

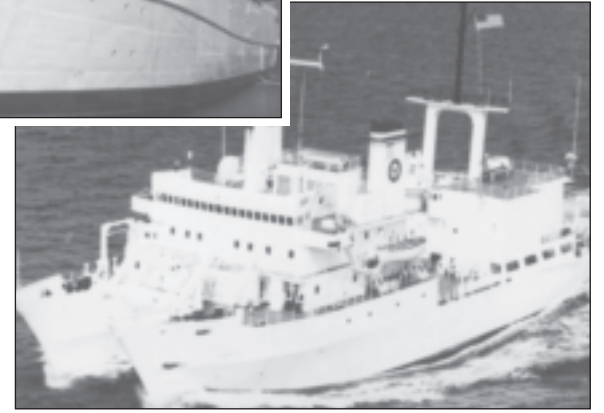
# The Seafarers Log

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

## 2 More Ships Join SIU Fleet



Signifying new jobs for Seafarers, the *USNS Waters* (left) and *USNS Hayes* (below) are the newest additions to the SIU fleet. Page 3.



### Seafarers to Crew 'Special Mission' Vessels Hayes, Waters

## RRF Ships Get Going for 'Enduring Freedom'



## Activations Begin



From coast to coast, SIU members are crewing up Ready Reserve Force (RRF) ships that are being activated for the war on terrorism. One such vessel, the *USNS Wright* (pictured at left, loading gear), was activated last month in Baltimore. In photo at far left, Recertified Steward James Kidd (right) welcomes SA Francisco Martinez aboard the *Wright*. Above, OMI Levy Calzado checks gauges on the AMSEA vessel. Page 3.



## MSC Approves Paul Hall Center's Small Arms Range, 2 Courses

New training opportunities are available at the Paul Hall Center in Piney Point, Md. following the U.S. Military Sealift Command's approval of the

school's new small arms range along with two new courses. Both classes are intended to help students meet U.S. Navy standards for mariners who

are directly involved in shipboard security. Pictured on the range (left) is Paul Hall Center Safety Director Jim Hanson. Page 24.

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# President's Report

## Continuous Progress for SIU

The motto on the U.S. Merchant Marine flag reads, "In Peace and War."



Michael Sacco

The message is straightforward. Namely, that the U.S. merchant fleet is an important, reliable part of the nation, at all times. And we get the job done, both in times of peace and in times of conflict.

The same things can be said for the SIU. Today, even amid Ready Reserve Force activations as America fights the war on terrorism, we are moving forward.

Our progress is unmistakable. This month alone, we are reporting on two newly contracted ships that will result in dozens of new jobs for Seafarers. Those jobs help guarantee that reliable, well-trained U.S. mariners will be available in times of war.

Also in the news for the SIU are pension-benefit increases and new training opportunities at the Paul Hall Center in Piney Point. These are tangible gains that don't happen by accident.

Additionally, the SIU will be extremely active in the U.S. Coast Guard's port security meetings that began late last month and extend into February. We will do our part along with the rest of maritime labor to help improve U.S. shipboard and port security—but we also will strongly stand up for mariners' rights on issues including shore leave and documentation.

Similarly, we participated in the recent International Maritime Organization meetings which spawned a number of maritime security regulations that largely parallel the ones being developed and implemented in the U.S. We were there because we wanted to be certain that our voices were heard on these critical issues.

We're tackling other important projects as well. As Seafarers know, we are working hard to secure extension and expansion of the Maritime Security Program—a cost-effective plan which became law in 1996. Although I am confident in the prospects for making the program bigger and better, neither the SIU nor any of our allies in this pursuit are taking anything for granted. We'll stay on top of it for as long as it takes to reauthorize the program.

On a wider scale, we're continuing our efforts along with the International Transport Workers' Federation to combat runaway-flag shipping. Although this campaign is more than 50 years old, it never has been more relevant to national security. Why? For starters, try the recent reports about al Qaeda controlling anywhere from a dozen to 50 runaway-flag ships.

We testified before Congress last year on the threat of runaway flags, and the message seems to have gotten through. Those risks must continue to be weighed when discussing port and shipboard security measures, the need for an expanded MSP, and the benefits of maintaining a trained manpower pool of loyal U.S. citizen seafarers.

Much like the U.S. Merchant Marine itself, the SIU delivers. New jobs. Better benefits. Timely training opportunities. A real voice, nationally and internationally, in the discussions that shape our future.

That has been our record since 1938, and it will always remain that way.

## RRF Activations

Anticipation finally gave way to action last month. More than 20 SIU-crewed RRF ships were activated, with more sure to follow.

It has been said before, but I appreciate the fact that Seafarers are very serious about our crucial role as part of the nation's "fourth arm of defense." In keeping with tradition, we're always ready to go, at a moment's notice. Yet, in talking with members around the country, I know that we especially have been ready to roll since September 11, 2001. Now that the activations have started, I'm 100 percent confident that the SIU will answer our call to duty.

The SIU supports Operation Enduring Freedom, and will commit every available resource to winning the war against terrorism.

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



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# Report: 15 Ships Tied to al Qaeda

United States intelligence officials have identified "approximately 15 cargo freighters around the world" that are controlled by al Qaeda, according to a recent report in *The Washington Post*.

In a front-page story published on New Year's Eve, *Post* staff writer John Mintz notes that since the terrorist attacks of September 11, 2001, the U.S. has kept a list of al Qaeda "mystery ships" which has ranged from a dozen to as many as 50 vessels.

Segments of the article were cited in other press reports in the U.S. and abroad.

Mintz describes the search for the al Qaeda ships—reportedly conducted by Navy and allied vessels in the Arabian sea—as "one of the largest naval seahunts since World War II."

The article concludes with a look at the scam known as runaway-flag shipping or flag-of-convenience shipping. The writer points out that many runaway-flag vessels have been caught "illegally running guns and drugs."

He also notes, "American spy agencies track some of the suspicious ships by satellites or surveillance planes and with the help of allied navies or informants in overseas ports. But they have occasionally lost track of the vessels, which are continually given new fictitious names, repainted or re-registered using invented corporate owners, all while plying the oceans."

According to the *Post*, as well as subsequent reports in overseas newspapers, U.S. Navy officials think al Qaeda has used a fleet registered in Tonga to transport terrorists around the Mediterranean. One vessel is believed to have delivered the explosives

used by al Qaeda five years ago to bomb U.S. embassies in Africa.

The article quotes an unnamed senior U.S. government official as saying, "After 9/11, we suddenly learned how little we understood about commercial shipping."

Last summer, SIU Secretary-Treasurer David Heindel testified before the Special Oversight Panel on the Merchant Marine—part of the U.S. House Armed Services Committee—when the panel conducted a hearing that focused on runaway flags and how they threaten America's security. Heindel, who also serves as vice chairman of the Seafarers' Section of the International Transport Workers' Federation (ITF), said the FOC system "provides a hiding place for shipowners to avoid the restrictions of

international law, where states sell their sovereignty to those wishing to avoid flag state interference in safety, environmental or labor standards and the transparency of their corporate structure. And herein lies one of the most serious deficiencies with the FOC system—the lack of transparency in corporate structure—that both the ITF and SIU view as a facilitator of transnational criminal activities and terrorism. FOC vessels have been linked to the registration of hijacked ships, phantom ships, fraudulent mariner documentation, illegal unreported and unregulated fishing, illegal alien smuggling and, most recently to international terrorism."

He said that the lack of transparency in the corporate structure of FOCs "is a threat to national and maritime security. One can also posture that the nautical prerogative of an American owner registering a vessel under a flag of convenience that ignores all legitimate safety, security, environmental and social concerns is similarly a threat to U.S. maritime and defense security."

## ITF Slams Liberia

Commenting on the latest calls on Liberia to audit its shipping operation, International Transport Workers' Federation (ITF) General Secretary David Cockcroft stated, "Liberia is a pariah, an outlaw nation with no interest in law, justice or common humanity. The recent *Washington Post* revelations that Charles Taylor received \$1 million for sheltering and aiding al Qaeda fundraisers—even months after the September 11 atrocity—must surely prove the hopelessness of trying to clean up his business operations."

He continued, "Frankly, Taylor is a murderous thug. That fact must be recognized by all those who associate with or defend him, be they politicians or businessmen."

Cockcroft concluded, "Thankfully, I think there's a subtle shift of opinion out there, even from those who wrongly believed that our calls to shipowners to wash their hands of the Liberian flag were nothing more than an attack on a flag of convenience. We detect a growing feeling that despite all LISCR's polished PR efforts, it remains the more acceptable face of a vile and criminal government. To associate with Liberia's shipping and business register is to help fund a monster." (LISCR stands for Liberian International Ship & Corporate Registry, which is headquartered in Virginia.)

## Pension Benefits Increase

Seafarers Pension Plan Administrator Lou Delma recently announced that the Plan's Board of Trustees approved an increase

of \$100 in the basic Deep Sea Pension benefit, effective Jan. 1, 2002.

As a result of this increase, the basic monthly pension amount for the Early Normal Pension was increased from \$825 to \$925 per month and from \$600 to \$700 per month for either a Regular Normal Pension or a Disability Pension. Deep Sea Deferred Vested Pensions would also be affected as the

base used for calculation was also increased from \$600 to \$700.

Since the effective date of this increase was January 1, 2002, all deep sea pensioners who went on pension with an effective date on or after this date should expect to receive an adjustment check in the next few weeks. Future Deep Sea pension benefits will be calculated using this increased base amount.

## NY Port Council Honors Mineta, Truchan, Davis

The Maritime Port Council of Greater New York and Vicinity late last year recognized three individuals for their respective efforts in behalf of the U.S. Merchant Marine. The port council honored U.S. Transportation Secretary Norman Mineta; Jordan Truchan, president of American Ship Management and Patriot Contract Services; and Ron Davis, president of the Marine Engineers' Beneficial Association. Pictured at the port council event are (from left) SIU and Maritime Trades Department President Michael Sacco; Truchan; Port Council Executive Secretary-Treasurer Ed Panarello; U.S. Maritime Administrator Capt. William Schubert, who accepted the award on behalf of Mineta; Davis; and Port Council VP Joseph Soresi, who also serves as VP of the SIU's Atlantic region.





# SIU Fleet Grows by 2

## Seafarers to Crew 'Special Mission' Ships

Seafarers will crew up two newly contracted "special mission" ships for the U.S. Military Sealift Command (MSC), signaling new shipboard jobs for the SIU.

The *USNS Waters* (T-AGS 45) and the *USNS Hayes* (T-AG 195) will be crewed by SIU members and operated by 3PSC LLC for MSC.

"This announcement is good news for the union and for U.S. national security, because it helps ensure the continued presence of a trained manpower pool of qualified shipboard personnel," said SIU Vice President Contracts Augie Tellez.

The *Waters* (457 feet long) is the bigger of the two vessels. It is classified as a navigation research/missile range instrumentation ship, supporting submarine navigation system testing and providing ballistic missile flight test support services.

According to MSC, the *Waters* originally was an oceanographic survey ship, built by Avondale Industries and delivered to the Navy in 1993. Under the sponsorship of the U.S. Strategic Systems

Program Office, the *Waters* was converted in 1998 by Detyens Shipyard to support submarine navigation system testing and ballistic missile flight test support services.

The *Hayes* (247 feet long) is considered an acoustic research ship that is utilized "as an operating platform for unique U.S. military requirements," according to MSC. "Special missions ships work for several different U.S. Navy customers such as Naval Sea Systems Command, Space and Naval Warfare Systems Command and the Oceanographer of the Navy."

The *Hayes'* previous missions included transporting, deploying and retrieving acoustic tools, conducting acoustic surveys in support of the submarine noise reduction program and performing acoustic testing. MSC points out that the vessel's design permits installation of a center-line well, with access to sheltered water between the hulls.

During the late 1980s and early 1990s, the *Hayes* underwent extensive conversion work in two shipyards.

### SIU's New Ships At a Glance

#### USNS Waters

**Length:** 457 feet  
**Beam:** 69 feet  
**Displacement:** 12,208 long tons full load  
**Speed:** 13.2 knots sustained  
**Builder:** Avondale Industries (New Orleans)  
**Power Plant:** Diesel-electric, twin screw, 7,400 shaft horsepower

#### USNS Hayes

**Length:** 247 feet  
**Beam:** 75 feet  
**Displacement:** 3,952 long tons full load  
**Speed:** 10 knots  
**Builder:** Todd Shipyards (Seattle)  
**Power Plant:** Diesel-electric; 2 Caterpillar diesels; 3,620 horsepower sustained, 2 generators, 2 Westinghouse motors, 2,400 hp; 2 auxiliary diesels (for 'creep' speed); 330 hp; 2 shafts, cp props



The *USNS Waters*, originally an oceanographic survey ship, now serves as a special mission vessel for MSC.



The *USNS Hayes* is equipped with two auxiliary propulsion diesel engines for use during acoustic operations.

# RRF Activations Begin

In support of the war on terrorism, at least two dozen SIU-crewed ships from the Ready Reserve Force (RRF) were activated during the first few weeks of the new year. The activations took place on the East, West and Gulf coasts.

Twenty-four Seafarers-crewed RRF vessels plus the hospital ship *USNS Comfort* (crewed by mem-



QMED Anjwar Brooks (left) and AB Ruben Mitchell report to the *USNS Wright* last month in Baltimore.

bers of the SIU's Government Services Division) were known to have been activated as this issue of the *Seafarers LOG* went to press. In addition to the *Comfort*, the list includes the following ships, listed in order of activation: *USNS Pollux*, *USNS Antares*, *USNS Curtiss*, *USNS Wright*, *USNS Gilliland*, *USNS Mendonca*, *USNS Regulus*, *USNS Denebola*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Decision*, *Cape Diamond*, *Cape Race*, *Cape Rise*, *Cape Vincent*, *Cape Victory*, *Cape Washington*, *Cape Wrath*, *Cape Inscription*, *Cape Intrepid*, *Cape Isabel* and *Cape Island*.

The U.S. Military Sealift Command (MSC) reported that the *Regulus* and *Denebola* arrived in Wilmington, N.C. on Jan. 21 to load U.S. Marine Corps cargo as part of the repositioning of U.S. forces in support of Operation Enduring Freedom. The *Regulus* and *Denebola*, both noncombatant fast sealift ships, are nearly 950 feet long and can each carry about 150,000 square feet of rolling stock and containerized

cargo.

Earlier in the month, the *Gilliland* and *Mendonca* were scheduled to load Army combat equipment in Savannah, Ga. and sail for Southwest Asia. The ships were to load more than 450,000 square feet of military cargo including armored vehicles and other rolling stock, as well as helicopters, cargo handling equipment and other support equipment.

Meanwhile, the *Comfort* got off to an interesting start just two days after activation when it res-

cued a fisherman whose boat had capsized and broken apart in rough seas off of Bermuda. The rescue took place Jan. 8.

The *Comfort* had sailed from Baltimore just two days earlier for possible use in Operation Enduring Freedom.

According to MSC, the *Comfort* answered a call for assistance from the U.S. Coast Guard Coordination Center in Bermuda at 7 p.m. on Jan. 7. The next morning, a Coast Guard airplane located the victim and dropped a life raft. (The plane wasn't

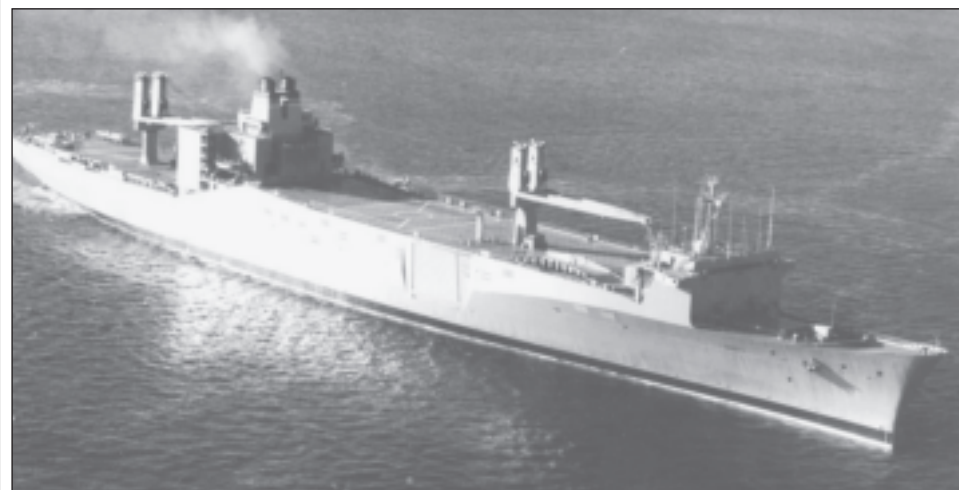
equipped to lift him.) In the afternoon, the *Comfort* arrived and brought him aboard.

The 35-year-old man was treated for what was described as minor hypothermia and was reported to be in good condition. Two other men who reportedly had been aboard the fishing boat with him remain missing and are presumed lost.

Whether the ship is in ROS status or fully activated, Chief Cook Ed Tully helps ensure that crew members aboard the *USNS Wright* are well-fed.



QMED Tom Flynn eyes valves aboard the *USNS Wright*.



The *USNS Denebola* is one of at least two dozen SIU-crewed ships that have been activated for Operation Enduring Freedom.



Two days after activation, the hospital ship *USNS Comfort* performed a rescue at sea.



# Seafarers Aid in Guam Relief

Several Seafarers, working in conjunction with the American Red Cross, recently rendered vital assistance to the residents of Guam in the aftermath of Supertyphoon Pongsona.

The catastrophic storm on Dec. 8 struck the U.S. territory in the Mariana Islands with sustained winds of 150 mph and gusts to 184 mph—a force comparable to a Category 5 hurricane. Essentially, everything in Pongsona's path was completely devastated, as winds did not subside for nearly 10 straight hours. Parts of the island were flattened, and many of the island's 120,000 residents were left without electricity and water. Thousands took refuge in shelters, fearing their homes would be crushed. No official death toll has been released, but leaders on the island estimate damage caused by the storm to be in excess of \$73 million.

