



The

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# SEAFARERS LOG

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# SEASON'S GREETINGS

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# President's Report

## Special Delivery

Just in time for the holidays, our union and our industry got some of the best news we could imagine.



**Michael Sacco** On November 24, President Bush signed the Defense Department Appropriations bill which, among many other provisions, contains a 10-year extension and substantial expansion of the U.S. Maritime Security Program, better known as the MSP. That means lots of new shipboard job opportunities for Seafarers.

I won't describe it as an early Christmas present, because too many people worked too hard for the MSP's passage to call it a gift. But the timing certainly makes for a more enjoyable holiday season, a period when we typically count our blessings. That's because the reauthorized MSP is a tremendous victory—not just for the U.S. Merchant Marine, but truly for the entire nation.

The new program is a significant boost to the U.S.-flag fleet and seagoing labor. It increases the MSP fleet from 47 ships to 60 commercial vessels that are capable of supporting military sealift operations. It also offers greater incentives for ship operators to apply for enrollment in the program.

It's worth noting that both the existing program and the reauthorized MSP have received overwhelming support from the highest levels of government and industry, including the White House, the House and Senate, the Department of Defense and the Department of Transportation, among others. The MSP's backers understand that a competitive, privately owned commercial fleet will help ensure that our country continues to have trained U.S. mariners and other assets available to support military sealift.

Without question, the new MSP stands to help America improve the nation's commercial sealift capabilities and provide jobs for our dedicated, well-trained U.S. mariners. That is a winning formula, one that helps improve national security.

From the SIU's perspective, of course, the most important thing about the new MSP is that it represents an opportunity for additional shipboard jobs and continued job security for the membership. And on that note, I must say to my fellow Seafarers that your consistent, outstanding work on the vessels helped make the new MSP possible. Your courage and reliability during Operation Iraqi Freedom also helped deliver the new program for the president's signature, although efforts to pass a reauthorized MSP started long before the war.

As often happens at moments like this one, it's practically impossible to acknowledge everyone who supported the expanded MSP. But I do want to thank President Bush, Congressmen Duncan Hunter and Ike Skelton and U.S. General John Handy (commander of TRANSCOM) for expressing their solid backing of both the MSP and the U.S. Merchant Marine in general.

I also thank our rank-and-file Seafarers for understanding the importance of political action, for continuing their voluntary support of SPAD, and for living up to the tradition of the nation's "Fourth Arm of Defense."

Now, we look forward to moving on to the new MSP and expanding job opportunities for our members on new, modern U.S.-flag ships.

## Season's Greetings

To all SIU members and retirees and their families, I extend my warmest wishes this holiday season and throughout the New Year. I know it has been said before, but the SIU really is one big family, and this is a time of year when spending time with loved ones is extra meaningful. When it comes to the SIU family, I'm proud to be a part of it and I'm truly grateful for your solid support.

I also offer my respect and prayers to our armed forces still serving in Iraq, as well as to the Seafarers who continue sailing in support of U.S. military operations around the world. May you all return home safe and sound.

Happy holidays!

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# SIUNA Welcomes AMO As Autonomous Affiliate

The Seafarers International Union of North America last month issued a charter to its newest affiliate, the American Maritime Officers (AMO). This affiliation returns the AMO to its roots—it was originally chartered in 1949 under the direction of former SIU President Paul Hall as the Brotherhood of Marine Engineers, then an SIUNA affiliate.

Like the 12 other SIUNA affiliates, the AMO will remain an autonomous union that elects its own officials, negotiates its own contracts and participates in its own pension and medical plans. Additionally, it will continue to operate under its own constitution and bylaws, shipping rules and job dispatch system. In accordance with the SIUNA constitution, the AMO will have one vice president on the SIUNA executive board.

"The affiliation of the American Maritime Officers with the SIUNA is good news for the entire U.S. Merchant Marine and for all of America's working families," said SIUNA President Michael Sacco, who also serves as a vice president of the AFL-CIO executive council. "This affiliation lets U.S. mariners speak with a more unified voice and helps ensure that our organizations can work together to make the U.S.-flag fleet stronger. It also strengthens the ranks of the AFL-CIO—the greatest ally of the American worker."

AMO President Michael McKay pointed out that the affiliation "benefits not only our membership, but America's national and economic security. As we saw most recently during Operation Iraqi Freedom, our country's interests are best-served by a strong U.S. fleet. This affiliation will help in the ongoing fight to revitalize the U.S. Merchant Marine and, by extension, help boost national security."

McKay noted that AMO's 10-year effort to rejoin the AFL-CIO has now been realized. The union lost its link to the AFL-CIO when it withdrew from another organization in 1994. It has sought to regain standing in the labor feder-

ation ever since.

The SIUNA provides protection under the AFL-CIO charter from being raided by other unions, by being involved in political and legislative activities and by offering policy input to the AFL-CIO. Under this system, each affiliate represents its members directly.

The affiliation agreement "represents a real advance toward the ideal of one union representing all licensed and unlicensed U.S. merchant mariners," stated McKay. "It also establishes a formal connection between the most powerful licensed and unlicensed seagoing unions, strengthening a friendship that has endured for generations."

Chartered in 1938 by the AFL,

the SIUNA is now the parent organization of 13 different unions, each one autonomous. These unions represent a combined 84,000 members in such varied occupations as mariners, government employees, manufacturers, daycare workers and more. Maritime unions under the banner of the SIUNA include the Seafarers International Union-Atlantic, Gulf, Lakes and Inland Waters District/National Maritime Union; the American Maritime Officers; the Marine Firemen's Union; the Sailors' Union of the Pacific; the Seafarers International Union of Canada; and the Seafarers International Union of Puerto Rico, Caribe and Latin America.

## Crowley Pact Approved Contract Maintains Benefits, Boosts Wages

Numerous gains highlight a new four-year contract that last month was approved by Seafarers employed by Crowley Towing and Transportation.

According to SIU Assistant Vice President of Contracts George Tricker, the new pact maintains the highest levels for medical benefits, prescription drug coverage for members and dependents and pension and death benefits. The contract also calls for wage increases in the second, third and fourth years.

Retroactive to July 1, 2003, the contract covers members who work at Crowley operations in Jacksonville, Fla.; Lake Charles, La.; Philadelphia; San Diego; and Wilmington, Calif.

"This is a good contract for all parties concerned," said **Nicholas Conway**, a member of the SIU negotiating committee. "Overall, I'd say that we (SIU members) are winners all the way around because we did not lose anything, especially in terms of health benefits or pensions."

"When you consider the fact that health care costs are escalating all over the country and that it's a key issue at every bargaining table these days," he continued, "we did extremely well. I can't say enough about the job members of the negotiating team did during the negotiations, especially George (Tricker) and the port agents. There were quite a few tough issues that we had to deal with and they hung in there with us every step of the way. Every Seafarer who works for Crowley owes them a debt of gratitude."

Also representing the SIU during the bargaining meetings at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., and at SIU headquarters in Camp Springs, Md. were Seafarers **Robert Bergman, Wayne Barry, Steven Mitchell, Todd Smith, Michael Stein, Roger Stewart** and **Gary Hallenback**. Joining them were Tricker, Philadelphia Port Agent Jim Malone, New Orleans Port Agent Steve Judd, Jacksonville Port Agent Tony McQuay, and Wilmington Port Agent John Cox.

Crowley provides diversified transportation services in domestic and international markets by means of four operating lines of business: liner services; ship assist and escort services; oil and chemical distribution and transportation services; and energy and marine services. Crowley's land-based facilities and equipment include terminals, warehouses, tank farms, office buildings, trucks, trailers, containers, chassis, cranes and other specialized vehicles.

## NY Port Council Honors 3



The Maritime Port Council of Greater New York & Vicinity hosted its annual awards dinner Oct. 18 in New York City. More than 500 people attended the event, during which the port council presented awards to individuals and entities for their respective contributions to the U.S. maritime industry. This year's honorees are Ernie Whalen, business manager of the International Union of Operating Engineers, Local 25; U.S. Senator Jon Corzine (D-N.J.); and Kvaerner Philadelphia Shipyard. Pictured from the left are SIU President Mike Sacco; John Graykowski, senior VP and general counsel of Kvaerner Philadelphia; Joseph Soresi, president of the port council and SIU Atlantic Coast VP; and Whalen. Pictured at right is SIU VP Contracts Augie Tellez, who presented an award to Graykowski.



# President Signs New MSP

## Defense Bill Includes 10-Year Extension, Expands Fleet

A 10-year extension of the U.S. Maritime Security Program (MSP), included in the FY 2004 National Defense Authorization Act, was signed into law Nov. 24. President Bush put his signature on the Defense bill during a ceremony at the Pentagon.

The reauthorized MSP will begin immediately as the current program expires, in 2005. The U.S. Senate last month voted 95-3 to adopt the conference report on the National Defense Authorization Act; the U.S. House of Representatives earlier in the month cleared the conference report by a vote of 362-40.

"This is a tremendous victory for our entire industry, and it is a major step toward continued job security for Seafarers. It's also quite clearly a great boost to America's national security," stated SIU President Michael Sacco, who had testified before Congress in favor of the extended MSP and who personally thanked President Bush at the signing ceremony.

"The people who supported the expanded MSP all deserve credit, from President Bush to the House and Senate, from maritime labor to the military," Sacco continued. "There is no way to overstate the importance and effectiveness of this program."

The new MSP increases the number of participants from 47 ships to 60 ships; provides finan-

cial assistance to construct five newly built tankers in the United States that are capable of carrying military petroleum products during a war; establishes a 30-month period to replace older ships with newer Defense Department-approved and militarily useful ships; and increases the annual payment to ship operators from \$2.1 million per year to \$2.6 million for the first three years of the program, increasing to \$2.9 million in FY 2009, and increasing to \$3.1 million for the remaining four years of the program. The new program begins on October 1, 2005 and ends on September 30, 2015.

