difficult to determine the eight recipients. Therefore, all applicants should fill out the application form as thoroughly as possible and provide all the requested information by the due date.

Deadline

The completed applications **MUST** be mailed and post-marked **ON or BEFORE April 15, 2002.**

Some of the items that need to accompany the written application form are transcripts and certificates of graduation, letters of recommendation, scores from college entrance examination tests, a photograph of the applicant and a certified copy of the

applicant's birth certificate.

Also, those who have previously applied for a Seafarers Health and Benefits Plan scholarship and were not selected are encouraged to apply again this year, provided they still meet all the requirements. (Eligibility requirements are spelled out in a booklet which also contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Health and Benefits Plan. The program booklets also are available at the SIU halls.)

April 15 is only one month away! But there still is time to send in your application. Good luck!

Complete the coupon below and mail to:

Scholarship Program
Seafarers Health & Benefits Plan
5201 Auth Way
Camp Springs, MD 20746.

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

3/02

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	April 1	April 26
	May 13	June 7
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	March 23	March 29
	April 27	May 3
Bridge Resource Management (BRM) — Inland	March 30	April 5
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	March 4	March 8
GMDSS (Simulator)	March 11	March 22
	April 15	April 26
	May 20	May 31
Lifeboatman/Water Survival	March 18	March 29
	April 15	April 26
	April 29	May 10
	May 13	May 24
Radar	March 11	March 20
Specialty Trained OS	March 4	March 15
	April 1	April 12
	April 29	May 20
	May 27	June 7

Recertification

Bosun	April 8	May 3
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Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations/Advanced Galley Operations modules start every week beginning January 7. Certified Chief Cook/Chief Steward classes start every other week beginning January 7.		

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	April 29	June 7
QMED - Any Rating	April 29	July 19
Welding	March 4	March 22
	April 1	April 19
	May 6	May 24

Safety Specialty Courses

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

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

3/02

Paul Hall Center Classes



Radar — Earning their radar observer endorsement Feb. 1 are (from left) Kevin Combs, Randy Isenhardt, Frank Gray, Stella Zebrowski, Herb Walling (instructor) and Brian Jonsson.



Advanced Fire Fighting — Upgrading SIU members who enhanced their fire fighting skills by completing the advanced course Feb. 1 are (from left) Johnny Birdwell, Larry Childress, William Dize Jr., Samuel Garrett, Erik Lindgren, Harry Claar, Jon Beard, Walter Napper and Gilbert Diggs.



Marine Electrical Maintenance — Graduating from the marine electrical maintenance course Feb. 15 are (from left, front row) Scott Lucero, Samuel Kramer, David Jones, (second row) Louis Champa, Neil Carter, Brooks Gault, (back row) Jeffrey Pope, Dwight Ward, Charles Sneed, Don Midgett (instructor) and David Vega.

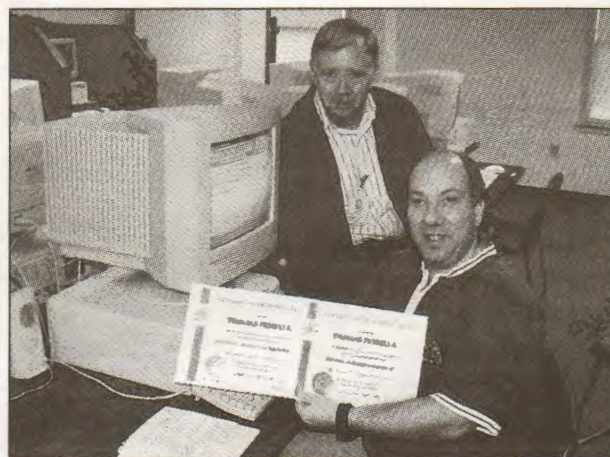


Water Survival/Lifeboat — Upgrading SIU members who completed the water survival/lifeboat course Feb. 1 are (in no particular order) Kenny Gaston, Abraham Medina, Eric Norales, Trevor Ellison, Hector Cumba, Bernard Clark, Fred Litsch, David Martz, Travis Hosea, Joseph Tier, Harlan Hulst, James Morris, Christopher Dunn, Michael Knitter, Sean Farra, Jeff Bruton, John Daunoras, Ronnie Jackson, Michael Thomas, Isaac Spencer, Mark Cooper, Willie Harrington and David Lund.