Since that fateful day, a cadre of SIU volunteers and representatives from other labor organizations with Guam-based members have assisted the Red Cross in large-scale relief operations. The distribution of travelers' checks and comfort kits (packages containing hygiene items) to storm victims were two areas of high priority during the relief effort. Some 3,800 comfort kits were delivered to the residents of 13 shelters. Seafarers provided assistance not only in these areas, but others as well.

AB Samuel Lloyd helped clear storm litter and

served both as a guide driver and courier, delivering goods to a pair of Red Cross Service Centers involved in the effort. "The Red Cross put out the call for help, and here I am," Lloyd said at the outset of the relief effort. Also joining in the trash and debris retrieval effort was AB Michael McMerline. In addition, he provided muscle needed to help move large objects in Red Cross shelters.

QMED Michael Ryter's skills especially were in high demand. He performed a variety of electrical repairs during the operations. Not to be left out, SIU Guam Secretary Francis Booker verified claims and worked as a guide. Finally, Malou Holley, wife of SIU Guam Port Agent Matthew Holley, acted as translator in Japanese, Korean and Tagalog.

Besides SIU members, other integral players in the Red Cross response hailed from the Labor Council of the Western Pacific, International Brotherhood of Teamsters, International Association of Machinists and Aerospace Workers (IAM&AW), and the Guam Federation of Teachers.

Guam was ceded to the United States by Spain in 1898. Captured by the Japanese in 1941, it was retaken by the U.S. three years later. The North Pacific Ocean Island is located about three-quarters of the way from Hawaii to the Philippines (13 28 N, 144 47 E). Guam is about three times the size of Washington, D.C.



Loading comfort kits to be distributed at Red Cross shelters are, from left, Matthew Rector, chairman, Guam Federation of Teachers; AB Samuel Lloyd, SIU Port of Guam; Steve Martinez, president, Labor Council of the Western Pacific and Business Representative, Teamsters Local 986; and Monica Rector, vice-president, International Association of Machinists and Aerospace Workers.

## ITF Secures \$105,000 in Back Pay For Crew of Liberian-Flag Tanker

Mariners on the Liberian-flag tanker *Merlin* received a Christmas present of sorts when the International Transport Workers' Federation (ITF) secured back pay and repatriation for them Dec. 24 in Bayonne, N.J.

SIU ITF Inspector Enrico Esopa obtained \$105,000 in back wages for the Filipino crew of the runaway-flag ship. He also secured repatriation for all 24 mariners along with a protective order barring the Greek shipowner from retaliating against the crew. Additionally, Esopa got the company to agree to make needed repairs to the boilers.

The episode began Dec. 16 when *Merlin* crew members con-

tacted the ITF. Esopa went to the vessel—owned by Arrow Co. Ltd.—that day. The mariners told him about the unpaid wages plus boiler problems and other issues including hydraulic pipes that reportedly were deteriorating and leaking.

After confirming the reports, Esopa contacted the U.S. Coast Guard, whose inspectors promptly detained the vessel. During the next four days the company failed to live up to its promise of paying the back wages. On Dec. 20, U.S. marshals arrested the ship.

With Esopa and an ITF attorney pressing the case, Arrow finally delivered all wages, allot-

ments and leave pay due each of the 24 crew members, plus legal fees. Five of the mariners were repatriated to Manila from New York, while the rest were scheduled for repatriation from Aruba (the next port), where the vessel was to undergo repairs.

The ship was released from arrest Dec. 24.

"The crew was very grateful for the help they received from the ITF," Esopa said.

Founded in 1896, the ITF is a federation of 604 transport trade unions (including the SIU) in 137 countries, representing more than five million workers. SIU Secretary-Treasurer David Heindel serves as vice chairman of the

federation's Seafarers' Section.



SIU ITF Inspector Enrico Esopa (seated at left) spearheaded the successful effort to secure back pay and repatriation for mariners on the runaway-flag tanker *Merlin*, many of whom also are pictured above. Also assisting was attorney Paul Hoffmann (seated at right). The Greek-owned, Liberian-flag ship is shown below.



## Faust Rescues Fishermen

The Seafarers-crewed *Faust*, operated by Pacific-Gulf Marine, recently rescued five people from a 54-foot sport fishing boat that was taking on water near Hampton, Va. The rescue took place Dec. 7.

According to a report by *Faust* Captain Darren McGowan, the vessel had departed Baltimore bound for Charleston, S.C. Approximately one hour into the voyage, the *Faust* received a distress call from the motor vessel *Sniper*. The fishing boat, roughly five miles southwest of the *Faust*, had hit something and was taking on water.

AB Daniel Cruz steered the ship toward the *Sniper*, while the Hampton Roads (Va.) Coast Guard, alerted by the *Faust*, also dispatched a rescue craft.

McGowan credited Bosun Erik Penia, AB Trevorous Ellison, and OSs Benigno Ledesma Jr. and Jarrod Pestana with rigging both pilot ladders and helping prepare the fast rescue boat.

"Soon after we reported that the rescue boat was in the water, USCG Hampton Roads directed us to take all persons from the

*Sniper* on board the *Faust*, stating that sport fishing boats are known to sink quickly once they start to take on water," McGowan wrote. "The arrival of the Coast Guard boat was reported to be over one hour away.

"After two trips, all five passengers from the *Sniper* were safely on board the *Faust*, including a 15-year-old boy."

The rescue boat resumed its position near the *Sniper*—which had sustained a five-foot hole in its starboard bow—because two people from the fishing boat wanted to continue with efforts to stabilize it. Those two were picked up by the Coast Guard about 30 minutes later, with the *Faust's* rescue boat still on the scene (in case the fishermen needed to make a quicker departure from their boat).

McGowan concluded, "All aspects of the rescue were accomplished flawlessly. The teamwork, actions and professionalism displayed by the crew during the rescue was exemplary. Their efforts and commitment to the safety of life at sea should be an inspiration for all that work in the maritime industry."

## Alert to Seafarers

In recognition of the present rapidly evolving circumstances, it is important that you promptly examine your documents necessary for shipping to make sure that these documents are not expired nor due to expire.

Pursuant to the Shipping Rules, agreements, RFP requirements, and international USCG regulations, your documents must be valid for the entire period of employment; and, you cannot ship unless they are valid and current.

Please take this time to double-check the expiration dates of your:

- Merchant mariner's document (also known as an MMD or z-card)
- STCW-95 certificate (with endorsement as part of the deck/engine watchkeeping)
- Passport, ensuring that it is signed
- Clinic card
- Benzene card (if this applies to you, this card is required for all tankers)
- Registration card of being ready, willing, and available for work
- Drug-free confirmation, as issued by the port office after registering or testing
- INS green card, if allowed on certain vessels, (permanent resident card by the USA Immigration & Naturalization Service).

Plus,

- Your inoculation (shots) card, updated with new shots when necessary
- Your TRB (training record book), ensuring that it is signed
- MSC (Military Sealift Command) medical records to carry to the ship, as applies
- Sufficient (for six months, or two voyages) Rx/prescription medication
- Extra glasses, when required for work
- Ensure that there is no urgently needed dental or medical work needed for six months

Also bear in mind that if you are going to be

renewing your z-card/document, or license, within the last thirty days of applying for the renewal/replacement, you must get:

- a) New Department of Motor Vehicles Driver's Record stating that you have not had any DUI or DWI in the last five years, which must be submitted with the application for the renewal of the MMD. Your state that issued your driver's license will issue their "Motor Vehicle Report."

Plus,

- b) The USCG will require a drug-free letter from the (SAMHSA laboratory) MRO (Medical Review Officer) that processed the "SAMHSA 5 Panel" drug-free examination (Graystone Lab in California) with the chain of custody receipt form issued at the examination. The USCG reportedly will no longer accept the drug-free confirmation letters issued by the designated signature-person from the port or admissions, as previously allowed by 46CFR16.230 Option II. You must fax (or mail) your request on the form available from the port office to the MRO. This is to request a specific drug-free letter will be sent to you; this letter is for submitting with your application for a new MMD, license, and/or STCW Certificate to the USCG. SAMHSA is the Substance Abuse and Mental Health Services Administration. This might become another delay when renewing or issuing an MMD. This is part of the USCG's Application Form CG-719-B (OMB-2115-0514).

Also, note that it has been taking at least seven weeks for the Baltimore Coast Guard regional exam center (REC) to process applications, and even longer at some other RECs.

Your union and your nation need you to be ready, with bags standing by—ready to fulfill the U.S. Merchant Marine's role as America's Fourth Arm of Defense.



# New U.S. Law, IMO Rules Impact Port Security; SIU Ready for Coast Guard Meetings in 7 Cities

While scores of port security requirements already are in place and being enforced by the U.S. Coast Guard nationally, several other recent developments in the national and international maritime transportation arenas promise to significantly alter the existing landscape. SIU officials are keeping a close eye on the situation, analyzing how these new developments will impact union members and the industry as a whole and positioning themselves to help make maritime labor's case heard when the implementation phase of these new measures takes center stage.

As reported in previous editions of the *Seafarers LOG*, the Maritime Transportation Security Act of 2002 (AKA the Hollings Bill, S.1214) was signed into law in November, and the International Maritime Organization (IMO) held a Diplomatic Conference in December during which a comprehensive regime of measures to strengthen international shipping was adopted. Following is an overview of these two initiatives as well as a look at the goals behind a series of meetings announced Dec. 20 by the Coast

Guard to discuss the implementation of both.

## Maritime Transportation Security Act of 2002

President Bush on Nov. 25 signed the Maritime Transportation Security Act of 2002 into law (P.L. 107-295). Title I of the act is designed to enhance the nation's maritime security in order to provide greater safeguards at the country's 361 sea and river ports, and increased intelligence about cargoes and personnel entering U.S. ports through improved communication and coordination among the various entities responsible for maritime security.

Provisions in the law require U.S. facility and vessel vulnerability assessments; a national Maritime Transportation Security Plan and regional Area Maritime Transportation Security Plans (port security plans); and vessel and facilities security and response plans. Also demanded are transportation security cards; grants to port authorities, waterfront facility operators and state and local agencies; foreign port assessments; a Maritime Security Advisory Com-

mittee; Automatic Identification Systems; long-range tracking systems; enhanced crewmember identification; and sea marshals.

The vessel and facility security plans provision calls for a qualified individual having full authority to implement security actions. The new law also requires the Coast Guard to negotiate an international agreement that provides for a uniform, comprehensive international system of identification of seafarers. Several federal agencies, including the U.S. Coast Guard are responsible for implementing the Act.

## IMO Diplomatic Conference

A Diplomatic Conference of the International Maritime Organization (IMO) in December adopted a new set of guidelines for international shipping—a series of measures to strengthen maritime security and prevent and suppress acts of terrorism. The Coast Guard was instrumental in initiating these proceedings after the September 11 terrorist attack against the United States.

The Conference adopted a number of amendments to the 1974 Safety of Life at Sea Convention (SOLAS); a new International Ship and Port Facility Security Code (ISPS Code) - Chapter XI-2 of SOLAS; and a series of resolutions designed to give weight to the amendments.

The ISPS Code, which will go into force on July 1, 2004 for vessels in international trade, contains detailed security-related requirements for shipping companies, port authorities, and governments in a mandatory "Part A" section together with a series of guidelines about how to meet those requirements in a second, non-mandatory section (Part B). Elements of the new security rules for ships include requirements for ship security plans, ship security officers, company security officers, and certain onboard security equipment. For port facilities, requirements include port security plans, port

security officers, and certain security equipment.

In addition, the requirements for ships and port facilities include security assessments (risk analysis), monitoring and controlling access, monitoring the activities of cargo and people, and ensuring security communications are readily available. One amendment to SOLAS calls for a new accelerated timetable for fitting Automatic Information Systems (AIS) on vessels while a resolution affirms the work of the International Labor Organization in establishing an international uniform seafarers identification system—Seafarers Identify Document. The international regime also pointed to the need for shore leave for crewmembers. As a signatory to SOLAS, the United States, in this instance the Coast Guard, is bound to implement the amendments to SOLAS as well as the ISPS Code.

## Initiatives Mirror One Another

Many of the requirements imposed by the IMO protocol are also mandated by the Maritime Security Act of 2002 (MTSA). The requirements of Section 102 of MTSA directly align with the security requirements embodied in the SOLAS amendments and the ISPS Code; however, the MTSA has broader application that includes domestic vessels and facilities. Therefore, the Coast Guard intends to implement the MTSA through the requirements in the SOLAS amendments and the ISPS Code, Parts A and B, for all vessels and facilities that are currently required to meet SOLAS as well as those vessels exclusively in domestic trade that are considered at risk of being involved in a transportation security incident.

## Coast Guard Notice of Meetings

As part of its effort to implement both the Maritime Security Act of 2002 and the amendments

to SOLAS and ISPS Code, the Coast Guard on Dec. 20 announced a series of seven public meetings in various cities, namely, New Orleans (Jan. 27), Cleveland (Jan. 30), St. Louis (Jan. 31), Seattle (Feb. 3), Los Angeles-Long Beach (Feb. 5), Jacksonville (Feb. 7), and New York City (Feb. 11) to discuss requirements for security assessments, plans, and specific security measures for ports, vessels, and facilities. Discussions will also focus on aligning domestic maritime security requirements with the International Ship and Port Facility Security Code and recent amendments to SOLAS to comply with Section 102 of the Maritime Security Act of 2002. SIU officials as well as rank-and-file members will participate in these meetings to voice union concerns.

In its notice, the Coast Guard poses a series of approximately 40-50 questions dealing with general, vessel, and port security provisions as well as on other issues including continuous synopsis record requirement, seafarers' identification criteria requirements, AIS, etc. The agency also requests comments on "best industry practices" with regard to maritime security issues as well as comments on application, implementation and operating costs.

The Coast Guard plans to publish a temporary interim rule no later than June and a final rule by November. These dates are critical in order to uniformly implement the ISPS Code and SOLAS amendments, as well as to meet the urgency set by the mandates in the Maritime Security Transportation Act. The Coast Guard encourages interested parties to attend the meetings and submit comments for discussion during the meetings. All comments and related material intended for inclusion in the public docket must be received by the Docket Management Facility by Feb. 28.

## Senator Stevens Cites Advantages of ANWR

At a U.S. Senate Commerce Committee oversight hearing Jan. 9 on the phase-out of single-hull tankers, Senator Ted Stevens (R-Alaska) spoke of the importance of the Oil Pollution Act of 1990 (OPA 90). He reiterated his commitment to keeping oil flowing through the Trans-Alaska Oil Pipeline, stating that opening ANWR to oil exploration is the best prospect for keeping the pipeline in operation over the long term.

OPA 90 requires companies to use double-hull vessels as of Jan. 1, 2015 for transporting crude oil into U.S.-controlled waters. Oil and transportation companies began the 20-year phase-out of existing single-hull vessels in U.S. waters in 1995.

Following are excerpts from Stevens' statement at the hearing:

"During the height of Alaska oil production in 1988 and 1989 there were 70 tankers moving oil from Valdez to West Coast ports. During this period the throughput of the Trans-Alaska Pipeline was 2.1 million barrels a day—near full capacity. Today the pipeline only carries 1 million barrels a day, which means the pipeline is only half full. Because of this decline in production there are only 25 tankers presently transporting oil from Alaska.

"The American Petroleum Institute and the American maritime industry and trade unions reported last year that we would need to construct 18 new double-hull vessels to transport oil if Congress opens the Coastal Plain to oil production. Maritime unions also tell us that each ship would create 3,000 direct employment jobs during construc-



Sen. Ted Stevens

tion. These are high-paying, high-skilled, labor-intensive jobs that we need in the U.S.

"Last month, the state of Alaska extended the right-of-way for the pipeline across our state lands. Just this week, the secretary of the interior signed a 30-year renewal for the federal right-of-way for the Alaska pipeline. The federal government believes the pipeline needs to be on-line for at least the next 30 years, but that means opening enough lands for oil production. ANWR is the best prospect. I know I've come to be a little provincial here today Mr. Chairman, but I want to announce that this is my number one goal for this Congress—to try to find a way to start to find out if we do have additional oil prospects in the northern part of Alaska. The requirement in the Oil Pollution Act of 1990 for single-hull tankers to be phased out by 2015 can be an even greater opportunity for U.S. shipyards, but only if the demand is there from increased domestic oil production."

## AFL-CIO, Central American Unions: Trade Talks Must Address Workers' Rights and Development

As trade ministers from Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and the United States last month launched negotiations toward a regional free trade agreement, the AFL-CIO and Central American trade unions joined together to demand that respect for workers' rights and progress toward equitable, sustainable development be at the core of any trade agreement among their countries.

According to the AFL-CIO—the national federation of trade unions to which the SIU is affiliated—this marks the first time that major Central American unions and the American union movement have released a joint declaration specifically addressing trade among their countries. "The landmark declaration offers a shared vision for economic integration in the region and inserts workers' voices back into the global trade debate—a voice that is completely unrepresented in the trade talks," the federation announced.

"In the face of a stumbling economy and high unemployment throughout the region, our governments are pursuing a free-trade agenda that feeds corporate greed but destroys good jobs and hinders

real development," said AFL-CIO President John Sweeney. "Workers in the U.S. and Central America have a better plan for a new generation of trade rules that will respect our rights, preserve our environment and strengthen our economies."

The declaration rejects a simple expansion of the failed model of the so-called North American Free Trade Agreement (NAFTA), under which the U.S. has lost hundreds of thousands of jobs and Mexico has failed to achieve lasting development or reduce poverty. The joint statement calls for enforceable protections for workers' rights backed up by trade sanctions, a more humane immigration regime, debt relief for Central American nations and transparency in the negotiation process, among other reforms.