The MSP has been a key element of America's economic and defense security since its enactment in 1996. The original 10-year program provides limited funding for 47 U.S.-flag commercial vessels, particularly container ships and roll-on/roll-off vessels, which are available to the Department of Defense in times of war or national emergency.

A cost-effective program, the MSP delivers many benefits to



our nation. It helps maintain a pool of skilled American mariners who are needed to crew not only the MSP ships, but also the U.S. government-owned strategic sea-lift and Ready Reserve Force vessels, both in peace and war.

The MSP helps our nation maintain a presence in international commerce—keeping the U.S. flag on the high seas. And, ultimately, the program gives the Defense Department access to program participants' infrastructure, terminals, communications networks and more.

Support for the program has been widespread, including from

the top levels of government and the military. In October 2000, President Bush noted, "In time of war or national emergency, the U.S. military depends on shipping and seafarers drawn from the U.S.-flag commercial fleet to deploy our military overseas and, once deployed, to transport the supplies necessary for them to fight, and win anywhere in the world.... Programs... that guarantee intermodal cargo lift and management services when needed in times of crisis or conflict, such as the Maritime Security Program, should be maintained."

U.S. Rep. Duncan Hunter (R-Calif.), chairman of the House Armed Services Committee, conducted hearings on the reauthorized MSP through the committee's Merchant Marine Panel. In April 2001, he stated, "The MSP has proved very successful. Today, 47 U.S.-flagged commercial vessels, crewed by U.S. citizens, participate in the MSP program. These vessels are engaged in the foreign commerce of the

Continued on page 10

## SIU Lakes Fleet Gets Big Addition

The newest SIU-crewed addition to the Great Lakes fleet isn't hard to spot.

More than 1,000 feet long, the *George A. Stinson* signifies new shipboard job opportunities for Seafarers. The vessel last month entered service under the banner of American Steamship Company.

"This is additional tonnage and we've worked very hard on bringing the ship under the Great Lakes standard contract," said SIU Vice President Great Lakes Tommy Orzechowski. "I'm very proud of the entire staff on the Great Lakes, and the company is completely satisfied with the SIU shipboard personnel who crewed the ship on short notice, in less than 24 hours."

"This represents a bold move for the SIU moving into the year 2004—more new jobs, and the first major piece of equipment that has been delivered under the standard agreement on the Lakes in many years."



Seafarers crewed up the *George Stinson* last month.

SIU members crewed up the *Stinson* Nov. 9 in Superior, Wis. The ship sailed the next day for Two Harbors, Minn., where it loaded iron ore to be delivered to Conneaut, Ohio.

The ship mainly will transport iron ore for steel production, normally loading in Two Harbors and unloading in Detroit.

The *Stinson* expands American Steamship's SIU-crewed fleet to 11 vessels. The ship has a beam of 105 feet and a capacity of 59,700 tons. It is equipped with a 260-foot self-unloading boom and diesel engines with 16,000 BPH.

## Car Carrier Reflags U.S.

Seafarers welcomed new job opportunities with the renaming and reflagging of the car carrier *Freedom* at a ceremony Oct. 30 in Baltimore.

SIU President Michael Sacco served as keynote speaker. Also addressing the crowd of more than 200 industry representatives were Lieutenant General Gary H. Hughey, deputy commander, U.S. Transportation Command; U.S. Maritime Administrator Captain William Schubert; Kathleen Broadwater, deputy director of the Maryland Port Administration; Raymond Ebeling, chairman and CEO of American Roll-On Roll-Off Carrier (ARC); and retired Congresswoman and Federal Maritime Commission Chairperson Helen Bentley.

"Our security is enhanced by building a manpower pool of qualified seafarers," Sacco stated. "Many of these same crew members who are crewing the *Freedom* as it enters the U.S. fleet may someday use their skills to deliver vital cargo to U.S. troops overseas. A lot of the training and skills that they need to operate the *Freedom* also can be used on other RO/ROs and on tankers and containerships and crane ships."

Schubert noted, "The additional roll-on/roll-off capacity the *Freedom* brings to the U.S.-flag fleet is important in increasing our commercial presence in the international trades and the military utility of roll-on/roll-off vessels was certainly proven during Operation Iraqi Freedom."

Hughey called the reflagging "a significant event for ARC, our merchant marine and this great nation. America's dedicated merchant mariners are sailing on U.S.-flag ships to ensure victory in the global war on terrorism."

He also cited the merchant



Pictured near the newly reflagged *Freedom* are Lt. General Gary H. Hughey, deputy commander of TRANSCOM (in uniform); U.S. Maritime Administrator Capt. Bill Schubert (fourth from left); SIU President Michael Sacco (to Hughey's immediate right); SIU Baltimore Port Agent Dennis Metz (far right); Randy Senatore of the Paul Hall Center (second from right); and unlicensed apprentices from the Paul Hall Center.

marine's role in Operation Iraqi freedom as further proof of the merchant marine's importance. "The legacy of the U.S.-flag fleet in Iraqi operations cannot be overstated," Hughey asserted. "A steel bridge of vessels was maintained by our mariners, who sail into harm's way and stand ready to repeat that Herculean accomplishment."

Ebeling stressed the significance of maintaining and strengthening policies that boost the U.S. fleet, including cargo preference.

Ebeling, Hughey and Schubert also warmly acknowledged the dozen unlicensed apprentices from the Paul Hall Center in attendance, calling them the industry's future.

Aboard ship, spirits were high as Seafarers prepared for the *Freedom's* first voyage under the

Stars and Stripes, which was to include stops in Charleston, S.C. and Savannah, Ga.

Chief Steward **Stephen Bird** said the *Freedom* is "an excellent vessel. It's nice and clean, with good accommodations. The crew seems very upbeat."

"So far, so good, from what I've seen," added QMED **Gary McDonald**. "We're ready to go."

Bosun **John Grayson** said the car carrier "is a nice ship and we're all learning. I also sailed on the double eagles (tankers) when they were new, and when you're a Seafarer, you can do the job aboard any ship. Some of the job details may be a little different, but it's basically the same."

Additional photos of the *Freedom* and crew will be published in an upcoming issue of the *Seafarers LOG*.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Thursday, Jan. 1, 2004 for the observance of the New Year's Day holiday (unless an emergency arises). Normal business hours will resume the following workday.

# NY Waterway Christens New Ferry

NY Waterway's fleet of passenger ferries keeps growing.

The SIU-contracted company on Oct. 29 christened the *Admiral Richard E. Bennis*, a 79-foot, bow-loading catamaran built in Alaska. The high-speed boat can carry 149 passengers.

NY Waterway also christened two more ferries, the *Bayonne* and the *Jersey City*, this past summer.

"NY Waterway's commitment to safety is an important component of their success and expansion, and the SIU of course is pleased with the delivery of more new jobs aboard the ferries," said SIU Vice President Contracts Augie Tellez.

The *Bennis* honors the former Coast Guard captain of the port of New York/New Jersey who directed the waterborne evacuation of Manhattan after the attacks of September 11, 2001. The ferry also pays tribute to all the men and women of the Coast Guard.

"Our NY Waterway crews are on the water with these dedicated (Coast Guard) people every day, and we were honored to work with them on September 11, a day which was both our darkest moment and our finest hour," said NY Waterway President Arthur Imperatore Jr.

September 11 wasn't the only time that Seafarers

on NY Waterway vessels assisted passengers in an emergency. Most recently, Seafarers who crew NY Waterway passenger ferries provided transportation for commuters in the New York region during the Aug. 14 power failure which forced the evacuation of office buildings, stranded thousands of commuters and inundated some hospitals with people who fell victim to the heat.

NY Waterway had 50 vessels in service immediately following the blackout. Captains and crews worked extended hours to accommodate as many commuters as possible. Despite the fact that many would-be passengers waited in line for more than two hours—a result of sheer volume—NY Waterway vessels and crews still got the job done. In the end, 200,000 people were ferried off the island, 40,000 more than the company accommodated during September 11.

SIU-crewed NY Waterway ferries provide more than 60,000 passenger trips per day—16 million trips per year—on 21 routes between New Jersey and Manhattan, and between Rockland and Westchester counties. The company also offers a variety of leisure and sightseeing cruises in the New York area.



Deckhands Mike Leon (left) and Mohamed Gouda are among the first Seafarers to crew up NY Waterway's newest ferry, the *Admiral Richard E. Bennis*.



The *Bayonne* and the *Jersey City* joined the fleet earlier this year.

## Prescription Plan Will Reduce Costs

The Seafarers Health and Benefits Plan is about to enter into an agreement with Prescription Solutions, a national pharmacy management company, to provide pharmacy benefits to all eligible participants.

Under this agreement, the cost of prescribed drugs will be greatly reduced, resulting in a savings to the Plan and to participants. According to Seafarers Plans Administrator Lou Delma, eligible members and dependents participating at Plan Level G will pay only small co-payments for certain prescribed name brand drugs. In addition, maintenance drugs will be available through a mail order arrangement.

The program will provide coverage for new as well as refill prescriptions filled at participating retail pharmacies and through the Prescription Solutions Mail Services Pharmacy beginning Jan. 1, 2004. To use the program, members need only present their Prescription Solutions ID cards—which will be provided by the Plan—to any participating pharmacy.

### Using Participating Pharmacies

When filling or refilling prescriptions at participating pharmacies, pharmacy workers will enter members' ID numbers and other pertinent information into their computer system. This information automatically will be sent to Prescription Solutions, which will verify coverage and instruct the pharmacy to collect applicable co-payments from those having prescriptions filled. No additional claim forms or paperwork will be required.

### Mail Service Pharmacy

For those who elect not to have their prescriptions filled at participating pharmacies in their areas, Prescription Solutions offers the Mail Service Pharmacy.