ARPA — Completing the course in automatic radar and plotting aids Jan. 25 are (from left) Wayne Berry, Rick Cavalier, Mike Schmidt and their instructor, Mike Smith.

Computer Lab Classes



Thomas Fiorella shows off his certificates of achievement in computer courses as instructor Rick Prucha looks on. Fiorella mastered Beginning Excel and Windows 95 Operating System Jan. 18. While at the Paul Hall Center, he also completed the Galley Ops and Government Vessels courses.

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.



Basic Safety Training Classes
Mark Halberg, Omar Hasson, Teddy Hendricks, Mario Henriquez, Dawn Hill, Mark Hoffman, Neville Hughes, Frank Illuzzi, Gregory Jenkins, Victor Jimenez, Kevin Jones, Romalie Jones, Amed Kety, Donald Klopp, Michael Krechel, George Lee, Carlos Lewis, Daniel Lovely, Breon Lucas, Michael Lulley, Lebindra Maharaj, Albert Maietti, Felix Martinez and Jose Mendez.



Varney Milner, Max Munnigh, Wayne Naysnerski, Rusty Norman, Lorenzo Nunez-Cacho, Charles Pleasant, Steven Rivera, Priscilla Rodriguez, James Romeo, Mohamed Salem, Selahattin Savak, Eugene Scandurra, Samuel Scott, William Scott, Clyde Smith, Terry Smith, Ahmed Sultan, Michael Sutton, Anthony Townes, Joe Tuata, Julio Witty, Roberto Zepeda and Francisco Calix. (Note: Not all are pictured.)

Paul Hall Center Classes



Frank Sison, Wesley Smith, James Souci, Yokie Sudjono, Tyrell Thabit, Alexandru Tolnaci, Stephen Trotman, Claudio Udan Jr., William Vargas, Luis Vasquez, Paul Wade, John Walsh, Francis Webster, Charles Whitehead Jr., Walter Wilde, Joseph Williams IV, Paul Williams, Gerald Stevens, Richard Worobey, Wallace Williams and Alfred McIntyre. (Note: not all are pictured.)



Basic Safety Training Classes

Juan Palacios, Paul Paszkiewicz, Michael Phy, Artis Pilgrim, Errol Pinkham Jr., Paul Purugganan, Victor Quioto, Romulo Racoma Jr., Benjamin Reid, Calvin Reid, Jose Reyes, Winton Rich, Anthony Rosa, Elias Ruiz, Matthew Sagay, Frank Sena, Kris Settington, Michael Seyler, Frederick Shannon, Michael Shelley, James Sloan and Anthony Smith. (Note: not all are pictured.)



Earl Jones, Jessie Jones, Keith Jordan, Michael Kirby, Charles Kunesh, Oscar Lacayo-Ruiz, Delia Lambert, Mustan Lalong, Kim Lantz, Robby Lapy, Jorge Lawrence, John Lewis, Asher Liss, Cesar Lopez, Bonifacio Lozada, David Mathis, Daniel Maxie, Kevin McCagh, Lyle McCorison, Dock McGuire Jr. and Michael Fadden.



John Smith, Kenneth Smith, Angel Soto, James Soto, Karl Stallings Sr., Tammie Stallworth, Joseph Stella, Eddy Stwaeard, Randolph Tannis, Dmitri Tartskov, Frank Thompson Jr., Ronaldo Torres, Timothy Vaefaga, Milton Walters, Michael Watts, Gerald Wells, James Williams, Kevin Williams, Jan Willis, Wendell Wilmoth, Robert Wright Jr. and Yelena Slyusar. (Note: not all are pictured.)



Wilmer Alvarez, Joseph Arch, Johny August IV, Janet Baird, James Ates, Nelson Bernardez, Glenn Bertrand, George Burgos, Dennis Byrne, Ronald Byrd, Mario Clotter, Frederick Collins, Lawrence Craig, Charles Dallas, Lloyd David, Mark Davis, Joseph Colangelo, Keynon Bragg, Juan Arzu and Mohamed Selem. (Note: Not all are pictured.)