The joint declaration comes on the heels of AFL-CIO petitions to withdraw preferential trade benefits from Costa Rica, El Salvador and Guatemala on the basis of egregious workers' rights violations in these countries. Although these petitions are supported by unions in Central America and have been valuable tools for improving workers' rights in the past, the petition process will no longer be available if a free trade agreement with the region goes into effect.



# STCW in Plain English

## February Marks 1st Anniversary of Deadline

*Editor's note: The following is part of an occasional series. The LOG recently submitted STCW questions to Bill Eglinton, director of training at the Paul Hall Center in Piney Point, Md. Eglinton for years has been a regular member of U.S. delegations participating in international forums about mariner training and certification. His answers follow.*

STCW is the acronym for an international maritime treaty signed in 1978 and amended in 1995. It stands for Standards of Training, Certification and Watchkeeping.

### What do you see as the biggest benefits of the amended STCW convention?

This is an excellent question, as many people have asked, "Why are we doing this?" Looking at the big picture, 162 maritime nations signed on to this international convention on training. For the first time, practically every seafarer in the world has to meet certain training requirements such as Basic Safety Training and Shipboard Familiarization, just to name two.

It was a known fact that the vast majority of seafarers from developing countries were sailing with little or no knowledge of basic fire fighting, first aid, water survival, etc. The newly amended

convention requires that there be documentary evidence of this training or the vessel can be detained in ports around the world.

For the school, probably the biggest hurdle we faced was developing a system to document this required training and also to track it. Ever since the Paul Hall Center opened in 1967, all records were maintained in filing cabinets in the admissions office. We decided to develop an electronic database and enter every single record into it. From this database we then produced in 1997 a training record book (TRB) into which we could record all the training a member had received at the Paul Hall Center and elsewhere. This was a major accomplishment both for the school and the membership, and continues to be the "backbone" of our documentation system.

**The buildup to the STCW-95 deadline of Feb. 1, 2002 lasted for years and received a lot of attention throughout the industry. By comparison, the deadline itself came and went without much fanfare. What happened?**

There was a five-year transition period given to all countries to "get their act together" before the amended 1995 STCW Convention came into full force. This

five-year period was to allow schools to develop the new STCW courses, develop a system to record and track this training and then to get their mariners into the schools. The deadline came last year (Feb. 1, 2002) and there were no outbursts to mark its arrival! We had done our homework and the membership was fully prepared when the deadline came. However, this was not the case with many other countries.

**A year ago, perhaps the biggest STCW story involved the IMO asking for what amounted to an unofficial extension of the deadline for certain STCW certificates. Generally, what was the response of the signatory nations? Also, when the extension elapsed after six months, was there a noticeable change in enforcement?**

STCW was developed by the International Maritime Organization (IMO), which is headquartered in London. As the Feb. 1, 2002 deadline approached, several countries explained that they were not going to be fully prepared by that date due to various problems such as processing of paperwork, documenting training and having enough courses to get everyone trained. The IMO was sympathetic to their dilemma but could not legally change the implementation date.

## HQ Rep Carl Peth Retires After 34 Years in Union

"The SIU is a wonderful organization, and I'm proud to have been a part of it," said Carl Peth, who retired in December 2002 after 34 years in the union.

Born in Chicago, Peth joined the Seafarers in 1968 in San Francisco following studies at the Andrew Furuseth Training School (the precursor to the Seafarers Harry Lundeberg School of Seamanship) in New Orleans and San Francisco. He first sailed as a messman on board the *Cornell Victory*.

He then upgraded his skills and sailed in various positions as a member of the engine department, eventually earning his QMED rating.

Peth, who worked under three SIU presidents (Paul Hall, Frank Drozak and Michael Sacco) has seen a lot of changes in the industry since he started and has assumed a number of different roles within the Seafarers organization, including organizer, wel-

fare representative, patrolman, safety director, port agent, manpower director and headquarters representative.

In 1972, he signed off the *Overseas Ulla* and, the following year, came ashore as a patrolman in Piney Point. He later worked in the Great Lakes as a welfare services representative and also helped in organizing drives in the Gulf of Mexico.

Peth was named patrolman in New York and New Orleans and, in 1981, became port agent in Piney Point. He remained there, later assuming the responsibilities of headquarters representative and manpower director.

Many of Peth's colleagues at the Paul Hall Center for Maritime Training and Education will miss his help and support.

"Carl's been a real soldier here," stated Don Nolan, vice president of the Paul Hall Center. "He's been wonderful for the school. In addition to having been



Keeping abreast of the shipping needs of SIU-contracted companies and the availability of Seafarers to fill those jobs was the responsibility of Carl Peth in his role as manpower director.

port agent, headquarters representative and manpower director here, he also taught union education."

The school's registrar, Marge DiPreta, has known Peth for many years and notes that he was always very supportive of the academic department's programs and cared a great deal about the membership.

"Carl had a nice way of interacting with the members, and was always very honest with them," she said.

Janice Smolek, librarian at the school, added that she was very grateful to Peth for his donation of books from his personal collection to provide for the members.

"I have been afforded some great opportunities at the SIU," said Peth, "and have derived a lot of satisfaction in being to help others."

Peth, 61, and his wife, Gladys, are retiring to Daytona Beach, Fla.



As headquarters representative, Carl Peth (left) describes the operations of the manpower office to members of the Paul Hall Center's Deep Sea and Inland Towing Advisory Board in June 1997.

What IMO decided to do was to send a request to all maritime administrations worldwide asking that everyone inspecting a vessel for meeting the training requirements of STCW please record that there were noncompliances found but to not detain the vessel(s) until a "grace period" of six months had passed. In effect, many countries were given six additional months to come up to speed. All indications were that this additional amount of time allowed most of the fleets of the world to come into compliance, since no major disruptions to shipping took place.

**Although the Paul Hall Center always has emphasized hands-on training, the school obviously had to make some adjustments to accommodate training that complies with the revised STCW convention. What have been some of the biggest changes at the school that stemmed from STCW? Are any more adjustments planned, or is everything basically in place?**

This question is a good one. For years our industry has known that the system for certifying seafarers wasn't the greatest. All Coast Guard exams were multiple-choice questions on how a particular piece of equipment or system was built, the theory of how it operated and basically how to fix it. Some people have experienced trouble with passing these tests due to poor reading skills or "brain freeze" when taking an exam.

Now along comes STCW, which says people must be trained and assessed in order to receive certification allowing them to do a particular job aboard a vessel. This means that you learn the particular subject and then demonstrate that you have acquired the skills to successfully do the job. For years our membership has been saying, "Don't ask me a bunch of multiple-choice questions about a piece of equipment. Hand it to me and I will show you how it works!" Well, we got our wish!

Now, instead of taking a 50-question test to become a qualified electrician or seven multiple-choice exams to become a third mate or third assistant engineer, you must demonstrate the skill to hold that endorsement or license. Makes sense to me.

The Paul Hall Center has always believed in hands-on training and, therefore, these new requirements caused few prob-

lems for us. Our membership is used to having to demonstrate (be assessed) a particular skill in order to pass our courses. Many other "schools" that offered courses to become an AB or oiler by sitting in front of a computer and going over hundreds and hundreds of questions and answers in order to pass a Coast Guard exam are no longer in operation. Only those schools having real programs that train and assess people for shipboard skills are still around.

The Paul Hall Center has Coast Guard-approved programs for meeting most of the STCW requirements for sailing in a particular position in the unlicensed ranks. Some of the engineering programs are still in development and should be finalized in the next several months. However, these remaining programs do not affect Seafarers who currently are sailing, but rather only future QMEDs.

Just as it has always been, the Paul Hall Center will continue to upgrade programs with new information or equipment to keep pace with changes in the industry.

### What should Seafarers know about renewals?

Any watchstander, licensed or unlicensed, must renew their STCW certificate every five years. The U.S. Coast Guard will issue a new certificate if the mariner has renewed his Basic Safety Training. Basic Safety Training can be renewed by either taking a Coast Guard-approved BST course again or, if you have already taken this course, you can renew it by simply producing one year of deep-sea sea time obtained after being issued the certificate. The reasoning behind this is that if you have been sailing for the past five years, you have participated in shipboard drills and exercises dealing with basic safety situations. The Paul Hall Center will put a new sticker in your TRB to indicate that you have renewed BST. Non-watchstanding members need only show the admissions office the one year of discharges.

### Do Seafarers still need a TRB?

Yes! The TRB is still extremely important for capturing all new training you receive and for showing documentary evidence of having taken the mandatory training for shipping purposes. Unless you hear otherwise from the union or the Paul Hall Center, continue to have all your training entered into your TRB.

## Officials Participate in ATC Safety Seminar



SIU officials recently took part in a safety training seminar offered by Alaska Tanker Co. in Beaverton, Ore. Officials from the MEBA also participated in the meetings, which took place Dec. 4-5. ATC described the seminar as a "joint effort that is meant to enhance ATC's safety performance" and cited the outstanding cooperation between the unions and ATC. Pictured at the seminar are (seated, from left) SIU Tacoma, Wash. Port Agent Bryan Powell; SIU VP West Coast Nick Marrone; SIU Patrolman Archie Ware; SIU Patrolman Jeff Turkus; (standing) MEBA Seattle Port Agent John McCurdy; ATC Labor Relations VP Bill Cole; MEBA Patrolman Mark Townsend; Gordon Graaff, consultant for Strategic Safety Associates; and HSE Technician Paul Manzi.



# Aloha, Long Lines

After a long history of faithful service in the SIU-contracted fleet, the Cable Ship *Long Lines* headed into retirement in December

operations in their usual professional manner.

The photos of the crew members accompanying this article, provided by SIU Rep. Frank Iverson, were taken during one of the most recent fire and boat drills aboard ship.



Manning the hose are (from left) Wiper Carlos Madayag, SA Romeo Manansala and Chief Steward Emmanuel Laureta.

2002. A steady and dependable sight in Honolulu harbor for many years, SIU members maintained the vessel in a constant state of readiness to respond to underwater telephone cable breaks and for the opportunity to lay new cable wherever and whenever the *Long Lines* and its crew were called.

As the *Long Lines* readied for its final voyage, Seafarers continued to maintain normal



During a lifeboat drill, Chief Steward Emmanuel Laureta, Cook/Baker Franz Schnell and OS Jose Bautista work to lower the emergency craft.



Bosun Victorgil Mariano takes his place for the fire and boat drill.



CASJ Sanyboy Whiting (center) is helped into his safety gear by Bosun Mate Tony Sivola (left) and Engine Utility Mark Failauga.



DEU Frank Casby takes a breather following the delicious Christmas dinner aboard the *Obregon*. In the background is a Navy escort ship.

## Christmas Aboard the Obregon



The SIU crew aboard the *PFC Eugene A. Obregon* takes Christmas seriously. In all, there were six trees decorated for the holiday season aboard the Waterman Steamship Corp. vessel: one in each lounge, one in each mess hall, one on the bridge, and a 20-foot tree of lights topped with a 2-foot star on the helicopter pad.

The alternate flagship for MPS Squadron One had just cast off from Pier 3 at Rota Naval Base in Spain and put to sea,

where it would remain well into the new year.

A party to celebrate Christmas Eve included hot hors d'oeuvres, cold canapés, trays of freshly baked cookies, an assortment of sodas and plenty of Christmas music. The menu in the mess hall that evening consisted of roasted spring lamb, chicken breasts stuffed with herb butter, beans and miniature hot dogs (a crew favorite, noted Recertified Steward **Patrick D. Helton**, who sent these photos to the *LOG*), steamed rice, potatoes and an extensive salad bar. An assortment of desserts topped it off.

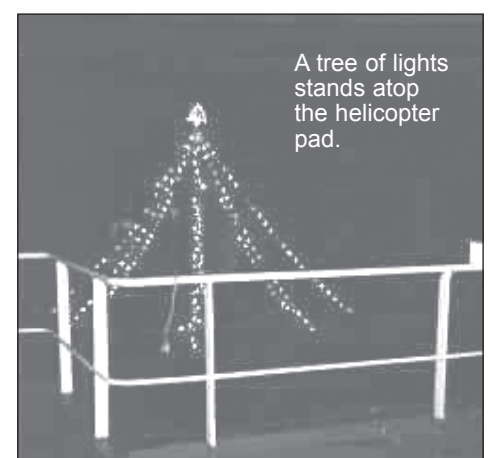
And that was just Christmas Eve!!! The steward department was even busier with the Christmas Day feast while the rest of the crew members continued to keep the ship in a constant state of readiness to perform its military duties, should it be called to respond in the event of a military action.



This Christmas tree in the crew mess was one of six set up throughout the vessel.



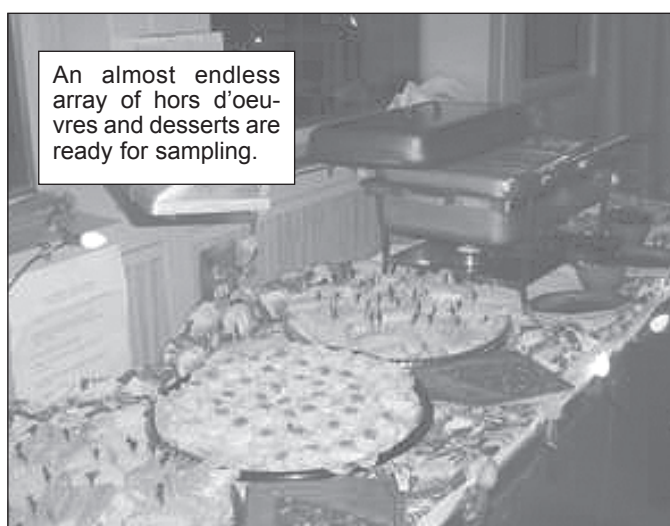
Enjoying the Christmas party, the great food and the holiday music are AB Jose Bermudez, QMED/Electrician Robert Farmer and AB Celso Castro.



A tree of lights stands atop the helicopter pad.



The steward department did a fantastic job in keeping the holiday spirit. They are SA Oscar Castillo, Recertified Steward Patrick Helton, ACU Ron Hickman and SA Martin Krins. Chief Cook Rudolph Xatruch is kneeling.



An almost endless array of hors d'oeuvres and desserts are ready for sampling.



Crew members and contractors alike dig in to Christmas dinner in the decorated mess hall aboard the *Obregon*.



# Author: Marine Electric Sinking In 1983 Sparked Safety Reforms Tragic Mishap Claimed 31 Mariners

This Feb. 12 will mark the 20<sup>th</sup> anniversary of one of the most tragic yet significant days both in the history of the modern U.S. Merchant Marine and annals of the former National Maritime Union (NMU).

On that ill-fated date in 1983, 31 crewmen aboard the *Marine Electric*—21 of whom were members of the NMU—paid the ultimate sacrifice when their vessel capsized and sank in frigid waters off the Virginia coast. Only three of the vessel's 34 crew members escaped with their lives. Drowning resulting from hypothermia was determined to be the cause of death for all who perished.

Then a 39-year-old vessel, the *Marine Electric* was loaded with

27,000 tons of coal. Departing from Norfolk, Va., the ship was en route to the New England Power Plant at Brayton Point, Mass. when it encountered heavy seas, rolled over and was swallowed up by the Atlantic Ocean about 30 miles east of Chincoteague, Va.

"The deaths of the 31 officers and crew of the *Marine Electric* helped produce some of the most important maritime reforms in the twentieth century," said Robert R. Frump, author of "Until the Sea Shall Free Them," a book about the *Marine Electric* tragedy. "More than 70 old rustbuckets were scrapped, survival suits were required, finally, in cold waters, and the Coast Guard created the rescue swimmer pro-

gram—all because of the *Marine Electric*."

The Coast Guard later concluded that the *Marine Electric* was a poorly maintained ship with bad hatches and holes in its hull, according to Frump. The "jumboized" World War II T-2 tanker was nearly 40 years old at the time of the catastrophe.

The survivors of the wreck included NMU member **Paul Dewey**, an able seaman; Chief Mate Bob Cusick and Third Mate Gene Kelley, both members of the Masters, Mates & Pilots (MM&P). All three men spent hours awaiting rescue in the waters while their shipmates died about them, according to Frump.

NMU members who perished during the disaster were: Bosun



In this photo from the March 1983 edition of the old *NMU Pilot*, waves cover the bow of the *Marine Electric*.

**Peter Delatolla**, ABs **Charlie Johnson**, **Edward Matthews**, **Norman Sevigny**, **Ricardo Torres** and **John Wood**; Ordinary Seamen **Robert Harrell**, **Robert Hern** and **John O'Connell**, Deck Utility **Jose Fernandez**, Utilities **John Abrams**, **Celestino Gomes**, **Thomas Reyes** and **David Sheperd**; Enginemen **Malcolm Graf**, **William Mulberry** and **Anthony Quirk**; Wipers **Richard Morgan** and **Paul Ruiz**; Chief Cook **Eric Bodden** and Steward/Baker **Jose Quinones**.

In addition to the NMU members above, the dead included Captain Philip Corl, Second Mate Clayton Babieau and Third Mate Richard Roberts, all members of the MM&P; Chief Engineer Richard Powers, First Assistant Engineer Michael Price, Second Assistant Engineer Howard Scott, Third Assistant Engineers Charles Giddens and Steve Browning and Engine Cadet George Wickboldt, all members of the Engineers Benevolent Association; and Radio Officer Albion Lane of the Radio Operators Union.

Frump's book chronicles the epic battle of the three who cheated death—surviving the wreck in the first place, spending hours in the sea, and then seeing that justice was done in the case. Details and order information about the book are available at :

[www.untilthesea.com](http://www.untilthesea.com).

The *Marine Electric* was built in 1944. It was converted from a tanker to a collier in 1962 along with the *Marine Sulphur Queen* and the *Marine Floridian*. Like the *Marine Electric*, the *Sulphur Queen* and the *Floridian* also were befallen with sour luck. The *Sulphur Queen* disappeared mysteriously in February 1963 with all hands in the Gulf of Mexico while under way from Texas to Norfolk and carrying a load of molten sulphur. The *Marine Floridian*, also a collier, caused \$9.7 million in damage when it struck the Benjamin Harrison Bridge in Hopewell, Va. in February 1977. Fortunately, there were no injuries.