Members' out-of-pocket costs will be less and/or the supply of medication will be greater if they chose to receive their covered medications through Prescription Solutions' Mail Service Pharmacy. What's more, medications—generally up to a 90-day supply with lower co-pay—will be sent directly to participants' homes. As an added service, pharmacists at the mail service facility will check each medication for possible drug interactions and duplicate therapies just as pharmacists at local pharmacies do. Additional information on using the

mail service pharmacy is available by calling Prescription Solutions' Mail Service Customer Service at 1-800-562-6223.

### Cost of Medications

The cost of prescribed drugs will be greatly reduced under this new program with Prescription Solutions. The end result will be savings to the Plan and to the participants. As of Jan. 1, 2004, the following co-pay rates will apply to all eligible members and dependents when using participating pharmacies:

- Retail Service—for generic or brand when generic is not available, members will have a \$.00 co-payment. For brand when generic is available, the co-payment amount will be \$20.

- Mail Service (minimum 90-day supply)—for generic or brand when generic is not available, members will have a \$.00 co-payment. For brand when generic is available, the co-payment amount will be \$10.

- Maintenance drugs (for example, blood pressure or diabetes medications)—the fourth time a prescription is presented at retail pharmacy for a 30-day supply, the following will apply: for generic medications, members will have a \$15 co-payment. For brand, the co-payment amount will be \$30.

Those with questions about this new prescription drug plan, or needing assistance in locating a participating pharmacy, may call Prescription Solutions Customer Service at 1-800-797-9791, Monday through Friday, from 6 a.m. to 9 p.m., and from 7 a.m. to 7 p.m. Saturday and Sunday, Pacific Standard Time.

### About the Company

Prescription Solutions is a comprehensive pharmacy and medical management company that provides pharmacy management services to managed care organizations, employer groups, union trust funds, Medicare and Medicaid populations.

The company currently serves approximately 5 million members and administers more than 2,100 plan benefit designs. Prescription Solutions manages over 68 million annual prescription claims, 3.3 million annual mail service claims and \$2.1 billion in annual prescriptions drug expenditures. The business dispenses prescription drugs to members through a network of more than 55,000 retail pharmacies and through its own state-of-the-art mail service facility.

## Top Medical Benefits Highlight Higman Pact

The preservation of medical plan benefits at the highest level (Plan G) for SIU members and their dependents is among the main features of a newly ratified three-year contract with Higman Barge.

According to SIU Assistant Vice President Gulf Coast Jim McGee, members and their dependents will continue to enjoy the same levels of medical coverage they were entitled to under the previous agreement. The new accord also calls for the maintenance of pension contribution by the company as well as pay hikes in each year of the contract, McGee said.

The union was represented by Seafarers Capt. Grayson Skaggs and Tankerman Fred Forsythe during the contract negotiations. They were joined by SIU Vice President Gulf Coast Dean Corgey and McGee.

"In my view, negotiations went very well this time around," said Skaggs, who donned the SIU colors some eight year ago. "Although a number of tough issues came to the forefront during our talks," he continued, "both sides exhibited flexibility...and that was good because we did not have to go down to the last hour before hammering out an agreement which addressed the concerns of both sides."

"I can't say enough about the role which the union leaders in this region (Corgey and McGee) played in the negotiation process," Skaggs concluded. "They were with us all the way and fought hard to get this new agreement through."

The new contract—retroactive to Oct. 30—will remain in force through Oct. 30, 2006.



Capt. Grayson Skaggs (left) and SIU Asst. VP Gulf Coast Jim McGee served on the SIU negotiating committee.



Crew members aboard the *Marrero* congratulate Capt. Grayson Skaggs, left, on a job well done. From the left are Utility Tankerman Leon Morvant, Relief Captain John Primeaux and Pilot Mickey Killian.



Aboard the *Mark Flynn* are, from the left, Capt. Darrell Daigle, Utility Tankerman John E. Webb, and Capt. Grayson Skaggs.



Aboard the *Mark Flynn* are, from the left, Capt. Darrell Daigle, Utility Tankerman John E. Webb, and Capt. Grayson Skaggs.



Port of New Orleans Safety Director Chris Westbrook congratulates Capt. Chris Spivey on the new contract.



Pictured on board the *George Thomas* are, from the left, Pilot David Keill, Tankerman Juan De Los Santos, Utility Tankerman Brad DeRouen, Capt. Calvin Hatfield and Capt. Grayson Skaggs.



Pleased with the new contract aboard the *Capt. Jack Higman* are, from the left, Utility Tankerman Fred Forsythe, Utility Tankerman Glynn Whittington, Pilot Michael Campbell, Relief Captain Ross Burton and Capt. Roy Golden.



Giving the thumbs up sign aboard the *Jesse B. Gunstream Jr.* for the new contract are, from the left, Utility Tankerman Albert Shelton, Capt. Grayson Skaggs and Pilot Perry Robottom.



# IBF Announces 'Win-Win' Global Pact for Mariners

A new global agreement covering the wages and working conditions of more than 50,000 mariners was concluded Nov. 13 in San Francisco by the International Bargaining Forum (IBF). The IBF consists of the Joint Negotiating Group (JNG) representing global shipowners and ship managers, and the International Transport Workers' Federation (ITF) representing mariners.

The agreement, which now goes for final endorsement by the policymaking bodies of both groups, follows a year of intensive negotiations in different parts of the world.

"This is excellent news for crews who sail on flag-of-convenience (FOC) ships covered by ITF agreements," noted SIU Secretary-Treasurer David Heindel, who serves as vice chairman of the federation's Seafarers' Section and who participated in the negotiations. "The new agreement means better wages and benefits and more flexibility."

The package moves away from the single "benchmark" for an AB's wages, which for many years has marked the minimum standards set by the ITF for FOC ships, to a wider set of wage and social benefits—including important improvements in compensation for disability or death. It also gives greater flexibility for national negotiations within a global set and verified framework.

Based on a "model ship" with 23 crew members, the new agreement provides an increase in the minimum levels of the existing ITF Total Crew Cost (TCC) agreement of \$2,173 a month—equivalent to two extra days' leave and subsistence. There also will be a further increase of \$1,247 related to the cost of improvements in medical and sickness benefits and death and disability compensation.

The agreement further provides new provisions ensuring that mariners will not face pressure to carry out cargo handling

or other work normally done in port by skilled and qualified dockworkers.

The agreement provides a number of concrete benefits for IBF members that will not be available to other companies covered by ITF acceptable agreements, let alone for those without any such agreements. The maximum percentage of the total wage package that can, by local agreement, be allocated to social educational or training benefits for seafarers is increased from 10 to 15 percent; a new shipboard disputes procedure to resolve problems that arise for IBF members' ships has been established; and the ITF will issue a "Green Certificate" to IBF members and will ensure that its worldwide network of inspectors concentrate most of their attention on non-IBF ships.

The ITF also has agreed that 5 percent of the contributions made by IBF members to its Seafarers' International Welfare Assistance and Protection Fund will be paid



Participating in the negotiations are (from left) Paddy Crumlin, president of the Maritime Union of Australia; Brian Orrell, chairman of the ITF Seafarers' Section; Stephen Cotton, secretary general of the ITF Special Seafarers' Department; David Heindel, vice chairman of the Seafarers' Section and secretary-treasurer of the SIU; and David Cockroft, ITF general secretary.

into a special account jointly administered by the ITF and the JNG and that will be used exclusively for mariners employed on the ships covered by the IBF agreement to provide benefits such as on-board welfare facilities, crew communications and assistance or for crew members' families.

"This is a unique step forward

in establishing minimum conditions in what has become the world's first global industry," said ITF General Secretary David Cockroft. "Following long and intense negotiations, the result is a win-win situation. The seafarers covered by the agreement will have better social and health benefits as well as better wages, and the national ITF affiliates will have more flexibility to negotiate conditions which match local circumstances."

Seafarers' Section Chair Brian Orrell, who led the ITF negotiating team, said "We have achieved a major change in the way this industry operates. For the companies which are members of the IBF, there is an atmosphere of trust and confidence which allows us to concentrate the attention of our inspectors on bad ship operators who make money by employing seafarers under sub-standard conditions and often then abandoning them."

The JNG, which includes the International Maritime Employers' Committee and the International Mariners Management Committee of Japan also welcomed the result.

## SIU Crew Members Honored During AOTOS Ceremony

Four SIU crews are recent recipients of United Seamen's Service (USS) "Honored Seafarers Awards." The honors were bestowed on the mariners Nov. 7 during the 34<sup>th</sup> annual Admiral of the Ocean Sea Awards (AOTOS) in New York.

More than 800 industry leaders, including SIU President Michael Sacco, attended the outing that has been dubbed the maritime industry's most prestigious honor. The event took the form of a dinner and dance and held at the Sheraton New York Hotel and Towers.

Receiving recognition were SIU members who on specific dates were aboard Pacific Marine's *Faust*, Matson's *Mokihana*, InterOcean Uglund Management's *Northern Lights* and the Military Sealift Command's *USNS Concord*. The crews from the *Faust*, *Mokihana* and *Concord* were recognized for heroism during rescues at sea while those aboard the *Northern Lights* garnered laurels for bravery in the performance of their duties during Operation Iraqi Freedom.

The *Faust* on Dec. 7, 2002 saved five passengers, including a 15-year-old boy, who were aboard a 54-foot fishing boat off the coast of Hampton, Va.

On July 19, 2002, the crew and officers on the *Mokihana* rescued six Japanese fishermen off Wake Island in the Pacific Ocean.