David Cort, Donald Douglas, Edley Foster, Lyn Frei, Terry Gilliland, Jose Gomez, Allen Green, Tracy Greminger, Frederick Grosbeier, Dominador Guerrero, James Henry, Timothy Holmes, F. Stanley Hunt, Nellie Jones, John Lada, Joseph Lebeau, Michael Fowler, Aljohn Fernandez, Erasmo Guavara and Derrick Gates.



Paul McCready, Maamor Mia, Jay Moorehead, Vargas Morales, Stephen Murray, Sylvia Niemi, Michael Noble, Dwaine Nolte Jr., Gebar Ogbe, Joe Ortega, Ruben Padilla, Jack Pegram Jr., Mieczyslaw Pekalski, Arsen Perhat, Jeffrey Potter, Chancie Ransom, Salvador Reyes, Kenneth Roberson, Clarence Robinson and Terrence Ryan. (Note: Not all are pictured.)



Joey Acedillo, Ahmed Ali, John Allison, James Alston, Alvarado Vidal, Ramon Borrero, Kim Brown, Robert Brown, Lebaron Bumpers, Susanne Cake, George Caragunopolos, James Cedeno, Sergio Centeno, Jermaine Coakley, John Coleman Jr. and Antonio Amaya.



Attention Seafarers:

One month remains until the April 15 deadline for scholarship applications. See page 16 for additional information.



Wilmington Port Agent John Cox (in Santa hat) meets with crew members aboard U.S. Ship Management's *Explorer*. From the left (back row) are QMED David Watkins, QEE Daniel Taggart, Cox, AB Amin Hussein, (front row) AB Abdulhamid F. Musaed and Bosun Dan Ticer. In the photo at right, a fire and lifeboat drill is held aboard the docked vessel.

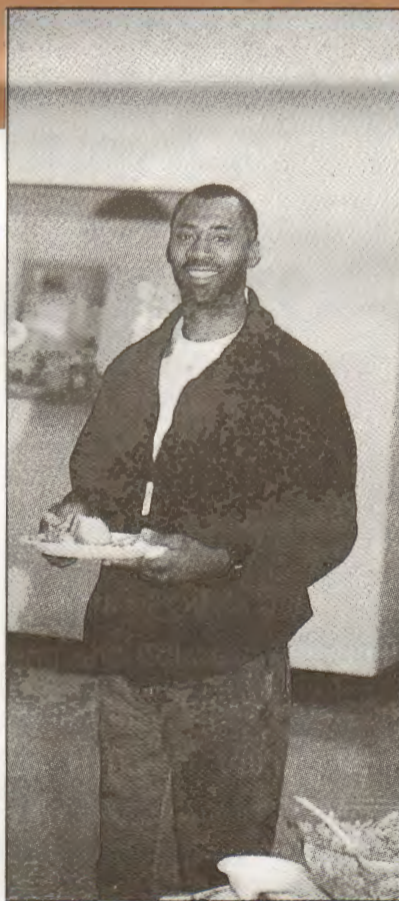


CME George Cox climbs aboard one of the port cranes.

With the SIU in the Port Of Wilmington



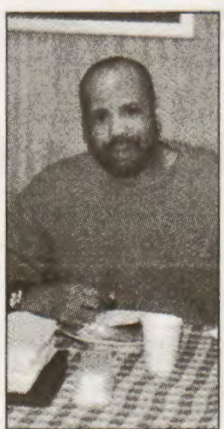
Recertified Bosun John Stout relaxes in the crew's mess aboard U.S. Ship Management's *Innovator*. This was the last voyage for Stout before retiring from the SIU.



The second annual Christmas party held in the Wilmington SIU hall was a great success. Enjoying the festivities are (clockwise, from left) CME Tony Smith, retired AB Cesar Ramos, and DEU Debra Johnson (and Haaley).



All's well aboard the *CSX Trader*, which recently called on the port of Long Beach. At near right, Oiler Eddy Newman gets some lunch while (far right) Chief Cook Henry Wright starts working on preparing the next meal. Below, crew members look over copies of the most recent *LOG*. From the left are Steward/ Baker Susan Moe, Recertified Bosun Loren Watson and AB Ervin Davis.



Posing at Brusco Barge & Tug in Port Hueneme are (from left) Deckhand Kasanova Langi, SIU Wilmington Port Agent John Cox, Engineer Willy Brown and Deckhand Mike Van Gelder.