## School Delivers Training to Seafarers in Korea

Seafarers on the oceanographic survey ships *USNS Sumner* (T-AGS 61) and *USNS Bowditch* (T-AGS 62) received damage control training aboard the ships Jan. 15-16 in Ulsan, Korea. Joe Curtis, an instructor at the Paul Hall Center for Maritime Training and Education (based in Piney Point, Md.), conducted the course. *Sumner* Capt. Fred Smallwood, who sent this photo to the *LOG*, noted that the two ships "were moored close aboard at Hyundai Mipo Dockyard and were undergoing voyage repair availabilities there." He credited Curtis with doing "a great job." Pictured, from left, are (kneeling) AB Jose Belcina (*Bowditch*), Storekeeper Evelyn Nordbrok (*Bowditch*), Chief Mate Babar Khan (*Sumner*), (standing) Bosun Rafael Franco (*Bowditch*), Second Mate Richard Eaton (*Sumner*), OS Daniel Link (*Bowditch*), OS Michele Laycock (*Bowditch*), QMED Rob Guilmette (*Sumner*), AB William Joquin (*Sumner*), OS Brent Midgette (*Sumner*), GVA Nick Giron (*Sumner*), Bosun Scott Grider (*Sumner*), Oiler Juma Juma (*Sumner*) and Storekeeper Milt Haberman (*Sumner*). The vessels are operated by Dyn Marine for the U.S. Military Sealift Command.



Information on the career track for engine department mariners seeking a license will be published in an upcoming issue of the *Seafarers LOG*.

## CIVMARS Have CD Option

Active members of the union's Government Services Division who qualify under the old Civil Service Retirement System (CSRS) may take advantage of what amounts to a government-backed certificate of deposit that will pay 5 percent this year. Such a return generally would be considered not only better but also safer than most certificates of deposit.

The option is available only to people still under the CSRS plan (in most cases, individuals hired before 1984). It is called "voluntary contributions" and is separate from the Thrift Savings Plan (TSP). Because the money invested through the voluntary contributions plan is pre-taxed, the account holder pays taxes only on earnings.

Once an account has been established by the Office of Personnel Management (OPM), the account holder may invest at whatever pace he or she chooses.

Voluntary contributions may be made only in amounts of \$25 or in multiples of \$25 (\$50, \$75, etc.). Total contributions may not exceed 10 percent of the total basic pay an eligible individual received during all of his or her federal service. The 10 percent limit test applies at each point of time that a deposit is made and is not based upon a projection of lifetime earnings.

Voluntary contributions earn a variable interest rate determined by the Treasury Department each calendar year, based on the average yield of new investments purchased by the Retirement Fund during the previous fiscal year. The interest credited to each voluntary contributions account is compounded annually on December 31.

For more information, visit the web site [http://www.opm.gov/fers\\_election/facts/ri83-10.htm](http://www.opm.gov/fers_election/facts/ri83-10.htm)

## Seafarers Health and Benefits Plan Prepares for New Privacy Rules

The Seafarers Health and Benefits Plan is preparing to meet the April 14, 2003 deadline for adopting new internal procedures to comply with the new privacy rules arising from the Health Insurance Portability and Accountability Act of 1996 (HIPAA).

HIPAA is a comprehensive federal law which established standards and requirements for the electronic transmission of medical claims and also mandated the adoption of privacy rules to protect the confidentiality of health information. The law covers health care plans, hospitals, doctors' offices and other health care providers. The law was passed to insure the confidentiality of personal health information.

The Plan is reviewing its procedures to make sure they comply with the new privacy requirements. During this process, the Plan will make every effort to meet the needs of its participants and will continue to strive to process claims in an efficient and expedient manner.

All Plan participants will receive a copy of the Plan's "Notice of Privacy Practices," which will be mailed to all participants by the effective date. The notice will summarize the Plan's policies in detail regarding its use and disclosure of medical information. The Plan will appoint an officer who will be responsible for overseeing the Plan's privacy policy and will train its staff to abide with the privacy policies and procedures.

Please be assured that the Plan is working very hard to adopt reasonable procedures to comply with this new law and is making every effort to ensure

that there will be no disruption in the processing of medical claims. Please check upcoming issues of the *Seafarers LOG* for more information about HIPAA and the Plan's privacy policies.

As always, to assist the Plan in its operations, please make sure that the Plan has your updated enrollment information. This includes recent change of address and current beneficiary designation.

## Senate Confirms Ridge

As this issue of the *LOG* went to press, the White House issued a statement by President Bush noting that the U.S. Senate voted unanimously to confirm Thomas Ridge as the first Secretary of the new U.S. Department of Homeland Security. The department was scheduled to be formally unveiled Jan. 24, with a number of agencies (including the Coast Guard) slated to transfer into the department on March 1.

President Bush stated, "I applaud the Senate for acting quickly and in a strong, bipartisan manner to confirm the first Secretary of the Department of Homeland Security. With today's historic vote, the Senate has demonstrated our shared commitment to doing everything we can to secure our homeland. Secretary Ridge is an outstanding and dedicated public servant who understands my Administration's top priority always will be the protection of the American people, and I look forward to continuing to work closely with him to fulfill this important responsibility."



# Christmas with Seafarers In the Port of Wilmington, Calif.



On Christmas Day—and with camera in hand—SIU Port Agent John Cox met with Seafarers aboard six Crowley tugs: the *Leader*, *Master*, *Admiral*, *Tioga*, *Sea Robin* and *Sea Cloud*. He also visited with SIU crews on the tanker *Blue Ridge* and the tanker *Marine Chemist*.

## Aboard Crowley Tugs . . .



Capt. Larry Belcher  
*Sea Cloud*



Capt. John Rakyta  
*Admiral*



Capt. Jimmy McNutt  
*Tioga*



EU Roger Stewart, AB Herman Moningka, Capt. McNutt  
*Tioga*



Capt. John Zarroli  
*Master*



EU Marijan Masnov  
*Leader*



AB Larry Jamieson, EU Jimmy Gray, AB Mike Privette  
*Sea Robin*



AB Willy Rose  
*Leader*

## . . . on the tanker Blue Ridge . . .



Recertified Steward  
Ronnie Richardson



SA Mike Bubaker, Steward/Baker Demont Edwards, SREC Ronnie Richardson



AB Susan Fagan



QEP William Hudson



AB Patrick Meagher



Recertified Bosun  
Ken McLamb



AB Damian Krowickiz

## . . . and aboard the Marine Chemist



Included in this group photo are SIU Port Agent John Cox (third from right) along with Bosun John Knox, GVA Thomas Ford, Chief Cook Sixto Corcomo, Steward/Baker Larry Simmons and CPU David Osterdock.

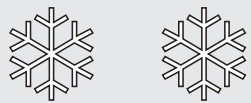


Chief Cook Sixto Corcomo



AB Gilbert Vasquez, AB William Howard





# HOLIDAY SNAPSHOTS



Chief Cook Max Hassel and fellow Seafarers R. Daniels and Curtis Brodnax have time to catch up with each other's activities during the Christmas party in the Norfolk hall.

## Christmas in the Norfolk Hall



Being at home with family, friends and loved ones is the ideal way to celebrate a holiday.

Seafarers, however, often are at sea during those times, and they and their fellow crew mates try to bring some of the holiday spirit aboard ship (see *Obregon* on page 7 and *Dodge Island* on page 15). Other members may have just gotten off a ship or are waiting to ship out from the hiring hall. Still others may be lucky enough to live near an SIU hall and just enjoy visiting with their brothers and sisters of the sea at any time and especially during the holidays.

The photos on these two pages show some of the Thanksgiving and Christmas holiday celebrations held in SIU halls across the country.



ABs Rommel Artis and Bennie Spencer were among more than 100 members and guests who celebrated over the holidays at the Norfolk hall.



Watching over the festivities to make sure everyone has a good time are (from left) Norfolk Port Agent Georg Kenny, Maintenance Manager "Chub" Hall and SIU/MSC Rep. Maurice Cokes.



Recertified Bosun Aubrey "Red" Davis and GUDE Harold Langley agree the party was a lot of fun.



Left: UIW members from Plymcraft join in the festivities. From the left are Gwendlyn Drake, Lilly Pittman and Delosas Gupton. The UIW is an affiliate of the Seafarers International Union.



Left: AB Thomas Morgan enjoys the holiday meal with his wife, Brenda.



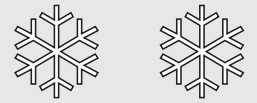
Checking out the Norfolk hall is Sam Baras, who was the original owner of the property now housing the union building.



Participating in the celebration are (from left) SIU/MSC Rep. Maurice Cokes, Director of MSC's Afloat Personnel Management Center (APMC) Phyllis Spano, SIU VP Government Services Kermet Mangram, Maersk Lines Port Captain Jeff Londonsky, MSC Security Officer Richard Jones and Port Captain Fred Turgeon.



# FROM THE SIU HALLS



## Thanksgiving in the Houston Hall



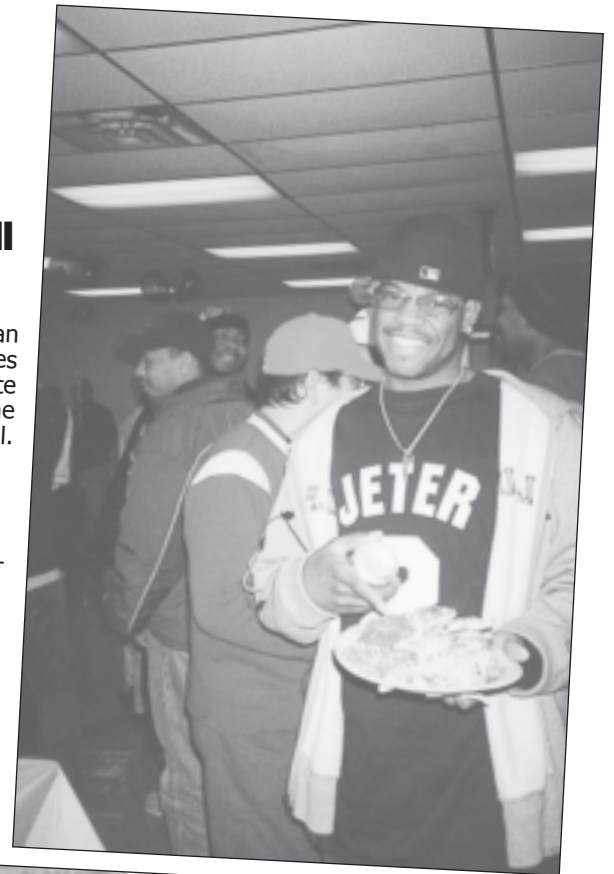
Above: Retired Chief Cook Joe Clark and Retired Steward Cleo Jones serve the traditional Thanksgiving Day favorites to all those (below) who came to the Houston hall for the celebration.



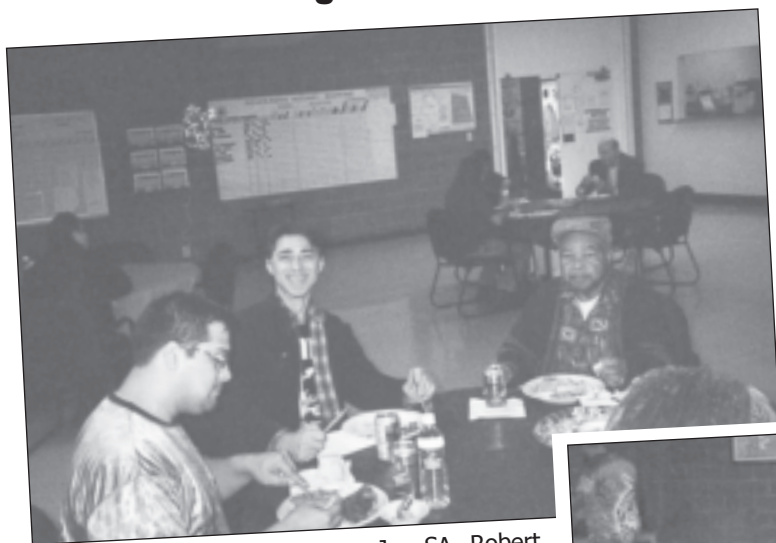
## Christmas in the Brooklyn Hall

Right: Wiper Justin Bing, an obvious New York Yankees fan, shows off a full plate of delicious food from the party at the New York hall.

Below: SIU President Michael Sacco (inset) wishes everyone a happy holiday season while SIU members and guests enjoy the festivities.



## Christmas in the Wilmington Hall



Above: GSTU Lonnie Jones Jr., SA Robert Starceovich and SA Silverio Avila Arana enjoy a wide variety of holiday fare at the Wilmington hall.

Right: AB Ken Herzstein waves to the camera. With him is ACU Leonides Villamor.

Below: Dispatchers Jesse Solis and Nick Rios fill their plates from a buffet table set up in the hall.



## Christmas in the Philadelphia Hall



Above: Philadelphia Port Agent Jim Malone's wife, Pat, and grandsons Louie (left) and Jake play Santa's helpers at the festivities. Below: Members, union officials and guests (including SIU Executive VP John Fay, second from right in photo at left) enjoy the Christmas buffet.





# TAX TIPS for S

Presented on these two pages of the Seafarers LOG are handy tax tips—some of which are intended specifically for mariners. Included are the new deduction amounts for 2002 as well as where to get additional information.

## WHAT'S NEW?

Here are some of the changes that will take effect in 2002 and 2003 from the Economic Growth and Tax Relief Act of 2001.

**TAX RATE REDUCTION** — Individual income tax rates will be reduced. For 2002 and 2003, the rates will be 10%, 15%, 27%, 30%, 35% and 38.6%. The new 10% rate applies to the first \$6,000 of taxable income for single taxpayers, \$10,000 of taxable income for heads of household, and \$12,000 of taxable income for married couples filing jointly. For supplemental wage payments, such as bonuses, the withholding rate is 27%. For 2004 and 2005, the tax rates will be 10%, 15%, 26%, 29%, 34% and 37.6%.

**CHILD TAX CREDIT** — The child tax credit will be \$600 per child for tax years 2002 through 2004 for a qualifying child under age 17. The child credit will gradually increase to \$1,000 per child in 2010.

**ADOPTION CREDIT** — The current maximum adoption credit for qualified adoption expenses which can be claimed for an eligible child is \$10,000 for any child including special needs children. The credit is phased out for parents with an adjusted gross income over \$150,000. (The credit is per adoption, not per year.)

**EDUCATION IRAs** — The current annual contribution that can be made for a designated beneficiary in 2002 is \$2,000. Qualified expenditures, which can be paid tax free from an education IRA, will now include those from elementary and secondary public (including kindergarten), private or religious school tuition and expenses. In 2002, joint filers with adjusted gross income below \$190,000 can make a full contribution and those below \$222,000 can make a partial contribution. Beginning in 2002, contributions can be made to an education IRA and a qualified tuition program in the same year for the same beneficiary without a penalty.

**QUALIFIED TUITION (Section 529) PROGRAMS** — Under the new law, distributions made after 2001 from qualified state tuition plans will be fully excluded from gross income. Private educational institutions will also be able to establish prepaid educational services accounts and sell credits or certificates for the payment at a future date of qualified higher education expenses. Beginning in 2004, qualifying distributions from those will be excluded from gross income.

**STUDENT LOAN INTEREST** — The 60-month limit on interest paid for qualified education after Dec. 31, 2001, is repealed. Taxpayers may deduct up to \$2,500 annually for student loan interest without regard to the 60-month limit. The deduction phaseout range for single taxpayers is \$50,000 to \$65,000; for married couples filing jointly, it is \$100,000 to \$130,000.

**EMPLOYER-PROVIDED EDUCATIONAL ASSISTANCE** — After Dec. 31, 2001, the annual exclusion of up to \$5,250, is permanently extended to cover both undergraduate and graduate level courses.

**DEDUCTION FOR HIGHER EDUCATION EXPENSES** — Eligible taxpayers will be able to claim a deduction for up to \$3,000 beginning in 2002 (\$4,000 in 2004) of qualified higher education expenses. This deduction is also adjusted to gross income and is available even if you do not itemize your deductions.

**IRA CONTRIBUTIONS LIMITS** — The maximum annual contribution limits for both traditional and Roth IRAs will increase to \$3,000 for 2002 through 2004. Also, taxpayers who have attained age 50 by the end of the year will be able to make additional catch-up contributions of \$500 for 2002 through 2005. The maximum annual contribution for those taxpayers will be \$3,500 until 2006.

**TAX CREDIT FOR CERTAIN RETIREMENT DEFERRALS** — Starting in 2002, joint filers with adjusted gross income below \$50,000, single filers and married filing separately with adjusted gross income below \$25,000, can qualify for a tax credit of up to \$1,000, for contributions or deferrals to retirement savings plans. The maximum credit is 50% of the contribution or deferral (up to \$2,000).

## HOW TO PREPARE A TAX RETURN

**Step 1.** Get all records together.

- ◆ Income Records. These include any Forms W-2, W-2G and 1099.
- ◆ Itemized deductions and tax credits.
- ◆ Medical and dental payment records.
- ◆ Real estate and personal property tax receipts.
- ◆ Interest payment records for items such as a home mortgage or home equity loan.
- ◆ Records of payments for child care so an individual could work.

**Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for

Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at [www.irs.ustreas.gov](http://www.irs.ustreas.gov) for forms, instructions and publications.

**Step 3.** Fill in the return.

**Step 4.** Check the return to make sure it is correct.

**Step 5.** Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

**Step 6.** Attach all required forms and

schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-255-8299. There is a fee charged based on the amount you are paying.

## Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

## Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 71b, 71c and 71d on their Form 1040. Line 71b is for the bank's routing number. Line 71c indicates the type of account, and line 71d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

## WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,000 per person. In 2002, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

**Standard Deduction Has Increased:** The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

**Personal Interest Deductions:** For 2002, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

**Interest on Secured Loans Deductible:** Interest paid on mortgages or investments is 100 percent deductible.

**Union Dues Deduction:** Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

**Club Dues Deduction:** No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

**Deductions Subject to 2% of Adjusted Gross Income:** These include investment

## WHERE TO GET

### General Information:

1-800-829-1040 may be called for general information. IRS staff answer questions 24 hours a day.

### Publications:

Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

### Walk-In Help:

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

### Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and

advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, safe deposit box rental and tax preparation fees.

### Deducting Work-Related Expenses:

Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

### Deducting Work-Related Car Expenses:

Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 36.5 cents per mile for all miles driven in 2002. In 2003, the standard mileage rate is expected to be 36 cents. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

### Deducting Work-Related Meals When Traveling:

Workers in transportation are allowed a special rate on the meal allowance of \$38 per day in the continental U.S. and \$42 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$34. In some locations it is \$42, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

There has been a recent tax court case (*Johnson v. Comm. 115 TC210[2000]*) where a merchant seaman was denied a full deduction for the full M & IE rates.

The court ruled that meals are provided dental expense rate a ized deduction is li continental U.S.) and \$1 to \$53 in other ar rates, to the extent y higher deduction amo

### Limit on Itemized D

itemized deductions individuals earning r of federal adjusted \$68,650 if married ar

### Earned Income Cr

earned income credit certain individuals income and meet ce income thresholds. F individual does not h fying child to be elig certain conditions are it percentages and pl are provided based income level and the ing children eligible mum credit allow Taxpayers with incom and no qualifying ch mum credit; taxpaye than \$29,201 and child—\$2,506 maxim ers with income les with 2 or more qu \$4,140 maximum c income credit reduce bility below zero, a r ed by the IRS. Taxpa 1040, schedule EIC t ible for the credit.

### Dependent's Social

Each dependent m Security number (SS get an SSN for their Form SS-5 with Security Administrat the Administration a usually takes about t an SSN.

### OVERSEAS A

Should a Seafarer herself overseas forms or assistanc and consulates are vide some taxpaye At a minimum, IR able at all U.S. er sulates located in: Caracas, Venez England; Mexico Nassau, Bahamas; Paris, France; Riy Rome, Italy; Sa Sydney, Australia;

## STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$900 for a married couple or \$1,150 for an unmarried person). Note that the personal exemption deduction is \$3,000.

Filing Status	Standard Deduction
Single	\$4,700
Married filing joint return or qualifying widow(er) with dependent children	\$7,850
Married filing separate return	\$3,925
Head of household	\$6,900



## GENERAL INFORMATION

The letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available from 7:00 a.m. until 11:30 p.m. (local time).

### Personal Computer:

Access the IRS's internet web site at [www.irs.ustreas.gov](http://www.irs.ustreas.gov) to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, send them comments or requests for help via e-mail; and sign up to receive the latest tax issues and news by e-mail from the IRS Digital Dispatch.

### Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

In situations where at no cost, the inc... allowable as an item... limited to \$2 (in the... rates ranging from... areas. In lieu of these... you have receipts, a... amount may be allowed.

**Deductions:** In 2002, ... may be limited for ... more than \$137,300 ... gross income (or ... and filing separately).

**Credit:** A refundable ... (EIC) is available to ... who have earned ... certain adjusted gross ... for tax year 2002, an ... have to have a quali... able for this credit if ... met. Different cred... phase-out percentages ... on the taxpayer's ... number of qualify... e, if any. The maxi... ed is as follows: ... me less than \$11,060 ... children—\$376 maxi... ers with income less ... with 1 qualifying ... mum credit; taxpay... s than \$33,178 and ... qualifying children— ... credit. If the earned ... es the income tax lia... refund will be grant... yers should use form ... to see if they are eli...

**Security Number:** ... must have a Social ... (SSN). Individuals may ... dependent by filing ... their local Social ... tion office or calling ... t 1-800-772-1213. It ... two weeks to receive

## AT TAX TIME

... find himself or ... and seeking IRS ... ce, U.S. embassies ... e equipped to pro- ... er-related services. ... S forms are avail... mbassies and con... Berlin, Germany; ... zuela; London, ... o City, Mexico; ... Ottawa, Canada; ... adh, Saudi Arabia; ... o Paulo, Brazil; ... Tokyo, Japan.

by an individual to a Roth IRA is \$3,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

- ◆ **Penalty-Free IRA Distributions**—The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax penalty also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose. Also, the tax penalty does not apply to distributions for an individual's disability, medical care, or to a beneficiary after death of the individual.

## OTHER TAX INFORMATION

**Private Delivery Services:** Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.

**Forms of Payments:** One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, cash, bank check or money order.

## WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

**Change of Address:** If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

**Death of a Taxpayer:** If a taxpayer died before filing a required return for 2002, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

## WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported.

- ◆ Jones Act settlements for lost wages.
- ◆ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- ◆ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- ◆ Profits from corporations, partnerships, estates and trusts.
- ◆ Endowments.

- ◆ Original Issue Discount.
- ◆ Distributions from self-employed plans.
- ◆ Bartering income (fair-market value of goods or services received in return for services).
- ◆ Tier 2 and supplemental annuities under the Railroad Retirement Act.
- ◆ Lump-sum distributions.
- ◆ Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- ◆ Accumulation distributions from trusts.
- ◆ Prizes and awards (contests, raffles, lottery and gambling winnings).
- ◆ Earned income from sources outside the United States.
- ◆ Director's fees.
- ◆ Fees received as an executor or administrator of an estate.
- ◆ Embezzled or other illegal income.

## WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- ◆ Benefits from government welfare programs.
- ◆ Jones Act settlements for injuries, pain, suffering, medical costs.
- ◆ Maintenance and Cure.
- ◆ Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- ◆ Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- ◆ Child support.
- ◆ Gifts, money or other property inherited or willed.
- ◆ Dividends on veterans' life insurance.
- ◆ Life insurance proceeds received because of a person's death.
- ◆ Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than

the cost of normal expenses while living in the home.

- ◆ Certain amounts received as a scholarship.

## FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 2003 to file his or her 2002 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file a tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due.

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests (800) 829-3676. Also, the form is available from all main IRS branch offices and from the IRS web site at [www.irs.ustreas.gov](http://www.irs.ustreas.gov). And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

*It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension.*

## WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

*If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.*



# Maritime Briefs

## MarAd Recognizes Companies For Conversion of RRF Ship

U.S. Maritime Administration (MarAd) officials on Dec. 20 in Jacksonville, Fla. recognized Crowley Liner Services and North Florida Shipyards for their contributions in the successful completion of the \$18 million conversion of the Seafarers-crewed Ready Reserve Force (RRF) Ship *Cape Washington*.

MarAd South Atlantic representatives Nuns Jain, Jeff McMahan and Dave Johnson presented awards to Crowley Vice President and General Manager John Douglas and North Florida Shipyards President Matt Self during a luncheon ceremony at Crowley's Jacksonville headquarters.

The ship conversion project, which involved expanding the total deck storage capacity for military cargo and hardware to 295,958 square feet, represented the culmination of several years of planning and work. The *Cape Wrath* was completed in 2001 at a cost of some \$15 million. Crowley Liner Services is the ship manager for both vessels plus six others in the RRF program.

The RRF supports rapid, massive movement of military supplies in support of military and humanitarian operations. There are 76 ships in the force, all of which are owned by MarAd. When activated for military missions, the ships fall under the operational control of the Navy's Military Sealift Command.



## Matson Unveils New Web Site

Matson Navigation Company has developed a new section to its web site to provide easy access for people interested in tracking the progress of its construction of two new 712-foot diesel-powered containerships. Entitled "Birth of a Ship," the new site is accessible by visiting the Matson homepage at [www.matson.com](http://www.matson.com). It is designed not only to provide progress reports on new builds at Kvaerner Philadelphia Shipyard, but also to serve as an educational public relations vehicle about ships and Matson's fleet, in particular. It includes a number of interactive features that designers say should make touring the area an enjoyable and interesting process. The company also hopes that the site will be of interest to schoolchildren who may not have an appreciation or understanding of ships.

Construction on the first vessel, the *Manukai*, is well under way, with delivery scheduled for late summer this year. The second vessel is slated for delivery in 2004. Information on both vessels—including icons to access virtual tours, a 3-D helicopter fly by, scale of ships, construction milestones, history of the Matson fleet, and progress—is available on the site.



## Ryan Retires From LCA Post

The longest-serving president of the Lake Carriers' Association (LCA) has wrapped up his career. George J. Ryan, LCA president since 1983, on Jan. 15 retired from his post and ended a 20-plus year career with the 123-year old organization. James H.I. Weakley is succeeding him.

Before being appointed to his LCA post, Ryan served as Director-Great Lakes Region, Maritime Administration—a position he assumed in 1975 when he opened the regional office in Cleveland. He came to the Great Lakes from the American Embassy in London, where he served from 1971 to 1975 as Maritime Administration representative for the United Kingdom and Scandinavia. Prior to joining MarAd, Ryan was associated with Grace Lines, where after serving as a ship's captain, he was assistant port captain, safety director, and manager-supporting services-marine division.

"George's contributions to the U.S.-flag Great Lakes fleet are immeasurable," said James R. Barker, chairman of The Interlake Steamship Company, one of the largest U.S.-flag operations on the Lakes. "He safely navigated the industry through the economic tribulations of the mid-1980s when America's steel industry, Great Lakes shipping's largest customer, teetered on the brink of extinction.

"When it appeared the Jones Act would be sacrificed in a U.S./Canadian trade agreement, it was George who awakened a slumbering U.S. Merchant Marine to the danger and led the effort to save our cabotage laws," Barker continued. "He rallied the industry again in the mid-1990s when another threat to the Jones Act arose ... but through his dynamic leadership, Congressional support overwhelmed the law's opponents and the requirement that cargo moving between two U.S. ports be carried in vessels that are U.S.-built, and U.S.-crewed will be secure for years."



## Prestige Wreck Still Leaking Oil

Heavy fuel oil—an estimated 80 tons daily—continues to leak from the submerged tanks of the *Prestige* despite French efforts to seal 20 cracks in the sunken vessel. As reported earlier in the *Seafarers LOG*, the single-hulled flag-of-convenience vessel went down Nov. 19 off the northwest coast of Spain releasing tons of heavy oil into the Atlantic Ocean.

Emilio Lora-Tamayo, director of the committee set up by the Spanish government to manage the disaster, recently said that the *Prestige* has lost 5,680 tons of fuel since it went down. The vessel originally contained a total cargo of 77,000 metric tons (22 million gallons). Specialists from the French submarine *Nautile*, following 15 dives, have sealed eight cracks in the ship.

## Bill Calls for WWII Mariner Bonus in Penn.

Merchant mariners who live in Pennsylvania and served during World War II could receive a one-time \$500 bonus if one state legislator has his way.

A published report says State Representative John Maher (R) planned to reintroduce a bill that would pay the bonus to all surviving Pennsylvania merchant mariners who served during World War II. Any state resident who served in the U.S. Merchant Marine in active duty or training status between Dec. 7, 1941 and Aug. 15, 1945 would be eligible to receive the bonus.

Maher intended to present the measure for its second consideration last month when the legislature reconvened. As of press time for the *Seafarers LOG*, no information on the status of the proposal was available.

The original bill, introduced last March by Maher, passed in the Pennsylvania House 195-0, according to news reports, but died in the Senate during the same month when the state's legislative session ended. The legislation was sent to the Pennsylvania State Senate's military and veterans affairs committee—chaired by state Sen. Robert Tomlinson, a Republican from Bensalem—following its approval by the House. Sources close to Tomlinson indicated that the bill arrived Nov. 19 and on the brink of the legislative session's conclusion.

Maher put the cost of the bonus between \$400,000 and \$500,000—a tab he hoped would be liquidated by an emergency state liquor tax. The Upper St. Clair Republican also expressed his disappointment

that the legislation initially was not approved by the Senate and said acknowledgment for these veterans is long overdue. He pointed out that smaller and smaller numbers of World War II-vintage merchant mariners remain with us each passing month.

The merchant marine complements the armed forces during wartime by delivering troops and materials to destinations around the globe. During World War II, merchant mariners ferried ammunition, troops, bombs, airplanes and fuel. They did not receive veteran status, however until 1988—some not until 1998. Because of this shortcoming, merchant mariners did not receive the bonuses or other benefits bestowed those who had served in the military services at the end of the war.

## 'Union Plus' Offers Consumer Benefits

Union Plus gives Seafarers and their families access to a number of cost-saving benefits programs.

Union Plus (formerly Union Privilege) is a non-profit entity created in 1986 by the AFL-CIO to provide union members and their families with valuable consumer benefits. Basically, the organization secures good rates for union members who are enrolled in the various programs, based on the potential collective purchasing power of all members of participating unions. In short, it's a case of strength in numbers.

The following is a list of Union Plus programs in which the SIU participates. For more information about a particular program, call the appropriate Union Plus telephone number or visit [www.unionplus.org](http://www.unionplus.org)

### Credit Card

This union-endorsed credit card may save you money. Features of the card include a competitive rate, no annual fees and a unique, valuable member advocacy program. Apply online at [www.unionpluscard.com](http://www.unionpluscard.com) or call 1-800-522-4000.

### Secured Credit Card

This is a special credit card that is designed to help you establish or reestablish your credit. Features include no application fees, a credit line equal to 100 percent of deposit and a 25-day grace period. Call 1-800-622-2580.

### Mortgage and Real Estate

Buying, selling or refinancing a home can be made easier and more affordable through this offering. Program features include strike, layoff and disability assistance and an easy over-the-phone application process. The program also is open to your parents and children. Call 1-800-848-6466.

### Life Insurance

Members may purchase term insurance at low group rates and premium waver during layoffs. Call 1-800-899-2782.

### Health Savings

This program makes it possible for members to reduce their out-of-pocket expenses on a variety of health care services such as prescriptions, vision care and more. Participants receive quarterly savings statements. Call 1-800-228-3523 for more details.

### Auto Insurance Program

Under this program, low rates and many discounts are available for members who have good driving records and safety devices installed on their vehicles. Customer service is available 24 hours a day. For comparison quotes, go to [www.unionplus.org](http://www.unionplus.org) or call 1-800-294-9496 to apply.

### Education Services

Information about loans, scholarships, how

to select a school, prepare for college entry tests, and much more is provided in this program. Visit [www.unionplus.org](http://www.unionplus.org) or call 1-877-881-1022.

### National Labor College Scholarship

This offering is designed especially for working adults who want to pursue a bachelor of arts degree while continuing their trade union work. For more details, call 1-301-431-5404.

### Loan Program

Competitive-rate personal and home equity loans are available under this program. It can be ideal for debt consolidation. Apply online at [www.unionplusloan.com](http://www.unionplusloan.com) or call 1-888-235-2759.

### Accidental Death Insurance

Members can receive \$10,000 worth of workplace accidental death insurance at no cost. They also may purchase "all-cause" accidental death coverage up to \$200,000. Call 1-800-899-2782 or enroll online at [www.unionplus.org](http://www.unionplus.org).

### Family Savers Hotel Royal Plaza

Special leisure rates are available at the Hotel Royal Plaza in the Walt Disney World Resort. Call 1-800-248-7890.

### Car Rentals

Union members can receive discounted rates on rentals. To find out more, visit [www.unionplus.org](http://www.unionplus.org); call Avis at 1-800-6985685, ID# B723700 or Budget at 1-800-455-2848, ID# V816100.

### Union-Made Checks

Union-printed checks and return address labels that feature your union logo are offered under this program. Call 1-888-864-6625.

### Flower Service

As an SIU member, you can save 15 percent when you send floral arrangements, wreaths or gift baskets. Visit [www.unionplus.org](http://www.unionplus.org) or call 1-888-667-7779 to place an order.

### North American Van Lines

Members can realize savings on interstate moves. Call 1-800-524-5533.

### Your Credit Score

For \$11, you can get your credit score, credit report, and suggestions for improving your score. Visit [www.unionplus.org](http://www.unionplus.org).

### Vacation Tours

Discount travel packages are available to worldwide destinations. This program is open to union members, retirees and their families. Call 1-800-590-1104 for more information.