The crew and officers from the *Northern Lights*, from March 20-22, were on a Military Sealift Command charter in support of Operation Iraqi Freedom in the port of Kuwait. The vessel's crew included 26 civilian mariners plus a 12-man security detachment of U.S. Marines. Secured in an area at high risk for terrorist and SCUD-NBC missile attacks with an ammonia plant and a chlorine plant at either end of the terminal, the crew and port workers and Marines were subject to 12 SCUD alerts and one SCUD attack that

occurred without warning. The impact of this attack rocked the ship at its moorings.

On several occasions, SCUD alerts came while crew members were performing duties that could not be immediately abandoned without risk of damage to the ship. At these times the crew continued with the work at hand until the vessel was secure, despite the obvious risk to their personal safety. Through the entire ordeal no one complained of fatigue or danger. The ship also provided shelter, food and hospitality for hundreds of military personnel in the area.

The crew and officers from the combat stores ship *Concord* on June 24 rescued 27 mariners from the Egyptian-flagged cargo ship *Green Glory* off the coast of Oman. The *Green Glory* was half submerged and rolling heavily from side to side—the result of an engine fire—when the *Concord* arrived at its location.

In addition to the foregoing honors for mariners, several other awards were presented.

The USS 2003 Admiral of the Ocean Sea Award was given to Chuck Raymond, chairman, president and CEO of SIU-contracted Horizon Lines, the largest American-flag liner service ocean carrier and Jones Act trade transportation provider. Horizon is the renamed CSX Lines, which descended from Sea-Land Service.

A Special AOTOS award was presented to the U.S. Military Traffic Management Command (MTMC) for its extraordinary role in the nation's ability to project and sustain combat power that enabled freedom for the Iraqi people. Much of the success of the operations, in both Iraq and Afghanistan, has been attributed to the bonds that MTMC has forged with the industry. U.S. Army Maj. Gen. Ann Dunwoody, MTMC commander, accepted the award on behalf of MTMC.



AOTOS award recipients U.S. Army Maj. Gen. Ann Dunwoody, MTMC commander, and Chuck Raymond, chairman, president and CEO of SIU-contracted Horizon Lines, are flanked by U.S. Maritime Administrator Capt. Bill Schubert (left) and U.S. Gen. John W. Handy, commander, U.S. Transportation Command.

## Houston Hall Gets an Overhaul

Over the past couple months, the SIU hall in Houston has been given a face lift. The interior of the facility has been scrubbed clean and given a fresh coat of paint. New, comfortable seating has been installed with a partitioned section for those wishing to watch TV. Additionally a new, large counter has been put in place to more efficiently help the membership interact with the port officials.



# Getting Out on the Great Lakes



DEU Mike LaFoille stands on the deck of American Steamship Co.'s *Buffalo* at the CSX dock in Toledo, Ohio.



Wiper Ronald Hackensmith  
*Presque Isle*, in Gary, Ind.



Bosun Herbert Schiller  
*J.A.W. Iglehart*



Left: Oiler Eugene Hayes  
*J.A.W. Iglehart*



AB John Stolberg  
*J.A.W. Iglehart*



AB Trevor Robinson  
*Paul H. Townsend*



Steward Daniel Dillabough  
*Paul H. Townsend*



Justin Vonsprecken  
*J.A.W. Iglehart*



Algonac Port  
Agent Todd Brdak  
(right) reviews the  
crew list of the  
*Mackinac Express*  
as Captain Paul  
Allers pilots the  
vessel.

## BECK NOTICE

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

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

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

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

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

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

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

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

**4. Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2002 calendar year, the fee cost associated with this representation amounts to 69.71 percent of the dues amount. This means that the agency fee based upon the dues would be \$278.84 (two hundred seventy-eight dollars and eighty-four cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2004 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2003 and November 30, 2004 will have this calculation applied to their 2004 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2005, your objection must be received by December 1, 2004.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2002.

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

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

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

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

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

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

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

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

Sincerely,  
David Heindel, Secretary-Treasurer



# 'We Stand on the Shoulders of Giants'

## Recertification Course Proves Worthwhile for Bosuns

Six seasoned Seafarers last month became the union's newest recertified bosuns, following their completion of the month-long class at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Addressing fellow members and SIU officials at last month's membership meeting in Piney Point, the bosuns offered strong support for their union—along with even stronger encouragement to the unlicensed apprentices at the school.

Graduating from the Paul Hall Center's top deck-department curriculum were **Tony Beasley, Jim Bishop, Samuel Duah, Richard Lewis, Ken Steiner** and **Norman Tourtellot**.

The course itself, like most others at the Paul Hall Center, blends practical training with classroom instruction. The bosuns completed fire fighting and other safety and health training; utilized the school's state-of-the-art crane simulator; and helped apprentices with hands-on training aboard the *Osprey*. They also extensively reviewed the mechanics of contracts, met with SIU headquarters staff to brush up on the workings of the union's communications department and those of the Seafarers Plans, and examined various international maritime conventions.



Norman Tourtellot said he found the recertification course very worthwhile.



Pictured after last month's membership meeting in Piney Point, Md. are (from left) Seafarers Plans Deputy Administrator Ambrose Cucinotta, SIU VP Contracts Augie Tellez, Seafarers Plans Administrator Lou Delma, Recertified Bosuns Jim Bishop, Norman Tourtellot, Tony Beasley and Samuel Duah, SIU President Mike Sacco, Recertified Bosun Richard Lewis, SIU Assistant VP Contracts George Tricker, Recertified Bosun Ken Steiner and SIU Secretary-Treasurer David Heindel.

Among other activities, the Seafarers also completed computer training and reviewed various policies and procedures associated with the manpower, recruiting and admissions offices, respectively.

"This course will help us greatly on the ships," said Steiner, a 1979 graduate of the trainee program and a frequent upgrader.

He noted the school's progress and urged the apprentices to be good shipmates and also participate in union activities.

Steiner, a third-generation union member, also took note of the SIU's history. "We all stand on the shoulders of giants—the men and women who came before us and led the way to better shipboard conditions, wages and benefits," he stated. "We owe them a lot. The SIU is the greatest maritime union in the world and will only get better."

Like Steiner, Beasley, whose son is an unlicensed apprentice, also graduated from the entry program in 1979. He found the computer training particularly helpful during the recertification class and credited all of the instructors "always getting better and doing a wonderful job, with patience and commitment."

Beasley added that the SIU

"changed my life by offering school programs for advancement in a field that I really enjoy. I will never give it up!"

He encouraged the apprentices to "work together as a team and do not delay asking questions. Stay involved with ship operations, safety meetings and current events with the SIU."

Yet another 1979 Piney Point graduate, Bishop said he "found the information about union procedures and rules very useful. The trips we made to headquarters and the talks we had with SIU leadership were very enlightening. This is an important side of our union that some members never see, so I am going to do my best to pass along what I have learned."

Duah, who joined the union in 1992 in New Orleans, said that this was his first time upgrading—but it won't be his last.

"I hope everyone comes to the Paul Hall Center and experiences it," he said. "I love this place and I recommend it. The instructors are the best—friendly and good people."

With a nod toward the apprentices, he noted, "There are a lot of opportunities in our organization where you can advance, but you must be willing to apply yourself."

The longest-tenured Seafarer, Lewis, who joined in 1969 in New Orleans, said the union "helped me when I needed help. There were times when I was young that I had no job and no prospect of getting a job. The SIU was a godsend to me. It still is."

Speaking from experience—he has upgraded more than a dozen times—Lewis told the apprentices, "The school is here for you, so take advantage of it. The SIU and Piney Point offer a real chance at a real life. Upgrade as often as you can. There is no limit to how far you can go with the SIU."

He also advised, "If you have

a problem on board the ship, take care of it down below. Stay out of the mate's room. If you can't take care of it on the ship, contact headquarters and they will take care of it. It's their job.

They do it well."

Tourtellot, who signed on with the SIU in 1990 in San Francisco, said he enjoyed "learning how the union works at the highest levels. I will pass what I learned along to my fellow seamen."

He also commended the school's staff and instructors for helping him get the most out of his time in Piney Point.



Richard Lewis (at wheel) and Ken Steiner hone their skills aboard the *Osprey*.



Samuel Duah said that upgrading at the Paul Hall Center is a smart move for all Seafarers.



Several Seafarers including Jim Bishop (sitting) cited computer training as a highlight of the class. Instructor Rich Prucha (standing) offers guidance.



# Chemical Pioneer Crew Upgrades at Piney Point

Thirteen Seafarers who most recently sailed aboard the *Chemical Pioneer* completed safety courses last month at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

For most of the mariners, it marked their first trip to the school.

"It's outstanding," remarked AB **Vladimir Filip**. "It's a beautiful school with nice people and great facilities. Everybody tries to help you. It's everything we need."

The group's curriculums included fire fighting, hazardous materials training, tanker safety, first aid, CPR and other safety training. The mariners also met with SIU officials and with company representatives from U.S. Ship Management, which operates the *Chemical Pioneer*.

Filip—who, like many of his classmates, belonged to the old NMU before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District—said that experiencing the school and meeting with SIU officials reinforced his belief



Above: SIU President Mike Sacco (center) and SIU VP Contracts Augie Tellez (left) discuss some of the key issues affecting the U.S. fleet with crew members from the *Chemical Pioneer*.



Seafarers from the *Chemical Pioneer* who completed safety training last month at the Paul Hall Center included (in alphabetical order) Grant Bazile, Claudell Blakely, Kelvin Cherington, Francis Dover, Vladimir Filip, Edward Fore, Joseph Holloman, Kevin Jones, Donald Melonson, Carl Motley, Leonel Rivas, Joseph Sam and Larry Sambo.

that the merger was a smart move.

"I think it should have been done 20 years ago," he stated. "We're a better union now and much stronger. We have unbelievable leadership under SIU, very truthful and very forward."