# Dispatchers' Report for Deep Sea

DECEMBER 16, 2002 — JANUARY 15, 2003

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	1	1	2	1	0	0	1	2	4
Baltimore	3	3	2	4	0	2	3	4	5	3
Guam	1	0	1	0	0	1	0	2	6	1
Honolulu	10	6	0	3	6	0	4	17	8	4
Houston	33	11	18	22	12	6	10	53	14	36
Jacksonville	41	23	13	29	18	13	23	62	43	23
Mobile	10	7	6	9	10	1	3	21	12	8
New Orleans	21	16	10	20	6	3	4	38	28	15
New York	22	19	24	20	15	11	12	44	22	37
Norfolk	13	16	8	10	9	5	6	27	26	13
Philadelphia	4	5	1	5	3	0	2	4	5	1
Piney Point	3	14	1	1	12	1	1	2	13	1
Puerto Rico	7	10	0	8	3	0	3	14	13	2
San Francisco	16	6	1	10	7	2	7	35	11	2
St. Louis	2	2	5	1	4	3	1	2	8	6
Tacoma	42	15	15	27	17	6	23	67	26	26
Wilmington	22	17	16	16	10	12	9	49	22	22
<b>Totals</b>	<b>251</b>	<b>171</b>	<b>122</b>	<b>187</b>	<b>133</b>	<b>66</b>	<b>111</b>	<b>442</b>	<b>264</b>	<b>204</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	1	0	0	0	0	0	0	2
Baltimore	5	8	1	4	5	1	0	8	5	1
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	4	4	4	1	2	0	1	9	6	5
Houston	18	9	7	16	3	3	8	32	14	15
Jacksonville	24	20	6	13	19	5	4	45	29	7
Mobile	4	2	1	7	2	0	0	9	4	1
New Orleans	5	10	1	5	6	1	1	12	11	2
New York	5	9	8	9	12	0	5	14	11	28
Norfolk	4	12	1	3	12	3	2	11	17	5
Philadelphia	3	3	3	1	2	1	0	5	4	2
Piney Point	2	6	1	2	2	1	0	3	11	2
Puerto Rico	3	3	2	2	0	1	0	7	5	2
San Francisco	5	9	2	6	7	2	1	15	9	4
St. Louis	2	3	1	0	1	0	0	4	3	2
Tacoma	13	19	6	9	12	2	7	20	21	13
Wilmington	9	12	5	7	7	3	4	21	16	11
<b>Totals</b>	<b>106</b>	<b>129</b>	<b>50</b>	<b>85</b>	<b>92</b>	<b>23</b>	<b>33</b>	<b>215</b>	<b>166</b>	<b>103</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	1	0	0	2	0	0	1	0
Baltimore	2	0	0	3	0	0	0	2	0	0
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	11	5	1	5	3	2	1	17	7	4
Houston	17	1	1	8	1	2	3	29	3	4
Jacksonville	18	2	2	10	4	3	9	32	9	4
Mobile	4	2	1	3	1	1	2	13	6	2
New Orleans	8	2	0	4	1	0	0	20	5	2
New York	15	6	3	9	9	2	5	24	5	8
Norfolk	10	8	3	7	10	4	2	12	12	5
Philadelphia	3	1	0	3	1	0	0	3	1	0
Piney Point	2	3	0	4	1	1	0	2	4	0
Puerto Rico	0	2	0	0	0	0	2	1	3	1
San Francisco	26	4	0	18	1	1	7	40	5	1
St. Louis	0	0	1	1	0	0	0	0	0	1
Tacoma	27	0	2	16	1	2	9	37	2	3
Wilmington	25	4	2	19	8	1	13	33	7	6
<b>Totals</b>	<b>168</b>	<b>40</b>	<b>17</b>	<b>110</b>	<b>41</b>	<b>21</b>	<b>53</b>	<b>265</b>	<b>70</b>	<b>41</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	2	0	0	1	0	0	1	1	1
Baltimore	0	4	5	0	2	3	0	0	5	6
Guam	0	1	0	0	0	0	0	0	1	2
Honolulu	7	11	7	6	5	3	0	9	22	21
Houston	3	11	22	2	12	2	0	6	23	39
Jacksonville	3	21	17	3	10	17	0	5	33	32
Mobile	0	4	4	0	8	2	0	0	9	5
New Orleans	2	7	11	3	6	0	0	5	12	19
New York	5	26	35	1	23	16	0	11	41	61
Norfolk	0	7	10	0	6	7	0	0	14	19
Philadelphia	0	0	2	1	0	0	0	0	0	3
Piney Point	0	13	19	0	4	12	0	0	24	20
Puerto Rico	6	2	3	2	2	3	0	7	5	4
San Francisco	2	21	10	3	14	6	0	8	21	12
St. Louis	0	0	0	0	1	0	0	0	0	0
Tacoma	10	25	19	7	14	7	0	11	32	35
Wilmington	5	10	8	0	3	7	0	6	10	15
<b>Totals</b>	<b>43</b>	<b>165</b>	<b>172</b>	<b>28</b>	<b>111</b>	<b>85</b>	<b>0</b>	<b>69</b>	<b>253</b>	<b>294</b>
<b>Totals All Departments</b>	<b>568</b>	<b>505</b>	<b>361</b>	<b>410</b>	<b>377</b>	<b>195</b>	<b>197</b>	<b>991</b>	<b>753</b>	<b>642</b>

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

## March & April 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: March 3, April 7
Algonac	Friday: March 7, April 11
Baltimore	Thursday: March 6, April 10
Boston	Friday: March 7, April 11
Duluth	Wednesday: March 12, April 16
Honolulu	Friday: March 14, April 18
Houston	Monday: March 10, April 14
Jacksonville	Thursday: March 6, April 10
Jersey City	Wednesday: March 19, April 23
Mobile	Wednesday: March 12, April 16
New Bedford	Tuesday: March 18, April 22
New Orleans	Tuesday: March 11, April 15
New York	Tuesday: March 4, April 8
Norfolk	Thursday: March 6, April 10
Philadelphia	Wednesday: March 5, April 9
Port Everglades	Thursday: March 13, April 17
San Francisco	Thursday: March 13, April 17
San Juan	Thursday: March 6, April 10
St. Louis	Friday: March 14, April 18
Tacoma	Friday: March 21, April 25
Wilmington	Monday: March 17, April 21

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

## Personals

**JAMES "JIM" SAUNDERS  
JAMES "JIM" KEEVAN  
VICKI HOLLOWAY  
CARL "RUSTY" NELSON**

Paula Plaisance and her husband, Jeff Focardi, are trying to locate former crew members James Saunders (and his wife, Mary), James Keevan, Vicki Holloway and Carl Nelson. Saunders sailed out of the port of Jacksonville; Keevan lived in the Amarillo, Texas area; Holloway moved to the Florida area; and Nelson lived in the Ennis, Texas area. Anyone having information about any of these persons, please contact Paula Plaisance or Jeff Focardi at 15699 East Main Street, Cut Off, LA 70345; or call them at home (985) 632-2540 or at work (985) 632-5155.

## Christmas Dinner on the Dodge Island

On behalf of the officers and crew of the Dodge Island, AB Joseph Conlin sent this photo to the LOG along with sincere thanks to galley gang members Steve Talucci and Mario Fernandez for an outstanding Christmas dinner. Among the items on the menu that day were appetizers of seafood bisque, deviled eggs, shrimp cocktail and stuffed clams. The main fare consisted of oven roasted turkey with stuffing and gravy, fresh broiled king crab legs and homemade fresh-baked ziti, along with an assortment of vegetables, rolls and dessert. Yum!





## Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgoy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

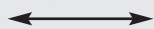
Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

### SANTURCE

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

### ST. LOUIS

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

DECEMBER 2002

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	3	3	0	0	0	0	4	3	7	0
Houston	7	1	7	2	1	1	15	19	5	29
Harvey, LA	5	1	1	3	0	1	6	10	2	17
New York	6	2	1	6	1	1	13	23	9	19
Norfolk	5	0	0	3	0	0	0	8	0	0
San Pedro	5	0	0	5	0	0	10	39	33	0
Tacoma	3	2	1	0	0	0	3	24	0	5
<b>Totals</b>	<b>34</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>51</b>	<b>126</b>	<b>56</b>	<b>70</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	7	2	0	1	0	0	2	4	0	1
Houston	2	3	3	0	0	0	2	6	4	23
Harvey, LA	3	0	1	0	0	1	2	6	2	7
New York	4	1	0	3	0	0	3	24	10	11
Norfolk	3	0	0	2	0	0	0	5	0	0
San Pedro	3	0	0	1	0	0	3	29	4	0
Tacoma	2	0	1	0	0	0	0	17	3	5
<b>Totals</b>	<b>24</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>91</b>	<b>23</b>	<b>47</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	2	2	0	0	0	0	1	4	4	0
Houston	2	0	2	0	0	0	1	7	1	13
Harvey, LA	0	0	1	1	0	1	1	4	0	4
New York	3	1	0	3	0	0	1	18	4	9
Norfolk	1	0	0	1	0	0	0	7	0	0
San Pedro	2	0	0	3	0	0	3	35	18	6
Tacoma	0	0	0	0	0	0	1	4	3	2
<b>Totals</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>30</b>	<b>34</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	0	0	0	0	0	1	6	17	0
Houston	3	3	6	0	0	2	8	10	25	78
Harvey, LA	2	1	2	0	0	0	4	4	1	10
New York	1	8	2	0	0	0	2	28	47	80
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	2	1	1	1	0	0	0	132	67	12
Tacoma	1	5	1	0	0	0	2	3	12	12
<b>Totals</b>	<b>9</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>183</b>	<b>169</b>	<b>192</b>

Totals All Departments										
Departments	77	36	30	35	0	7	88	479	278	343

## PICS-FROM-THE-PAST



These photos were sent by Raymond E. Dailey, whose mother, Evelyn Dailey of Nashua, N.H., is a loyal reader of the *Seafarers LOG*, stemming from the days when her son sailed with the SIU and AMO. While cleaning recently, she found some items, including those pictured above and at right. The photo of the *Richard Peck* is from an old calendar. It was published with the courtesy of the Society for the Preservation of New England Antiquities. The photo and trip pass were found among Evelyn's mother's possessions. The gentleman in the photo is her father, Milton Thoene, taken in 1936 aboard the *Richard Peck*, on which he served as the bow watchman. The "pass" is a train pass for her mother to travel to Bridgeport, Conn. to visit her husband while in port. Dailey doesn't believe the pass was ever used, maybe due to the closing of the Long Island Sound operations.





Two inland captains are among the five Seafarers who are announcing their retirements this month. Captains **John R. Maxey** and **Teddy Strickland** navigated the inland waterways at the helms of vessels for a combined time of nearly 60 years.

Three of the retirees sailed in the deep sea division and two navigated the inland waterways. Including Maxey and Strickland, three of the retirees worked in the deck department, one shipped in the engine department and one sailed in the steward department.

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

#### DEEP SEA



**JOSE CALO**, 66, started his career with the Seafarers in 1967 in the port of New York, after serving in the U.S. Navy.

His initial voyage was aboard the *Gateway City*, a Sea-Land Service vessel. Brother Calo shipped in the engine department and upgraded his skills in 1975 at the Seafarers training school in Piney Point, Md. He last worked on the *Gus W. Darnell*, operated by Ocean Ships. Born in Spain, Brother Calo now makes his home in Brooklyn, N.Y.

**TORRY KIDD JR.**, 60, hails from Alabama. Brother Kidd joined the Seafarers in 1963 in the port of New York. His initial SIU voyage was aboard the *Transorleans*, a Hudson Waterways Corp. vessel. The engine department member also sailed in the steward department during his career and was a frequent upgrader at the Paul Hall Center in Piney Point, Md. He last worked on the *USNS Algol*. Brother Kidd is a resident of Mobile, Ala.



He last sailed at the helm of a Higma Barge Lines vessel. Boatman Strickland resides in Houston.



**JORGE SANTANA**, 57, joined the Seafarers in 1970 in the port of Piney Point, Md. Brother Santana first

went to sea aboard the *Mayaguez*, a Puerto Rico Marine Management Inc. vessel. The deck department member, who also worked in the engine and steward departments, upgraded his skills at the Seafarers training school in 2002. Born in Puerto Rico, Brother Santana last worked on InterOcean Ugland Management Corp.'s *El Yunque*. He lives in his native commonwealth.

#### INLAND



**JOHN R. MAXEY**, 64, began his SIU career in 1978 in Port Arthur, Texas. The Pennsylvania-born mariner shipped in the

deck department as a captain. Boatman Maxey worked primarily at the helms of vessels operated by Moran Towing during his career. He makes his home in Houston.

**TEDDY STRICKLAND**, 58, hails from Texas. Boatman Strickland joined the SIU in 1969 in Port Arthur, Texas. A U.S. Army veteran, he first

## 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.

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

Name	Age	Date
Mary Schurr	63	Oct. 1
Lorenzo Pace	67	Dec. 1
Cordell Miller	62	Dec. 1
Abdulla Hakam	66	Jan. 1
David Blanco	65	Jan. 1

worked as a Seafarer on a Southern Towing Inc. vessel. Boatman Strickland worked in the deck department as a captain.

He last sailed at the helm of a Higma Barge Lines vessel. Boatman Strickland resides in Houston.

### Mr. Pino Gets New Stetson



**Beltran Pino** (center) is a retired AB living in Honolulu. At the November membership meeting, Port Agent Neil Dietz (right) recognized "Mr. Pino" (as he is known) for his unfailing support of the union. "Mr. Pino has never missed a monthly membership meeting since he began his retirement," Dietz noted. "He is always available to help with rallies and demonstration. Most recently, he helped lead the SIU delegation in Honolulu's Labor Day Parade honoring the working heroes of September 11, 2001."

Living in Honolulu's Chinatown, Mr. Pino is easily recognizable by his Lundeberg Stetson, which recently had begun to show some wear. Dietz and SIU West Coast VP Nick Marrone (left) were happy to present him with a new one.

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

Reprinted from past issues of the *Seafarers LOG*

#### 1943

The Recruitment and Manning Organization, a division of the War Shipping Administration, guaranteed the SIU that all steamship companies having contracts with SIU have been directed to secure all personnel through the hiring halls of the union.

Craig S. Swenson, regional representative of the Recruitment and Manning Organization, told the SIU by letter that they would call the union halls for unlicensed personnel and he assured the SIU that his organization would not try to go around the union hall but would do everything they could to assist the union in recruitment of manpower.

#### 1956

Twelve SIU men were lost after an explosion and fire aboard the *Salem Maritime*, a Cities Service tanker, at Lake Charles, La. The explosion took place while the tanker was completing loading of 130,000 barrels of high-octane gasoline, kerosene and fuel oil

for delivery to the East Coast. About half of the 30-man unlicensed crew was on shore leave when the explosion ripped the ship. In addition to the 12 SIU men, the skipper, chief mate, second mate, radio operator and bosun were missing and presumed lost.

## LAST MONTH IN SIU HISTORY

#### 1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically

voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the league by all Seafarers.

The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Maritime Defense League, and offices have been established on One Hanson Place in Brooklyn, N.Y.

Reprinted from past issues of the *Seafarers LOG*

#### 1949

In recent years, members of forward-looking trade unions, well-established in their industries, have been driving toward a wider form of economic security than wages and conditions alone can provide. This security is achieved through broad and ingenious insurance programs yielding medical and surgical care, sick benefits, vacation benefits and in many instances old-age pensions for union members.

Recognizing the potential of such welfare plans, SIU members at the headquarters meeting in New York instructed union officials to make a thorough study of such plans and to demand a welfare plan at the next meeting between the union's negotiating committee and the shipowners.

#### 1962

A Senate Commerce Committee staff investigation has been scheduled to investigate charges by the SIU and the MEBA concerning the manipulation of charters on foreign-aid cargoes. In

calling for the investigation, the two unions charged that loose and slipshod procedures by cargo brokers were defeating the intent of legislation requiring that 50 percent of all aid cargoes be carried aboard American-flag ships. The result is that American ship operators are being robbed of

cargoes from the federal government and thousands of American seamen are being deprived of jobs.

## THIS MONTH IN SIU HISTORY

#### 1975

The SIU-contracted *Golden Monarch*, last of three 90,000-ton tankers built for Aeron Marine Shipping Co., was launched at the National Steel and Shipbuilding Co. in San Diego. The *Golden Monarch* joins her sister ships the *Golden Dolphin* and *Golden Endeavor* on the waterways; both of those ships were launched in San Diego last year.

All three vessels are 894 feet long and are capable of carrying 25 million gallons of crude oil (500,000 barrels). They are the first double-bottom ships (to protect against oil spillage in collisions) of their size ever constructed, and the largest vessels ever built on the West Coast.



# Final Departures

## DEEP SEA

### CARLOS COELLO



Pensioner Carlos Coello, 74, passed away Oct. 17. Born in Honduras, Brother Coello joined the Seafarers in 1968 in the port of New York.

His initial SIU voyage was aboard Isco's *Steel Traveler*. The engine department member last worked on the *Leader*, an OMI Transport vessel. Brother Coello started receiving his pension in 1993 and lived in El Progreso, Honduras.

### ANTONIO DEJESUS



Pensioner Antonio DeJesus, 88, passed away Oct. 28. Brother DeJesus joined the Seafarers in 1951 in the port of New York. He first worked

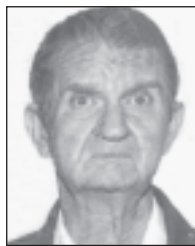
aboard the *Suzanne*, an A.H. Bull Steamship Co. vessel. Born in Carolina, P.R., he shipped in the steward department. Brother DeJesus started collecting retirement stipends in 1976 and lived in his native commonwealth.

### JOSEPH DELOREY



Pensioner Joseph Delorey, 74, died Oct. 19. He launched his career with the Seafarers in 1955 in San Francisco. The U.S. Army veteran was born in Weymouth, Mass. and worked in the steward department. He began receiving his pension in 1991 and was a resident of Norfolk, Mass.

### WILLIAM DUNN



Pensioner William Dunn, 79, passed away Oct. 16. Brother Dunn began his career with the Seafarers in 1943 in the port of Norfolk, Va.

The Sanford, N.C. native initially went to sea aboard the *Las Vegas Victory*, an Isco Inc. vessel. Brother Dunn shipped in the steward department and last sailed on Westchester Marine's *Golden Endeavor*. He began receiving compensation for his retirement in 1984 and was a resident of McKinnon, Tenn.

### JOSEPH FORGUE



Pensioner Joseph Forgue, 82, died Oct. 21. He joined the Seafarers in 1966 in Seattle. His initial SIU voyage was on a Sea-Land Service vessel.

Born in Redmond, Wash., he shipped in the engine department. Brother Forgue started collecting his pension in 1985. He lived in Newport, Ore.

### EDWARD HOPEAU

Brother Edward Hopeau, 58, passed away Aug. 15. He started his career with the Seafarers in 1996. Born in Hawaii, he shipped in the engine department. Brother Hopeau worked primarily aboard vessels operated by American Hawaii Cruises. He lived in Hilo, Hawaii.

## FRANCISCO MORCIGLIO



Pensioner Francisco Morciglio, 80, passed away Oct. 18. Brother Morciglio began his career with the Seafarers in

1940 in the port of New York. His initial voyage was on a Waterman Steamship Co. vessel. Born in Puerto Rico, he shipped in the deck department. Brother Morciglio last worked aboard the *Santa Barbara*, a Delta Steamship Lines vessel. He started collecting retirement stipends in 1983 and was a resident of Bronx, N.Y.