Joining Filip in completing the safety training at the Paul Hall Center were **Grant Bazile, Claudell Blakely, Kelvin Cherington, Francis Dover, Edward Fore, Joseph Holloman, Kevin Jones, Donald**

**Melonson, Carl Motley, Leonel Rivas, Joseph Sam and Larry Sambo.**



Above and at right: Training at the Joseph Sacco Fire Fighting and Safety School, students benefit from hands-on instruction.



## Monthly Membership Meetings Keep Seafarers Informed

Attending monthly membership meetings, which are held in each SIU hall around the country, is one way to keep track of all the news affecting the lives and livelihoods of Seafarers.

The meetings are a forum to keep SIU members abreast of any and all issues of importance to them.

Below is the schedule of meetings for 2004. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

### Membership Meetings in 2004

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

\*Piney Point changes created by Independence Day and Labor Day holidays; Baltimore, Norfolk, Jacksonville and San Juan changes created by Veterans' Day holiday; Wilmington changes created by Martin Luther King's birthday, Presidents Day and Paul Hall's birthday holidays; and Guam change created by Thanksgiving Day holiday.





# Seafarers at Sea and Ashore . . .



Realizing the importance of a solid education, Unlicensed Apprentice Matthew Whitmore (center) studied for his GED at the Paul Hall Center, and his hard work paid off. At the November monthly membership meeting in Piney Point, Md., Whitmore is congratulated by SIU President Michael Sacco (left) and VP Contracts Augie Tellez for completing his studies.



This was voyage 001 for Matson's newly christened *Manukai*, and members of the steward department are thrilled to work in a brand new galley with shining equipment. From the left are Chief Cook Richard Walker, Recertified Steward Carl Poggioli and Assistant Cook Mary Lou Lopez.



Carrying on a proud family tradition is Tony Beasley Jr. (left), who is in phase 1 of the unlicensed apprentice program at the Paul Hall Center. He recently was present at the school when his father, Tony Sr., graduated from the bosun recertification training course.



Left: Recertified Bosun Dirk W. Adams takes time to teach two SIU unlicensed apprentices from class #642 how to splice an eye on a mooring line aboard the *Sealand Innovator*. From the left are Adams, UA John Selman, UA Will Tuer and AB Nasir Isa.



Ian T. Allison (left), a retired Seafarer and CEO of the North Bay Chapter of the American Merchant Marine Veterans, recently met with Congressman Bob Filner (D-Calif.) to discuss the Merchant Marine's "Just Compensation" bill. Cong. Filner is currently the second-ranking Democrat on the House Committee on Veterans Affairs—and pledged to help the merchant marine veterans in obtaining compensation for the equal opportunities denied to them for many years.

## . . . and Aboard the Great Land

The RO/RO *Great Land* has been chartered by Matson Navigation Co. to speed up the flow of vehicles from the West Coast to Hawaii. With a capacity of 950

automobiles and 100 containers on chassis, the vessel runs a regular triangle between Oakland, Calif. and the Hawaiian ports of Honolulu and Kahului.



OMU James Donohue checks the compressor.



Right: Ali Monassar is an SA aboard the *Great Land*.



AB Peter Bean stands gangway watch.



Sougeeing the console is Wiper Omar Almaklani.

Left: SIU Rep Archie Ware (right) meets with Tim Fitzgerald, the *Great Land's* bosun.



In the *Great Land's* engine department are Electrician Azeem Modak and 3<sup>rd</sup> A/E Michael Okley.



Bosun Tim Fitzgerald (left) and his chief mate inventory paint aboard the RO/RO ship.



It's breakfast time aboard the *Great Land*. Above, Chief Cook Mose Peacock flips some pancakes while, at right, Steward/Baker Jill Prescott scrambles up the eggs.



# CIVMAR News

## Flexible Spending Accounts

A Flexible Spending Account (FSA) is a new benefit that allows federal workers to set aside pre-tax money from their paychecks to pay for certain eligible expenses—namely, non-reimbursable health care costs or dependent care.

There are two types of FSAs. One is a Health Care Flexible Spending Account, and it covers eligible health care expenses not reimbursed by any medical, dental or vision care plan the employee or his dependents may visit.

The other FSA is known as a

Dependent Care Flexible Spending Account. It covers eligible dependent care expenses incurred so an employee can work (such as child care); or if the employee is married, so the worker and spouse can work; or an employee's spouse can look for work or attend school full-time.

Eligible employees may participate in either, or both, of the FSAs.

The most that may be earmarked for non-insured health costs is \$3,000, while the maximum for dependent care is \$5,000—or half that amount for a married worker who files a sep-

arate tax return.

Much more information is available online at:

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

or by calling toll-free at 877-FSA-FEDS.

## 'Open Season'

Mariners working for the National Oceanic and Atmospheric Administration (NOAA), the Army Corp of Engineers and the Military Sealift Command (MSC) have a chance to review their health benefit coverage and change to a new provider. The "open season" runs through Dec. 8, 2003.

The effective date of the open season change is the first day of the first full pay period in January 2004.

According to some estimates, health insurance premiums will increase by an average of 10.6 percent next year for federal workers and retirees. Retirees also face an increase of 13.5 percent for their Medicare "Part B" premium, which covers doctor services, outpatient care and medical equipment.

The Office of Personnel Management web site contains a great deal of information to help make this very important decision. It can be found at:

<http://www.opm.gov/insure/04/in dex.asp>

## TSP Update

The Thrift Savings Plan is a retirement savings plan both for civilians employed by the U.S. government and for members of the uniformed services. In 2004, federal workers in the Federal Employees Retirement System may contribute as much as 14 percent of their base pay, while those in the Civil Service Retirement System may put in as much as 9 percent. Also, the tax-deferral limit increases next year to \$13,000 (a \$1,000 increase).

## Notice 75-Day Rule Change

New participants in the Seafarers Health and Benefits Plan who have acquired 75 days' covered employment between January 1 and June 30 of a calendar year will be eligible for medical and prescription coverage during July 1 through December 31 of that year.

New participants acquiring their 75 days after July 1, but before December 31 during that calendar year, will be eligible for medical and prescription benefits for the remainder of that calendar year plus the following year.

With the exception of prescriptions, all new participants covered under the 75-day rule will need 1 day in the last six months prior to the date of any claim in order to receive medical benefits in the following year.

## Extension of MSP Included in Defense Bill

*Continued from page 3*

United States and are enrolled in DOD's Emergency Preparedness Program to ensure that such vessels and associated worldwide intermodal transportation and management assets are incorporated into DOD sealift plans and programs, and are immediately available to meet military sealift requirements. Without the MSP the cost to DOD would be substantial—approximately \$800 million annually would be required by DOD to provide similar sealift and related system capacity on its own for the rapid and sustained deployment

of military vehicles, ammunition and other equipment and material."

A year ago, the head of the United States Transportation Command (TRANSCOM) urged Congress to reauthorize the MSP. U.S. Gen. John W. Handy told Congress, "I wholeheartedly support reauthorization of MSP beyond expiration of the current authority on September 30, 2005. The MSP is a vital element of our military's strategic sealift and global response capability. As we look at operations on multiple fronts in support of the war on terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenarios. That makes MSP reauthorization even more important as we look toward the future."

The need to maintain a strong U.S. Merchant Marine—a goal greatly aided by the MSP—again was evident during the combat phase of Operation Iraqi Freedom, when U.S. crews sailed into harm's way to deliver vital materiel to American and allied troops. At least 3,000 civilian mariners—

including more than 2,000 SIU members—mobilized for the war. SIU members crewed more than 100 vessels that delivered the troops, tanks, fuel and other materiel that helped coalition forces achieve swift and decisive victory in removing Iraqi dictator Saddam Hussein's regime.

Vice Admiral David Brewer, commander of the U.S. Military Sealift Command (MSC) and another proponent of the MSP, stated, "The U.S. Merchant Mariner has played a vital role in support of Operation Iraqi Freedom. Most of the tanks, Army helicopters, trucks and vital ground equipment were delivered via ships manned by these great Americans. Operation Iraqi Freedom would not have happened without them."

Another strong supporter of the MSP, U.S. Maritime Administrator Capt. William Schubert, described the merchant marine's performance in Operation Iraqi Freedom as "the most impressive sealift in history. The men and women of the U.S. Merchant Marine have performed superbly and have once again made us proud."

## IMPORTANT NOTICE

### SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

#### HEALTH CARE CONTINUATION

Under federal law, a participant and his or her dependents have the right to elect to continue their Plan coverage in the event that they lose their eligibility. This right is granted by the Consolidated Omnibus Budget Reconciliation Act, better known as "COBRA." The COBRA law allows a participant and his or her dependents to temporarily extend their benefits at group rates in certain circumstances where coverage under the Plan would otherwise end.

A participant and his or her dependents have a right to choose this continuation coverage if they lose their Plan coverage because the participant failed to meet the Plan's seafarers requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

The participant's dependents may also elect continuation coverage if they lose coverage under the Plan as the result of the participant's (1) death; (2) divorce; or (3) Medicare eligibility. A child can also elect COBRA if as the result of his or her age, he or she is no longer a dependent under the Plan rules.

If a member and his or her dependents feel that they may qualify, or if they would like more information concerning these rights, they should contact the Plan office at 5201 Auth Way, Camp Springs, MD 20746. Since there are important deadlines that apply to COBRA, please contact the Plan as soon as possible to receive a full explanation of the participant's rights and his or her dependents' rights.

## Apply Now for College Scholarship; Deadline Is April 15, 2004

Please send me the 2004 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

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

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

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

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

This application is for:  Self  Dependent

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

12/03

Tuition costs at the nation's public colleges rose more rapidly last year than at any time in the past three decades, according to a report recently issued by the College Board. Add room and board to that figure, and the average student now pays \$10,636 to attend a public university in his or her own state—and about \$26,854 to attend a private university.

What's a student to do? Financial aid is not easy to get, and any loans secured must be paid back, often with interest.

As in past years, the Seafarers Health and Benefits Plan is offering eight scholarships to Seafarers, their spouses and dependent children to offset some of the costs.

Three of the scholarships for 2004 are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or voca-

tional school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

The deadline for submitting the application and other required paperwork is April 15, 2004. That leaves four months from now in which to send away for the program booklet and start working on collecting the items needed for inclusion with the application (such as transcripts, certificates of graduation, letters of recommendation, a photograph and certified copy of birth certificate). Applicants should also arrange to take either the SAT or ACT no later than February 2004 in order to ensure the results reach the selection committee in time to be evaluated.

Anyone who truly wants to continue his or her education beyond the high school level should be able to do so—and the Seafarers Health and Benefits Plan is trying to help. Apply now!

# 2004 Paul Hall Center Course Guide

Since opening in 1967, the Paul Hall Center for Maritime Training and Education constantly has been progressive, forward-thinking – and busy. On average, about 4,000 students take courses at the Piney Point, Md. facility each year. From 1972 through October of 2003, some 123,551 people trained at the Paul Hall Center.

The year 2004 promises to be typically full of activity for the school, which is a leading provider of vocational training for U.S. Merchant Mariners. The Paul Hall Center also offers academic support, including degree programs and college-credit recommendations.

In short, the Paul Hall Center's training tools, staff and environment are second-to-none.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings. Schedules also are available on the web site [www.seafarers.org](http://www.seafarers.org), in the Paul Hall Center section.

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

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

## DECK

### Ratings Forming Part of a Navigational Watch/Able Seaman

Applicants completing our Ratings Forming Part of a Navigational Watch/Able Seaman program satisfy: (1) the training, sea-going service, and assessment requirements of 46 CFR 12.05-3(c) and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written examination requirements of 46 CFR 12.05-9 for the "Deck General & Navigation General" and "Deck Safety & Rules of the Road" exam modules for any Able Seaman endorsement and the practical (knot tying) examination requirements of 46 CFR 12.05-9 for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05, including sea service, are also met.

The course consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

*Prerequisites: Sea service, Water Survival (Lifeboatman), STOS*

*Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OIC of the navigational watch, or a qualified rating (STCW)*

*Limited: 18 months' service on deck, 2 months' sea service under the supervision of the Master, OIC, or qualified ratings*

*Unlimited: 3 years' deck, 2 months' sea service under the supervision of the Master or OIC*

### Bridge Resource Management

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section BVIII/ 2, Part 3-1 of



the STCW Code.

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

*Prerequisites: Radar Unlimited, ARPA, License of 200 Gross Tons or greater OR seeking an original third mate or limited license*

### Bridge Resource Management (1600 Tons or less)

Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

*Prerequisites: Radar Unlimited, ARPA, License of 200 gross tons or greater OR in the process of getting license*

### Celestial Navigation

Applicants completing our 126-hour Celestial Navigation course with a passing grade of at least 80% satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-1A; OICNW-1-1B; OICNW-1-1C; OICNW-1-1D; OICNW-1-1E and OICNW-1-1F.

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

*Prerequisites: ARPA, Radar Observer, Scientific calculator skill, time/speed/distance formula*

### Crisis Management & Human Behavior

Applicants completing our 7-hour Crisis Management & Human Behavior course satisfy: (1) the Crisis Management & Human Behavior training requirements of Table A-V/2 and Paragraph 5 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships;—AND—(2) the Passenger Safety training requirements of Paragraph 4 of Section A-V/2 of the STCW Code for Passenger Ships Other Than RO/RO Passenger Ships.

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

*Prerequisites: No additional*

### Crowd Management

Applicants completing our 4-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than RO/RO Passenger Vessels.

This course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating of the use of personal life-saving devices.

*Prerequisites: No additional*

### Electronic Chart Display Information Systems (ECDIS)

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

The course provides training in the basic theory and use of electronic chart display and information systems (ECDIS) for those who will be in charge of a navigational watch on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth.

*Prerequisites: General Admission requirements; ARPA certificate; Radar certificate; Terrestrial Navigation training for license preparation; USCG-approved STCW Basic Safety Training course*

### Fast Rescue Boat

Applicants completing our 30-hour Fast Rescue Boat course satisfy the requirements of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats.

*Prerequisites: Basic Safety, Survival Craft and Rescue Boats other than fast rescue boats*

### Fundamental Concepts of Navigation

Applicants completing our 70-hour Fundamental Concepts of Navigation course and who presents our Certificate of Training at a Regional Exam Center WITHIN 5 YEARS of the completion of training, receive 20 days' sea service credit that may be used—ONLY—for the following: (1) Any license restricted to service upon vessels of not more than 200 gross

tons (domestic); OR (2) Any license restricted to service upon inland or Great Lakes waters; OR (3) Any Able Seaman endorsement PROVIDED that the applicant has at least 6 months of actual sea service that can be credited toward an Able Seaman endorsement.

*Prerequisites: 120 days of sea time as an AB*

### Global Maritime Distress & Safety System (GMDSS)

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75% satisfy the GMDSS training requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code.

Applicants for this 70-hour course must hold a 200-ton or great license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

*Prerequisites: 1 year experience as a member of navigational watch on the bridge of an ocean going vessel OR licensed radio officer or engineer*

### Government Vessels

This 3-week class is open to Seafarers sailing in any department. The course is structured as three 1-week, stand-alone modules. The modules may be taken in any order.

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

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

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

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

*Prerequisites: No additional*

### Radar Observer (Unlimited)

Applicants completing our 5-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

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

*Prerequisites: (Navigation exercises assume background in chart work and coastal navigation)*

### Radar Observer Recertification

Applicants completing our 1-Day Radar Observer Recertification course satisfy the

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requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

*Prerequisites: No additional*

## Radar Observer Refresher

Applicants completing our 3-Day Radar Observer Refresher course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

*Prerequisites: Radar Observer*

## ARPA

Applicants completing our 32-hour Automatic Radar Plotting Aids (ARPA) course, including successful demonstration of all practical assessments, satisfy the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1). The practical assessments conducted in this course are equivalent to the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-3-2A; OICNW-3-2B; OICNW-3-2C; OICNW-3-2D; OICNW-3-2E; OICNW-3-2F; OICNW- 3-2G; OICNW-3-2H; OICNW-3-2I; OICNW-3-2J; OICNW-3-2K; OICNW-3-2L; and OICNW-3- 2M. (Navigation exercises assume background in chart work and coastal navigation.)

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

*Prerequisites: Radar Observer*

## Medical Care Provider

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within 5 years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

*Prerequisite: Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or equivalent certification issued through a similar authorizing agency*

*Prerequisites: CPR for the Professional Rescuer*

## Officer in Charge of a Navigational Watch (Including Sea Service)

Applicants completing our entire Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watch-keeping duties under the supervision of the master or a qualified officer. Applicants must have previously completed our entire "Unlicensed Apprentice Program," and sea service awarded for completion of the "Unlicensed Apprentice Program" may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment requirements of 46 CFR 10.910 and Section AII/ 1 and Table A-II/1

of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

*Prerequisites: ARPA, Basic/Adv. Fire Fighting, BRM, Celestial Nav. First Aid, GMDSS, Medical First aid Provider, Proficiency in Survival Craft or Water Survival, Radar Observer, Tanker Familiarization, Visual Communication, BST, sea time for 3rd Mate and OICNW*

## Oil Spill Prevention and Containment

This 1-week course consists of classroom and practical training exercises. Topics include oil types and petroleum products' behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents, suction equipment, skimmers, and their proper use; and small boat operations. Students also receive instruction in spill containment booms, boom towing configurations, and anchoring operations.

*Prerequisites: No additional prerequisites*

## Hazmat Recertification

This 1-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, reviews of toxology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

*Prerequisite: 24- or 40-hour Hazardous Materials (HAZMAT) courses*

## Personal Safety & Social Responsibilities

Applicants completing our 4-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of 46 CFR 10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

*Prerequisites: No additional*

## Personal Survival Techniques

Applicants completing our 12-hour Personal Survival Techniques course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1).

*Prerequisites: No additional*

## Proficiency in Survival Craft/ Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx);—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 10.205(l)(1).

This course helps students develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

*Prerequisites: No additional*

## Specially Trained Ordinary Seaman (STOS)

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and

presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements for service as a Specially Trained Ordinary Seaman AND the training and assessment requirements of Table A-II/4 of the STCW Code, "Specification of Minimum Standard of Competence for Ratings Forming Part of a Navigational Watch," and 46 CFR 12.05- 3(c) PROVIDED they also present evidence of at least 6 months sea-going service performing navigational watchkeeping functions under the supervision of the Master or officer in charge of the navigational watch. If the applicant does not present evidence of 6 months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for 1 year and may not be renewed.

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

*Prerequisites: UA Program Phases 1 and 2*

## Tank Barge Dangerous Liquids

Applicants completing our 38-hour Tank Barge Dangerous Liquids Course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements of 46 CFR 13.309 for an endorsement as Tankerman-PIC (Barge).

*Prerequisites: Present evidence of service in accordance with 46 CFR 13.303. Fire Fighting may be taken simultaneously with the course*

## Tank Ship Dangerous Liquids

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d) (1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement.

*Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (SHLSS "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR SHLSS Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course*

## Tank Ship Dangerous Liquids (Simulator)

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115 (b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement;—AND—receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND—(2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3).

*Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (SHLSS "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR SHLSS Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course*

## Tank Ship Familiarization (Dangerous Liquids)

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant DL.

This course meets the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide students with the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

*Prerequisites: Fire Fighting*

## Tank Ship Familiarization (Liquefied Gases)

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant (LG);—AND—(2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code.