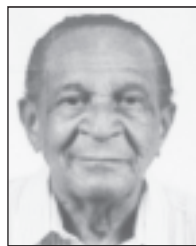
### MICHAEL MURPHY



Pensioner Michael Murphy, 69, passed away Nov. 1. He started his career with the Marine Cooks and Stewards (MC&S) in

1969 in San Francisco. Born in England, Brother Murphy's initial voyage was on the *Santa Mercedes*, a Delta Steamship Lines vessel. The steward department member last worked aboard American President Lines' *President McKinley*. Brother Murphy began receiving his pension in 1989 and made his home in Cotati, Calif.

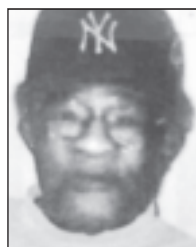
### HUMBERTO ORTIZ



Pensioner Humberto Ortiz, 81, died Oct. 19. Brother Ortiz launched his career with the Seafarers in 1943 in the port of New York.

He first went to sea on the *John Evans*, a Delta Steamship Lines vessel. Born in Puerto Rico, he shipped in the steward department. Brother Ortiz last worked on Interocean Management's *Cape Hudson*. He started collecting compensation for his retirement in 1987 and lived in his native commonwealth.

### CLARENCE WHITE



Pensioner Clarence White, 82, died Oct. 21. Brother White started his SIU career in 1943 in the port of New York. The Mobile, Ala.

native sailed on many vessels during his career, including several operated by Delta Steamship Lines. A member of the steward department, he began collecting compensation for his retirement in 1985. Brother White made his home in Bronx, N.Y.

## INLAND

### GEORGE CHAMPION



Pensioner George Champion, 68, passed away Oct. 16. Born in England, Boatman Champion started his career with the SIU in

1981 in the port of Houston. A member of the engine department, he worked primarily aboard vessels operated by G&H Towing. Boatman Champion began receiving retire-

ment compensation in 2000. He made his home in Houston.

### OSCAR CUDWORTH

Pensioner Oscar Cudworth, 84, died Oct. 6. He launched his SIU career in 1961 in the port of Norfolk, Va. Boatman Cudworth first worked aboard a Moran Towing of Virginia vessel. The deck department member shipped as a captain. He last sailed at the helm of a Mariner Towing vessel. Born in Nags Head, N.C., Boatman Cudworth began receiving his pension in 1985. He was a resident of Virginia Beach, Va.

### DAVID GEORGE



Pensioner David George, 80, died Oct. 12. Boatman George began his career with the Seafarers in 1973 in the port of Norfolk, Va. A native of

New Hanover, N.C., he shipped in the engine department. Boatman George worked primarily aboard vessels operated by Stone Towing Line. He started receiving retirement stipends in 1986 and called Wilmington, N.C. home.

## ROBERT HUDGINS



Pensioner Robert Hudgins, 80, passed away Oct. 5. He started his SIU career in 1961 in the port of Norfolk, Va. Boatman

Hudgins initially worked for the SIU aboard an M. Lee Hudgins Assoc. vessel. A U.S. Navy veteran, he shipped in the steward department. His final voyage was on an Interstate Oil Transport Co. vessel. Boatman Hudgins made his home in Matthews, Va., and started drawing his pension in 1984.

### THOMAS RAWLES



Pensioner Thomas Rawles, 69, died Oct. 10. Boatman Rawles joined the Seafarers in the port of Norfolk, Va. The Virginia

native worked in the deck department and worked primarily aboard vessels operated by McAllister Towing of Virginia. Boatman Rawles started receiving retirement

compensation last year and was a resident of Hampton, Va.

## RAILROAD MARINE

### FENTON KIMBALL



Pensioner Fenton Kimball, 86, died Nov. 17. Brother Kimball started his SIU career in 1960 in the port of Norfolk, Va. He first

worked aboard a vessel operated by the Pennsylvania Railroad, Port of Norfolk. Born in Ohio, Brother Kimball worked in the deck department. He began receiving his pension in 1981. Brother Kimball lived in Woodbridge, Va.

### MICHAEL LIPARI

Pensioner Michael Lipari, 78, passed away Dec. 8. He joined the Seafarers in 1960 in the port of New York. A veteran of the U.S. Marine Corps, Brother Lipari first worked for the SIU aboard a Pennsylvania Railroad, Port of Norfolk vessel. The Jersey City, N.J. native worked in the deck department and began receiving retirement stipends in 1982. Brother Lipari last worked on a Penn Central Transportation Co. vessel and lived in Lakewood, N.J.

*The following brothers and sisters, all former members of the NMU and participants in the NMU Pension Trust, have passed away.*

### JAMES A. COPLEY



Pensioner James A. Copley, 79, died Nov. 7. Born in Inez, Ky., he joined the NMU in 1944. Brother Copley first went to sea on

the *Typhoon*. He worked in the steward and engine departments and last sailed aboard the *Texaco Florida*. He started collecting retirement stipends in 1965.

### JULIUS COOK

Pensioner Julius Cook, 76, passed away Nov. 5. The Baltimore native embarked on his NMU career in 1945. Brother Cook initially went to sea on the *Clara Barton*. A member of the steward department, he last sailed on the *African Rainbow*. Brother Cook began receiving his pension in 1986.

### EUGENE FLETCHER

Pensioner Eugene Fletcher, 62, died Dec. 13. The Texas-born mariner began his NMU career in 1968. Initially sailing out of the port of Houston, his first ship was the *Gulf Jaguar*. Brother Fletcher worked in the steward department and began receiving his pension in 1998.

### DYKE LUCAS

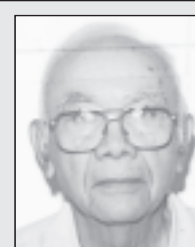


Pensioner Dyke Lucas, 93, passed away Dec. 14. Brother Lucas joined the NMU in 1944. His initial trip to sea—out of the port of

Mobile, Ala.—was on the *Black Point*. Born in Alabama, Brother Lucas worked in the engine department. His last voyage was on the *Gulf Lube*. He began receiving his pension in 1972.

### JOSE PACHECO

Pensioner Jose Pacheco, 81, died Dec. 3. A native of Puerto Rico,



Brother Pacheco started his career with the NMU in 1951. He first sailed from the port of New York aboard the *America*.

Brother Pacheco worked in the engine department and last sailed on Moore-McCormack's *Argentina*. He began receiving stipends for his retirement in 1977.

### JAMES J. PARCHMONT



Pensioner James J. Parchmont, 81, passed away Nov. 3. The Honduras-born mariner launched his career with the NMU in 1943.

A member of the deck department, Brother Parchmont initially went to sea on the *Sinoala*. He began receiving his pension in 1982 and last sailed aboard the *Marine Ranger*.

### RUDOLPH RICHARDSON



Pensioner Rudolph Richardson, 76, died Dec. 2. Brother Richardson started his career with the NMU in 1954. Initially ship-

ping out of the port of Newport News, Va., the deck department member's first ship was the *African Plymouth*. His final voyage was on the *Womack Riegal*. Born in Virginia, Brother Richardson started receiving his pension in 1987.

### JAMES RUFFIN JR.



Pensioner James Ruffin Jr., 81, passed away Dec. 10. Born in Jeneretta, La., Brother Ruffin joined the NMU in 1943. He first sailed

aboard the *Gulf Prince*. Brother Ruffin worked in the steward department and last went to sea on the *Gulf Knight*. He began receiving retirement compensation in 1967.

### HAROLD SHEA



Pensioner Harold Shea, 88, died Nov. 12. Brother Shea began his NMU career in 1944. The Newfoundland-born mariner initial-

ly went to sea aboard the *James Wetmore*. Brother Shea worked in the deck department, last sailing on the *Rainbow*. He began receiving compensation for his retirement in 1968.

*In addition to the foregoing members, a number of other NMU brothers and sisters also passed away recently. Their names, ages and dates of death:*

Name	Age	DOD
Irry Holloway	84	Dec. 1
Moses Jacobs	64	Nov. 25
Bryan Thompson	82	Dec. 17
John Hallamore	90	Dec. 12
Darius Matthews	83	Dec. 19
Clarence Booker	71	Dec. 16
Mary Jones	74	Dec. 2
Willie Thompson	87	Nov. 25
Manuel Hernandez	76	Dec. 15
Joseph Leonard	84	Nov. 9
Randolph Wilson	77	Dec. 12
John Olivera	74	Dec. 8
Onley Bodden	91	Oct. 22
Oscar Barrientos	82	Dec. 12
Robert Pyles	75	Dec. 9
Vernon Haar	75	Nov. 11
Samuel Bailey	78	Dec. 7
Archie Beard	79	Oct. 7
Harrison Banks	86	Dec. 6
Ezio Anello	92	Oct. 20
Irving Ehrenthal	77	Nov. 8
Juan Colon	84	Sept. 29
Sven Olesen	80	Nov. 15
Donald Highsmith	75	Nov. 17
Alexander Rutkowski	100	Nov. 9
Victor Diaz	79	Nov. 11
Emmett Patterson	76	Nov. 29
Joseph McMullin	79	Nov. 29



# 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.

**COURIER** (Crowley), Nov. 22—Chairman **David M. Graves**, Secretary **Randy A. Stephens**, Deck Delegate **Kenneth Simbler**, Engine Delegate **Jean S. Couvillion**, Steward Delegate **Lolita Sanchez**. Chairman reported successful voyage with all departments performing well. He gave a special thanks to steward department and announced payoffs Nov. 23 in Port Canaveral, Fla. and Dec. 2 in Corpus Christi, Texas. Secretary stated he has various union forms available to anyone needing them. Educational director reminded crew to take advantage of upgrading opportunities offered by union at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported by any of the three departments. Suggestions made for improving dental and optical plans. Request made for new chairs in crew's mess hall.

**ENTERPRISE** (CSX Lines), Nov. 17—Chairman **Roger J. Reinke**, Secretary **Manuel V. Basas**, Educational Director **Allan Parker**, Deck Delegate **Erowin Udan**, Engine Delegate **Charles Johnson**, Steward Delegate **Mark Cabasag**. Chairman announced payoff Nov. 23 in Tacoma, Wash. Chief mate is leaving at that time; no word yet on his relief. Secretary thanked everyone for help in keeping ship clean. Educational director advised members to check expiration dates on z-cards and other seamen's documents. He said upgrading information is in LOG and crew members are advised to take full advantage of the courses. Treasurer stated \$25 currently in ship's fund. New DVD player purchased in Hong Kong from donation fund. Deck department delegate reported pending beef on penalty pay for lashing cargo at sea; no beefs or disputed OT in engine or steward department. Clarification requested on vacation posted on board regarding extra day-and-a-half vacation on the 22-month rotation. Request made for updates (via e-mail) regarding West Coast strike situation.

**INTEGRITY** (USSM), Nov. 24—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Engine Delegate **Carlos Bonfont**, Steward Delegate **Carlos E. Suazo**. Chairman thanked crew for pleasant trip. He announced payoff Dec. 1 in Elizabeth, N.J. and advised crew that personal effects should not be left in rooms by those leaving vessel for vacation unless agreed upon with relief crew member. Secretary wished everyone a happy holiday season, whether at home with families or at sea with brothers and sisters. Educational director reminded everyone of winter weather watch—making sure water-tight doors are closed, freezer doors latched and engine room doors secured. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing pension and dental benefits. Bosun thanked steward department for outstanding meals and menus. Next ports: Elizabeth, Charleston, S.C.; Miami, Fla.; Houston, Texas.

**LIBERTY GLORY** (Liberty Maritime Corp.), Nov. 17—Chairman **Juan M. Rivas**, Secretary **Rolando M. Lopez**, Educational Director **Clifford W. Lattish II**, Deck Delegate **John Shivers**, Engine Delegate **Hakim M. Ahmed**, Steward Delegate **Thomas Gingerich**. Chairman announced payoff Nov. 27 in New Orleans. Secretary discussed situation regarding food provisions, requesting that company adjust amount of stores according to length of voyage. Educational director talked about need for better forwarding of mail to ship when overseas and improved way to send money in addition to existing allotment. Treasurer stated \$126 in ship's fund. Deck delegate requested that master carry enough telephone calling cards and that amended version of new contract be provided aboard vessel. No beefs or disputed OT reported. Request made for new mattresses for crew. Thanks given to steward department for job well done.

**LIBERTY GRACE** (Liberty Maritime Corp.), Nov. 17—Chairman **Cesar A. Gutierrez**, Secretary **Justo R. Lacayo**, Educational Director **Eldon A. Palmer**, Deck Delegate **Thomas W. Walker**, Engine Delegate **Luis O. Saddy**, Steward Delegate **Julio Guity**. Chairman announced payoff Nov. 25 in Freeport, Texas. He thanked everyone for good trip to Africa and reminded all those getting off ship to leave room clean and with fresh linen, and to give key to captain. Secretary thanked all hands for helping keep ship tidy. Educational director urged crew members to take advantage of upgrading programs available at Piney Point. No beefs reported; some disputed OT noted in deck department. Suggestion made for contracts department to look into reducing time needed to collect pension. Captain gave vote of thanks to crew for job well done. And crew thanked steward department for great job as well—for their outstanding meals and pleasant attitude, which have strengthened morale aboard ship.

**LIBERTY STAR** (Liberty Maritime Corp.), Nov. 17—Chairman **Daniel N. Laitinen Jr.**, Secretary **Mark A. Flores**, Educational Director **Frank T. Kraemer**, Deck Delegate **William D. Leach**, Engine Delegate **Anthony W. Burrell**, Steward Delegate **Joseph Brooks**. Chairman thanked crew for job well done and for working safely. Educational director advised everyone to fill out enrollment and beneficiary form for money purchase pension plan. No beefs or disputed OT reported. Recommendation made for contracts department to look into increasing health care benefits for families and retirees, including those who live outside United States. Requests made for new TV and VCR in crew lounge, new washer and dryer for crew laundry and new refrigerator in galley. Thanks given to steward department for job well done. Next port: Houston, Texas.

**NAVIGATOR** (CSX Lines), Nov. 8—Chairman **Werner H. Becher**,

Secretary **Vainuu L. Sili**, Educational Director **Daniel F. Dean**, Deck Delegate **Robert Natividad**, Engine Delegate **George S. Galanis**, Steward Delegate **Mercy Abuan**. Chairman announced ship will arrive Nov. 9 in port of Oakland, Calif. with payoff same day. He advised everyone to keep doors locked in port and be alert for strangers on board. He thanked crew for good job in separating plastic items from regular trash. Educational director reminded Seafarers to mail in beneficiary information for money purchase pension plan and to upgrade at Paul Hall Center for better pay and keeping up with latest shipping regulations. No beefs or disputed OT reported. Steward department given vote of thanks for well-prepared and tasty meals.

**GOPHER STATE** (IUM), Dec. 9—Chairman **Nathaniel Leary**, Secretary **Anthony L. Curran**, Educational Director **Dwight D. Ward**, Engine Delegate **Randy T. Pearson**, Steward Delegate **Helen R. Mitchell**. Chairman announced arrival in Guam after evading typhoon. New pension and health & benefits booklets passed out to crew. No beefs or disputed OT reported. New dryer installed in crew laundry. Captain approved purchase of new washing machine.

**MAERSK CAROLINA** (Maersk Line, Ltd.), Dec. 1—Chairman **Brian K. Fountain**, Secretary **John G. Reid**, Educational Director **Carlos L. Sanchez**, Deck Delegate **Reuben M. Brown**, Engine Delegate **James E. Tyson Jr.**, Steward Delegate **Richard M. Worobey**. Chairman thanked everyone for safe and good trip. Secretary stated 60-day stores to be taken aboard Dec. 4 in Portsmouth, Va. Educational director spoke about importance of upgrading skills at Piney Point, contributing to SPAD and checking expiration dates on shipping documents. Some disputed OT reported in engine department. Request made to have changes noted on sailing board in timely manner. Thanks given to steward department for great job. Next ports: Newark, N.J.; Portsmouth, Va.; Charleston, S.C.; Algeciras, Spain.

**OVERSEAS HARRIETTE** (OSG), Dec. 8—Chairman **Clyde C. Smith**, Secretary **George Quinn**, Deck Delegate **Floyd Patterson**, Engine Delegate **Charles R. Sandino**, Steward Delegate **Aquilino Fernandez**. Chairman announced vessel arriving Dec. 15 in New Orleans with payoff following day. Will stay a week before sailing to Beirut, Lebanon. Deck delegates reported everything OK with no beefs or disputed OT.

**PATRIOT** (USSM), Dec. 8—Chairman **Mohamed S. Ahmed**, Secretary **James E. Harper**, Educational Director **Jorge N. Fernandez**, Engine Delegate **Melvin W. Layner**, Steward Delegate **Norberto Castillo**. Chairman, secretary and educational director spoke about the necessity to remain vigilant at all times and work together in the fight against terrorism. "Our lives depend on it." They also advised crew members to take advantage of upgrading opportunities available at Paul Hall Center to improve skills and job security. No beefs or disputed OT reported. Suggestions made for contracts department to look into removing age requirement and reducing sea time needed for collecting pension benefits; reducing vacation filing to 30 days; and increasing monthly pension income. Also suggested that social security information be removed from crew lists for security reasons. Thanks given to stew-

ard department for great Thanksgiving Day meal. Next ports: Long Beach and Oakland, Calif.

**PERFORMANCE** (USSM), Dec. 8—Chairman **Jimmie L. Scheck**, Secretary **Charles B. Collins**, Educational Director **John J. Walsh**, Deck Delegate **Gary Cardillo**, Engine Delegate **Nelson S. Lazo**, Steward Delegate **Joel Molinos**. Bosun extended thanks from captain for job well done during sea rescue this voyage. He also announced patrolman coming aboard ship Dec. 9 in New Jersey.

our administrative duties." Educational director urged everyone to attend Paul Hall Center and upgrade for career advancement. "The opportunities are there; we just have to take advantage of them. There are no limits to how far you can move up the ladder. It's all up to you." No beefs or disputed OT reported. Clarification requested on ABM and bosun going into holds to work on electrical fixtures.