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

*Prerequisites: Advanced Fire Fighting*

## Visual Communications (Flashing Light)

Applicants completing our 1-day Visual Communications course with a minimum score of 80% will: (1) Satisfy the practical signaling examination requirements (flashing light) of 46 CFR 10.401(h) IF presented WITHIN 1 YEAR of the completion of training;—AND—(2) Be considered to have successfully demonstrated the competence "Transmit and Receive Information by Visual Signaling" of Table A-II/1 of the STCW Code.

*Prerequisites: No additional*

# ENGINE

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigeration/Containers, students must have successfully completed Basic Marine Electrician and Refrigeration System Maintenance and Operations.

## FOWT

Applicants completing both QMED Motor and QMED Basic Steam Plant Operations will meet the requirements for endorsement as FOWT.

*Prerequisite: No additional*

## QMED - Motor

Applicants completing BOTH our 140-hour Engine Utility and 203-hour Qualified Member of the Engineering Department (QMED), Oiler/Motor courses, and presenting our Certificate of Training at a Regional Exam Center, will: a) Satisfy the requirements of 46 CFR 12.15-7 (b)(2) and receive credit for one half of the sea service needed for a QMED Oiler endorsement provided they also present evidence of acquiring at least 90 days' engine room service required during the interval between these two courses; AND; b) Satisfy the training requirements of 46 CFR 12.15-3(e) and Section A-III/4 and Table A-III/4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code, Specification of Minimum Standard of Competence for Ratings Forming Part of an Engineering Watch, for service on vessels without propulsion steam boilers, AND, c) If presented WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) and Oiler (87XXX) examination modules.

*Prerequisites: Engine Utility*

## Basic Steam Plant Operations

Applicants completing our 70-hour Basic Steam Plant Operations course and who presents our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX), Fireman-Watertender (86XXX), and Oiler (87XXX) examination modules, PROVIDED they have also completed our 140-hour Basic Auxiliary Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is equivalent to the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1S, RFPEW-1-1T, RFPEW-1-1U, RFPEW-1-5A, RFPEW-2-1A, RFPEW-2-1B, RFPEW-2-1C, RFPEW-2-1D, and RFPEW-2-1E.

*Prerequisites: Same as FOWT program and Basic Auxiliary Plant Operations*

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## 203-Hour Auxiliary Plant Maintenance

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

*Prerequisites: Basic Safety, Recommendation, Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea and equivalent sea service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating*

## Basic Auxiliary Plant Operation

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) examination module, PROVIDED they have also completed either our 63-hour Basic Motor Plant Operations course and/or our 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is the equivalent of the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1A, RFPEW-1-1B, RFPEW-1-1C, RFPEW-1-1D, RFPEW-1-1E, RFPEW-1-1F, RFPEW-1-1G, RFPEW-1-1H, RFPEW-1-1I, RFPEW-1-1J, RFPEW-1-1K, RFPEW-1-1L, RFPEW-1-1M, RFPEW-1-1P, RFPEW-1-1R, RFPEW-1-1V, RFPEW-1-3A, RFPEW-1-4A, RFPEW-1-5A, RFPEW-3-1A, RFPEW-3-2A, and RFPEW-3-2B.

*Prerequisites: Same as FOWT program*

## Basic Electricity

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

*Prerequisites: Basic Safety, Recommendation, Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea and equivalent sea service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating*

## Basic Motor Plant Operations

Applicants completing our 63-hour Basic Motor Plant Operations course and who presents our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) and Oiler (87XXX) examination modules, PROVIDED they have also completed our 140-hour Basic Auxiliary Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is equivalent of the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1A, RFPEW-1-1B, RFPEW-1-1D, RFPEW-1-1U, RFPEW-1-2B, and RFPEW-1-5A.

*Prerequisites: Same as FOWT and Basic Auxiliary Plant Operation*

## Basic Propulsion Systems Maintenance

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant

Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

*Prerequisites: Basic Safety, Recommendation, Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea and equivalent sea service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating*

## Basic Refrigeration & HVAC

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

*Prerequisites: Basic Safety, Recommendation, Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea and equivalent sea service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating*

## Engine Utility

Applicants completing BOTH our 140-hour Engine Utility and 203-hour Qualified Member of the Engineering Department (QMED), Oiler/Motor courses, and presenting our Certificate of Training at a Regional Exam Center, will: (1) Satisfy the requirements of 46 CFR 12.15-7 (b)(2) and receive credit for one half of the sea service needed for a QMED Oiler endorsement PROVIDED they also present evidence of acquiring at least 90 days engine room service required during the interval between these two courses;—AND—(2) Satisfy the training requirements of 46 CFR 12.15-3(e) and Section A-III/4 and Table A-III/4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code, Specification of Minimum Standard of Competence for Ratings Forming Part an Engineering Watch, for service on vessels without propulsion steam boilers;—AND—(3) If presented WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) and Oiler (87XXX) examination modules.

*Prerequisites: UA program, Tankerman Assistant (LD), Unlicensed apprentice sea voyage performance evaluations within the Engineering Department as completed by the First Assistant Engineer of at least satisfactory or better*

## Junior Engineer

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

*Prerequisites: Basic Safety, Recommendation, Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea and equivalent sea service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating*

## Machinist

Applicants completing our 102-hour Machinist course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Machinist (85XXX) examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training.

*Prerequisites: STCW certification in all areas of basic safety training, USCG physical standards for QMED OR hold the USCG Oiler Rating endorsement, STCW certificate as a*

*RFPEW, completed QMED Jr. Eng training program, and USCG Jr. Engineer rating.*

## Marine Electrician

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Electrician (85XXX) examination module, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED - Junior Engineer prior to commencing the above training.

*Prerequisites: 6 months QMED*

## Diesel Engine Technology

This 4-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

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

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

*Prerequisites: QMED-Any Rating or equivalent inland experience.*

## Automated Cargo Ops

This course of instruction in the pumpman career track includes classroom and simulator training in all facets of liquid cargo loading and discharge. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

*Prerequisite: QMED-Any Rating Class 3 or QMED Junior Engineer/Pumpman Class 3*

*Recommended: Basic and Intermediate Math and Computer Basic.*

*\*Advanced plant maintenance must be completed for advancement to QMED Class 2.*

## Refrigeration System Maintenance & Operations

Now an elective, this 6-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

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

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

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

*Prerequisites: QMED-Any rating, OR Refrigeration Engineer and Electrician OR equivalent inland experience*

## Refrigerated Containers Advanced Maintenance

This 4-week course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

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

The course is designed to help students develop a systematic approach to troubleshooting, and maintenance procedures.

*Prerequisites: 6-months sea time as Wiper, 6 additional months' sea time in any Engineering Department rating. Must hold a QMED any rating endorsement, or endorsements as Refrigeration Engineer and Electrician, or possess equivalent inland experience.*

## Hydraulics

The curriculum in the 4-week hydraulics course blends practical training with classroom

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

*Prerequisite: QMED-Any Rating*

## Welding

Classroom instruction and on-the-job training compose this 4-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting.

*Prerequisites: No additional*

# SAFETY

## Basic Safety Training - STCW

Applicants completing our 40-hour Basic Safety Training course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(1);—AND—(2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(1)(3);—AND—(4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(1)(4).

*Prerequisites: No additional*

## First Aid & CPR (21-Hour)

Applicants completing our 21-hour First Aid & CPR course satisfy: (1) the Basic Safety - Elementary First Aid training requirements of Section A-VI/1 and Table AVI/1-3 of the STCW Code and 46 CFR 10.205(1)(3);—AND—(2)—IF—presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license.

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

*Prerequisites: No additional*

## First Aid (8-Hour)

Applicants completing our 8-hour Elementary First Aid course and presenting our Certificate of Training at the Regional Exam Center (REC) satisfy: (1) the First Aid training requirements of 46 CFR 10.205(h)(1)(ii) for original issuance of a license;—AND—(2) the Basic Safety - Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(3).

*Prerequisites: No additional*

## Advanced Fire Fighting

Applicants completing our 37-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(1)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training.

Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

*Prerequisites: Basic Fire Fighting*

## Basic Fire Fighting (16-Hour)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—

*Continued on next page*

## 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 the new year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 19	February 13
	March 1	March 26
	April 12	May 7
	May 24	June 18
Automatic Radar Plotting Aids * (ARPA) (*must have radar unlimited)	February 9	February 13
	March 8	March 12
Celestial Navigation	January 12	February 5
	March 29	April 23
GMDSS (Simulator)	January 5	January 16
	March 1	March 12
Lifeboatman/Water Survival	January 5	January 16
	February 16	February 27
	March 29	April 9
	May 10	May 21
Navigation Fundamentals	February 9	February 20
	April 26	May 7
Radar	February 23	March 5
	May 10	May 21
Specially Trained Ordinary Seaman (STOS)	February 9	February 20
	April 5	April 16
	May 31	June 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 December 8, 2003.

### Recertification

Steward	February 9	March 8
Bosun	(to be announced)	

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Engine Utility (EU)	January 26	February 20
	March 22	April 16
	May 17	June 11
FOWT	January 19	March 12
Marine Electrician	May 10	July 2
QMED - Jr. Engineer	January 12	April 2
Refrigeration	April 12	May 21
Welding	January 5	January 23
	February 2	February 20
	March 29	April 16

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	January 26	February 6
	February 23	March 5
	April 19	April 30
Basic Safety Training (BST)	January 5	January 9
	February 9	February 13
	February 16	February 20
	March 15	March 19
	March 29	April 2
	April 19	April 23
Fast Rescue Boat	May 10	May 14
	May 24	May 28
	May 3	May 7
	June 7	June 11
Government Vessels	February 23	March 12
	March 22	April 9
	April 5	April 23
	May 17	June 4
Medical Care Provider	February 9	February 13
	March 8	March 12
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 9	February 20
	March 29	April 9
	May 17	May 28
Tankerman (PIC) Barge* (*must have basic fire fighting)	January 12	January 16
	March 15	March 19

### Academic Department Courses

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

## Course Guide

Continued from page 13

AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

Prerequisites: No additional prerequisites

### Basic Fire Fighting (30-Hour)

Applicants completing our 30-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

Prerequisites: No additional prerequisites

### Combined Basic & Advanced Fire Fighting

Applicants completing our 32-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/ 3 of the

STCW Code and 46 CFR 10.205(1)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

Prerequisites: No additional prerequisites

## CULINARY

### Galley Operations

The course consists of two, 2-week modules (totaling 4 weeks). Each module is 35 hours with additional time participating in the school's galley operations.