**TACOMA** (CSX Lines), Dec. 1—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational

## Happy Birthday Aboard the Endurance



AB Carlos Bonilla (left) and Recertified Steward Russell B. Beyschau (who sent these photos to the LOG) both graduated from the trainee program at Piney Point in 1984—Beyschau in class 397 and Bonilla in class 398. Years later, they are reunited aboard the *Endurance*, where they share a birthday cake prepared by Beyschau.



Also celebrating a birthday aboard the USSM vessel is OMU Teddie Carter, who was very surprised with the specially decorated cake presented to him as well as all the gifts he received.

Secretary suggested those crew members wishing to turn in written motions and resolutions do so ahead of each meeting. Treasurer stated \$330 in family emergency fund. No beefs or disputed OT reported. Two unlicensed apprentices aboard ship this voyage. Steward department given vote of thanks for great Thanksgiving supper. Next ports: Newark, N.J.; Charleston, S.C.; Miami, Fla.; Houston, Texas.

**QUALITY** (USSM), Dec. 14—Chairman **Felsher Beasley**, Secretary **Thomas W. Milovich**, Deck Delegate **Brad D. Brunette**, Engine Delegate **Paul P. Pagano**, Steward Delegate **Anselmo A. Lopez**. Chairman urged all crew members to read president's report in *Seafarers LOG* each month. Secretary and educational director spoke about importance of everyone protecting themselves while in foreign ports—keeping identification safe and maintaining a low profile by not making themselves noticeable and, therefore, potentially more vulnerable to theft or injury. No beefs or disputed OT reported. Clarification requested on duties of QMED/ Electrician relief and guidelines for vacations. Round of thanks given to steward department for job well done. Next port: Charleston, S.C.

**SEALAND ACHIEVER** (USSM), Dec. 1—Chairman **Jamie M. Miller**, Secretary **Hasan A. Rahman**, Educational Director **Joseph R. Cirafisi Jr.** Chairman gave a special thank you to steward department for very nice Thanksgiving Day dinner. Also singled out for their hard work were two unlicensed apprentices aboard ship. Secretary particularly mentioned unlicensed apprentice **Daniel Porchea**. "Not only has he been an excellent addition in the galley, but he has computerized

Director **Azeem A. Modak**, Deck Delegate **Sandy R. Killian**, Engine Delegate **Stephen D. Hansford**, Steward Delegate **Jioia de Leon**. Chairman announced payoff upon arrival Dec. 3 in Tacoma, Wash. To speed up payoff, crew members should have union books handy for patrolman to view. He also spoke about shipyard time in late December with possible layoff status. Educational director reminded crew to keep track of shipping documents and make sure they are current. He also stressed importance of contributing to SPAD for job security. No beefs or disputed OT reported.

**USNS FRED W. STOCKHAM** (Amsea), Dec. 1—Chairman **Andrew B. Barrows**, Secretary **Stephen M. Avallone**, Educational Director **Joseph J. Jenkins Jr.**, Deck Delegate **Rudy Johnson**, Engine Delegate **Al Nelson**, Steward Delegate **Alan Van Buren**. Chairman reported he was pleased with progress made in all departments. Educational director led discussion on employment situation. He said indications are that shipping industry remains resilient despite current economic conditions, and he urged crew members to improve skills and upgrade ratings at Piney Point in order to maintain an edge with continually changing shipping demands and requirements. Treasurer stated \$900 in ship's fund and suggested purchases be made in upcoming shipyard and stateside ports. No beefs or disputed OT reported. Recommendation made that all crew members returning from Diego Garcia to U.S. through Bahrain be sure to obtain agent's cell phone number from master before leaving ship in order not to be stranded when inevitable delays occur. Vote of thanks given to steward department for overall good job.



# Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

## Learning the Ropes With Help from SIU Hall

Over the past several months, I've wanted to share this information with my fellow shipmates via the *Seafarers LOG*. After having signed off the *USNS Effective* last September, I was unaware of the vital importance of registering with my local union hall as soon as I hit the beach.

Two days later and in the middle of Nevada, I had some sort of inclination to check in with my union rep in Port Everglades (Fla.). Ambrose Cucinotta informed me of my need to register, but where was the closest union hall to Winnemucca, Nevada?

After doing my homework and making a few calls, I was directed to the Wilmington, Calif. hall. Even over the phone, I knew by the way I was being taken care of by the entire staff that my decision was richly rewarded. Not only did I find an awesome port agent in John Cox, I reconnected with a wonderful friend. L.A. never looked better.

The point here is that I was treated with the utmost respect and patience by Cox and his associates. They took total charge of expediting all my documentation, assisting me in obtaining an STOS upgrade, making sure all my paperwork was current, and then placing me on a Watson Class LMSR vessel.

Stephen A. Gardner III  
USNS Watson

## Randall In Area of Indianapolis Sinking

During World War II, I served on board the merchant vessel named for Richard Randall. This vessel was constructed in Brunswick, Ga. at J.A Jones Construction Co. for WSA and was contracted to Isbransen Steamship Co., F.E. Holly, Master.

On the fateful night of July 30, 1945, at 12 minutes past midnight, the *Randall* was within sight of the cruiser *USS Indianapolis* [one of the vessels that carried parts and nuclear material to be used in the atomic bombs which were soon to be dropped on Hiroshima and Nagasaki]. The ship was torpedoed that very night by a Japanese submarine and sank quickly. Captain Charles Butler McVay III, commanding officer of the *Indianapolis* at the time of the sinking, was court marshaled for the loss of his ship. He was the only American captain to be court marshaled for the loss of his vessel due to enemy action during World War II. In 2000 legislation was passed to exonerate McVay for his loss of the *Indianapolis* and those crew members who were lost].

We were due south, heading for Eniwetok, Marshall Islands. We were on our return voyage, in ballast, homeward bound after serving in the southwestern Pacific theater of operations.

In viewing historical documents, I have yet to see any mention of any merchant vessels being in that area on that night. I have in my possession a copy of the ship's official log for this voyage, obtained from the archives in Ft. Worth, Texas—verification that there was, indeed, a vessel in that area—the *Richard Randall*.

Walter C. Foster  
Blackshear, Ga.

# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## LOG-A-RHYTHMS

by Albert W. Austin Jr.

### We'll Be There

*I must go  
to sea once more.  
The time has come  
to answer the call.*

*Like many others  
I'm not alone.  
Who sail the seas  
and leave their homes.*

*We'll sail to ports...  
to who knows where?  
We're merchant seamen  
and we'll be there!*

*And we will do  
what must be done.  
To win a war  
that's just begun.*

*We will come  
from who knows where?  
To sail the ships,  
yes, we'll be there.*

(Albert W. Austin Jr. wrote this poem Nov. 12, 2002 while sailing aboard the *Cape Johnson* as an AB.)

## Scholarship Deadline Just Around Corner

Two months remain until the deadline—April 15—for receipt of scholarship applications from Seafarers as well as from their spouses and children who wish to continue their education at the

college level in the fall of 2003.

Three scholarships are being set aside for SIU members—one for \$20,000 and two each for \$6,000. Additionally, five grants will be awarded to SIU spouses and dependents, each in the amount of \$20,000.

Send away now for an applica-

tion booklet (see coupon below) or pick one up at any SIU hall.

Time is running out to take advantage of this generous benefit for 2003 provided by the Seafarers Health and Benefits Plan.

Get your application in today; you have nothing to lose!

Please send me the 2003 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

2/03



# SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

## Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	March 3	March 28
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	March 3 April 7	March 7 April 11
Bridge Resource Management (BRM) — Inland	February 3 March 10 April 14	February 7 March 14 April 18
Celestial Navigation	May 12	May 30
GMDSS (Simulator)	February 3 March 10 April 14	February 14 March 21 April 25
Lifeboatman/Water Survival	February 17 March 31	February 28 April 11
Radar	February 17	February 29
Specially Trained Ordinary Seaman (STOS)	February 10 March 31	February 21 April 11

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning Jan. 20.



## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

## Recertification

Steward	February 3	March 3
Bosun	October 6	November 3

## Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	March 10	April 18
Welding	February 3 March 5	February 21 March 21
Engine Utility (EU)	March 17	April 11

## Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	February 3	February 14
Basic Fire Fighting/STCW	February 17	February 21
Fast Rescue Boat	February 24	March 12
Government Vessels	March 10	March 28
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	February 24	February 28
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	March 17	March 28

## 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.

**New courses are added each month to the course schedule. Remember: Upgrading your skills is the key to your job security as well as the future of the maritime industry.**

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

2/03



# Paul Hall Center Classes



**Advanced Fire Fighting** — The roster for graduates of the advanced fire fighting course which ended Dec. 13 includes (in alphabetical order) Darryl Alexander, Benjamin Barnes, Lou Cabano, Earl Ebbert, Tesfaye Gebregziabher, George Henderson, Charles Miller, Cle Popperwill, Victor Quioto, Charles Sneed, Jesse Solangon and Anthony Willis. Their instructor, Anthony Hammett, is at far left.



**Tanker Familiarization/Assistant Cargo (DL)** — Completing the tanker familiarization/assistant cargo (DL) course Dec. 13 are (in alphabetical order) Christopher Bounds, Henry Brown, William Burnham, Norman Carlson, Joel Gonzalez, Victor Kistanov, Micah Miller, Miguel Nin-Morales, Eric Ortwein, Shelby Rankin, Jose Sanchez, Neil Sullivan, Luis Valerio and John Williams.



**Oiler** — With their instructor, Eric Malzkuhn (far right), upgrading Seafarers who completed the oiler class Dec. 20 are (from left) Byron Collins, Michael King, Romeo Harriell, Darnell O'Hara, Tremaine Shamlee, Jordan Cudy, Randy Wurr, Nathan Wirt and Eric Mentzer.



**STOS** — Receiving certificates for completion of the STOS course Dec. 20 are upgrading Seafarers (in alphabetical order) Agustin Arriaga, Warren Barney, Karen Laycook and David Martinez, and unlicensed apprentices Robyn Adamosky, Gregory Alexander, Erica Andrews, Bartholemy Drabenstot, Tony Fain, Robert Grable, Larry Howard, Daniel Link, Christopher Mermuys, Patrick O'Donnell, William Ray, Antonio Reed and LaKindra Williams. Their instructor, Randy Senatore, is at far right.



**Lifeboatman/Water Survival** — Earning their lifeboatman/water survival endorsement Dec. 6 are (in no particular order) Todd Keith, James Martin, William Smalls, Rere Paiti, Leslie Bracey, Selcuk Ozdencanli, Elisha Johnson, Abdulnasir Jinham, Irving Rochez and Manuel Daguio.



**Junior Engineer** — Upgrading their ratings to junior engineer Dec. 20 are (kneeling, from left) Charles Sadler, Mark Savage, Bobby Taylor Jr., Cornelius Cade Jr., (second row) Kenji Hoffman, Wayne Evans, William Watterson III, Charles Jensen, Gilbert Brown, Samuel Garrett, Hector Solis, Erik Nappier, Charles Walker, Joseph Benavente and instructor Jay Henderson. Not pictured is Rene Hallasgo.

## Government Vessels

— Graduating from the government vessels course Dec. 20 are (in no particular order) Elisha Johnson, Rubin Mitchell, Charles Haggins, Leslie Bracey, Edwin Taylor, David Davis Jr., Edwin Pelington, Thomas Humphreys, Rolando Guity, Miles Copeland Sr. and Keith Livermon. Their instructor, Greg Thompson, is at far left.



## Fast Rescue Boat

— Completing the fast rescue boat course Nov. 29 are (in no particular order) Bradley Burkart, Benjamin Barnes Jr., Norman Tourtellot and Robert Borchester with their instructor, Stan Beck, at far left.



# Paul Hall Center Classes



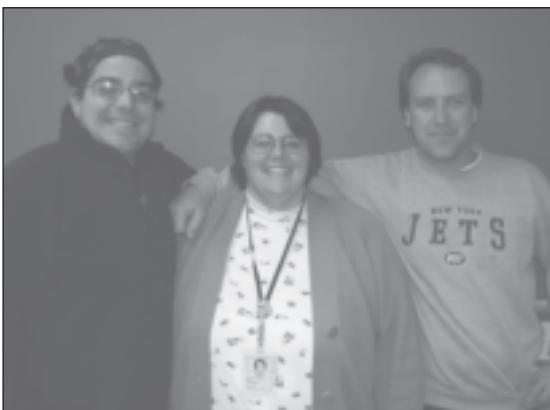
**Welding** — These upgrading Seafarers successfully completed the welding course Dec. 6. They are (from left, front row) William Thomas, Rafael Eduarte, Larry Pascua, (second row) Richard Huffman, Buzzy Andrews (instructor), Philip Ayotte and Irvin Crutchlow.



**ARPA** — Under the instruction of Mike Smith (right), NY Waterway boatmen (from left) Marcos Velez, Jonathan Moro and Alan Bickauskas complete the ARPA course Dec. 6.



**GMDSS** — Graduating from the GMDSS course Dec. 13 are (from left) Bob Borchester, Brad Wheeler (instructor) and Stephen Berschger.



**Radar** — Instructor Stacy Harris is flanked by two students from NY Waterway who completed the radar course Dec. 13. They are Keith Kmiotek (left) and Patrick Grodeska.

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.



**Engine Utility** — One group of students completing the engine utility course Dec. 20 are (front row, from left) Corinthia Cooper, Eric Cheek, (second row) Richard Moore, Clay Kiichli, Efrain Martinez, John Watson, Edward Douville and their instructor, Roy Oyer.



Piotr Bednarczuk, Collin Binns, Giulio Franese, William Haws, Raymond Kevins, George Rosario, Michael Starr and Gualberto Mirador.



In the October issue of the LOG, the incorrect photo was used for this Basic Safety Training class. The correct photo is shown above. The participants are Jose Maglalang, Terry McQuillen, Patrick Moore, John Mullon, Richard Naigle, Ahmed Nasser, Vagn Teddy Nielsen, Udjang Nurdjala, Timothy Peters, Leroy Rawls Jr., Pedro Sellan, Ronald Smith, David Somers, Glen Toledo, Joel Trotter and Dale Wilson.

## Basic Safety Training Classes



From the left (kneeling) John Cabrera, Erik Barillas, Natasha Vazquez, Romeo Arquines, Luigi Anderson, (second row) James Groce, Craig Croft, Primo Ramirez, James Pachall, Dwayne Love, J. Clothier, Lawrence Zepeda, Dennis Goodwin, Ken Ford and Monte Burgett.



From the left: Todd Janiszewski, Kelly Stanford, Scott Morton, Charles Miller, Jose Jorge and Peter Hove.





**DUE ON APRIL 15**

Applications for SIU Scholarship - page 20  
 Income Taxes - See Tax Tips for Seafarers on pages 12 and 13.

# Small Arms Range, Courses Approved by MSC

## Paul Hall Center's Newest Addition Is on Target

The Paul Hall Center for Maritime Training and Education has added two new courses and opened a new facility next to its fire fighting and safety school in Piney Point, Md.

Last month, the U.S. Military Sealift Command (MSC) approved the Paul Hall Center's small arms range along with two new curriculums. The first course, MSC Initial Small Arms Instruction and Qualification, lasts 21 hours. The second, MSC Annual Small Arms Instruction and Re-Qualification, is a seven-hour class. Each combines classroom instruction with hands-on training, and each has a 16-student limit.

The range itself has different shooting stations beginning as close as three yards to the targets and extending to a top distance of 80 yards. It is bordered on three sides by 15-foot berms. The computer-operated target system is state-of-the-art. (It also may be operated manually.)

Opposite the target area is a 30-by-70-foot building which includes a classroom, an office and an adjacent, outdoor area for cleaning the training weapons. The classroom also includes gun-cleaning stations. A built-in vault-safe combina-

tion with steel-reinforced concrete and motion detectors will be used to store the arms.

The classes involve the following weapons: 9MM pistol, 12-gauge shotgun, and M-14 rifle. Topics in the 21-hour course include rules of conduct and safety; the Lautenberg Amendment to the Brady Gun Control Act of 1996; personal protective equipment; use of force and deadly force; and fundamentals of marksmanship, among other subjects. The class ends with a lengthy practical evaluation.

The seven-hour course—designed for students whose certificate of qualification or re-qualification is not more than two years old—includes many of the same topics found in the lengthier one.

Both classes are intended to help students meet U.S. Navy standards for mariners who are directly involved in shipboard security.

In order to enroll in the 21-hour class, a student must be at least 18 years old; possess a valid merchant mariner's document (MMD, also called a z-card); be capable of speaking and understanding verbal orders in English in accordance with 46 CFR 12.05-3; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7; and meet the requirements of the "Qualification to Possess Firearms or



The small-arms range features a state-of-the-art target system.

Ammunition" form that is required for contracted mariners. For the re-qualification course, the only additional requirement is that the student must hold a current certificate of qualification not more than two years old for the pistol, rifle and shotgun.

Paul Hall Center Vice President Don Nolan and Safety Director Jim Hanson visited several approved sites along the East Coast when planning for the new range. "Our site was built completely in-house, and obviously we followed not only the proper building guidelines but also all the Navy and MSC guidelines for the range," noted Nolan. "It's another step forward for the school in terms of offering virtually every type of training that may be required for U.S. mariners.

"Given the war against terrorism," he added, "it certainly seems possible that some of the current small arms security requirements may expand."

Paul Hall Center Safety Director Jim Hanson gives the range a tryout.



Instructor Jack Lynch addresses Paul Hall Center instructors inside the new classroom.



Kyrn Hickman (above, far left), director of training for MSC, inspects the new small arms range Jan. 13. He is pictured with Paul Hall Center Facilities Manager Bobby Dean, Assistant Director of Training J.C. Wiegman, and VP Don Nolan. In photo at left, Hickman and Dean check out a control panel.



The small arms range includes the newest equipment.



In addition to certifying the small arms range, MSC approved two new courses that will be conducted at the Piney Point, Md. facility.