Prerequisites: SHLSS UA Program and 240 days' sea time OR 365 days' sea time as an SA.

### Certified Chief Cook

This course consists of six, 2-week stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module.

Prerequisites: Galley Operations and 180 days' sea time

### Advanced Galley Operations

This course consists of four 1-week modules (totaling 4 weeks).

Prerequisites: SHLSS Certified Chief Cook and 180 days' sea time

### Chief Steward

This is a 12-week class.

Prerequisites: SHLSS Advanced Galley Operations and 180 days' sea time.



# Dispatchers' Report for Deep Sea

OCTOBER 16—NOVEMBER 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	3	1	0	2	0	0	1	2	3
Baltimore	6	9	1	2	5	2	4	7	10	1
Guam	2	5	1	1	3	1	0	2	7	4
Honolulu	7	7	0	3	3	1	1	14	10	2
Houston	19	22	19	16	13	6	13	40	24	36
Jacksonville	31	25	15	19	21	10	21	61	41	20
Joliet	0	2	0	0	1	0	0	0	1	0
Mobile	12	10	3	8	7	1	5	18	14	5
New Orleans	14	15	19	13	12	4	12	31	25	29
New York	28	18	19	23	12	7	14	44	36	27
Norfolk	13	15	5	12	14	4	6	24	26	10
Philadelphia	2	3	1	5	3	1	0	7	2	3
Piney Point	3	2	1	1	10	2	1	3	4	2
Puerto Rico	9	11	2	3	4	0	6	12	18	2
San Francisco	21	11	3	13	9	0	6	37	17	8
St. Louis	1	1	3	0	0	5	1	4	4	4
Tacoma	35	22	18	23	18	9	16	55	32	32
Wilmington	27	29	7	20	11	1	11	36	38	25
<b>Totals</b>	<b>231</b>	<b>210</b>	<b>118</b>	<b>162</b>	<b>148</b>	<b>54</b>	<b>117</b>	<b>396</b>	<b>311</b>	<b>213</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	0	0	1	0	0	0	0	1
Baltimore	3	2	0	5	2	1	2	8	3	1
Guam	0	2	1	0	0	1	0	2	3	2
Honolulu	4	3	0	3	3	1	2	9	10	2
Houston	11	10	5	7	1	1	2	23	19	18
Jacksonville	18	29	10	22	17	5	9	25	38	12
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	7	6	1	1	2	0	0	15	10	2
New Orleans	3	10	5	6	3	1	6	11	20	10
New York	11	9	8	9	5	5	6	20	16	11
Norfolk	8	12	3	6	8	1	6	13	17	6
Philadelphia	0	3	0	0	3	0	1	6	4	1
Piney Point	6	2	8	4	2	0	1	4	6	11
Puerto Rico	2	4	0	2	0	0	3	5	5	0
San Francisco	19	5	0	10	7	0	9	21	8	1
St. Louis	1	0	1	1	2	0	0	1	2	2
Tacoma	11	14	5	11	9	2	7	21	22	6
Wilmington	4	7	3	3	4	1	2	9	12	11
<b>Totals</b>	<b>108</b>	<b>118</b>	<b>50</b>	<b>90</b>	<b>69</b>	<b>19</b>	<b>56</b>	<b>193</b>	<b>195</b>	<b>97</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	1	1	0	0	1	0	0	1	0
Baltimore	0	3	1	1	3	1	0	4	1	0
Guam	0	1	1	0	0	0	0	1	2	1
Honolulu	8	6	3	3	4	1	1	19	6	3
Houston	11	5	1	13	1	1	10	22	7	1
Jacksonville	14	17	6	12	8	1	3	27	16	7
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	3	5	0	1	6	0	2	6	6	2
New Orleans	4	3	2	6	1	0	5	15	7	3
New York	9	9	4	16	4	0	9	15	14	11
Norfolk	10	9	1	7	8	3	6	15	14	5
Philadelphia	0	0	0	1	0	0	0	3	1	0
Piney Point	2	6	0	2	5	0	1	6	10	0
Puerto Rico	0	2	1	0	1	1	2	0	2	1
San Francisco	19	4	0	17	2	0	6	41	6	1
St. Louis	1	0	0	1	0	0	1	1	1	1
Tacoma	29	4	4	12	3	1	10	39	3	8
Wilmington	16	5	2	15	5	1	8	32	6	2
<b>Totals</b>	<b>126</b>	<b>80</b>	<b>27</b>	<b>107</b>	<b>51</b>	<b>11</b>	<b>64</b>	<b>246</b>	<b>103</b>	<b>46</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	0	0	0	1	0	0	0	1	2
Baltimore	0	2	2	0	2	2	0	0	1	3
Guam	0	2	1	0	1	0	0	0	4	1
Honolulu	6	12	12	4	9	4	0	12	18	16
Houston	3	14	17	4	6	3	0	4	28	38
Jacksonville	4	14	20	2	17	10	0	5	25	39
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	0	7	3	0	5	2	0	0	6	4
New Orleans	1	7	6	1	6	0	0	1	10	16
New York	3	27	29	2	10	5	0	4	53	55
Norfolk	0	10	14	1	10	1	0	0	12	20
Philadelphia	0	2	0	0	0	1	0	1	2	0
Piney Point	0	5	24	0	12	15	0	0	9	24
Puerto Rico	1	2	2	2	0	0	0	1	4	4
San Francisco	0	11	7	3	6	4	0	2	23	14
St. Louis	0	0	2	0	0	0	0	0	1	2
Tacoma	2	27	12	2	9	6	0	6	43	31
Wilmington	2	12	15	1	6	2	0	5	17	29
<b>Totals</b>	<b>22</b>	<b>155</b>	<b>166</b>	<b>22</b>	<b>100</b>	<b>55</b>	<b>0</b>	<b>41</b>	<b>258</b>	<b>298</b>
<b>Totals All Departments</b>	<b>487</b>	<b>563</b>	<b>361</b>	<b>381</b>	<b>368</b>	<b>139</b>	<b>237</b>	<b>876</b>	<b>867</b>	<b>654</b>

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

## January & February 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: January 5, February 2
Algonac	Friday: January 9, February 6
Baltimore	Thursday: January 8, February 5
Boston	Friday: January 9, February 6
Duluth	Wednesday: January 14, February 11
Guam	Thursday: January 22, February 19
Honolulu	Friday: January 16, February 13
Houston	Monday: January 12, February 9
Jacksonville	Thursday: January 8, February 5
Joliet	Thursday: January 15, February 12
Mobile	Wednesday: January 14, February 11
New Bedford	Tuesday: January 20, February 17
New Orleans	Tuesday: January 13, February 10
New York	Tuesday: January 6, February 3
Norfolk	Thursday: January 8, February 5
Philadelphia	Wednesday: January 7, February 4
Port Everglades	Thursday: January 15, February 12
San Francisco	Thursday: January 15, February 12
San Juan	Thursday: January 8, February 5
St. Louis	Friday: January 16, February 13
Tacoma	Friday: January 23, February 20
Wilmington	Tuesday: January 20*, February 17*

\* (changes created by Martin Luther King's birthday and Presidents Day holidays)

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

## Personals

### REX O'CONNOR

Please contact Dolores Marcell at 2362 Crotona Ave., Bronx, NY 10458; or telephone (718) 367-3435.

### FILMMAKER SEEKS WOMEN SAILORS

Documentary filmmaker Maria Brooks is trying to locate women who worked on ships before World War II and in the years directly after the war. She would like to talk with these seafarers about their work and experiences at sea. She also is seeking photographs of women working on ships in the last 60 years.



An unidentified steward, 1928

Brooks' company, Waterfront Soundings Productions, is producing a 60-minute television documentary about the little-known history of women and seafaring in America. The program is called "Shipping Out." When completed, it will be distributed to PBS television stations. Brooks is the producer of "The Men Who Sailed the Liberty Ships."

If you know any seasoned female seafarers, or you are one yourself, please contact Brooks at Waterfront Soundings Productions at 3252 Kempton Ave., Oakland, CA 94611; or telephone (510) 451-9226. Additionally, you may e-mail her at ReindeerQ@aol.com.

## 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 Corgay, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

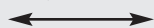
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet 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

### JOLIET

10 East Clinton St., Joliet, IL 60432  
(815) 723-8002

### 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

OCTOBER 16 - NOVEMBER 15, 2003

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	6	0	0	12	1	0	3	23	4	11
Jacksonville	4	4	0	3	2	0	1	18	5	4
New Orleans	2	2	0	2	1	0	1	15	3	11
New York	18	0	1	12	0	1	10	55	11	6
Norfolk	3	0	0	3	0	0	1	3	0	0
Tacoma	1	0	0	2	0	0	1	15	10	5
Wilmington	4	4	1	9	2	1	3	21	9	3
<b>Totals</b>	<b>38</b>	<b>10</b>	<b>2</b>	<b>43</b>	<b>6</b>	<b>2</b>	<b>21</b>	<b>150</b>	<b>42</b>	<b>40</b>
<b>ENGINE DEPARTMENT</b>										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	1	1	0	7	1	0	1	10	2	15
Jacksonville	1	1	1	6	1	0	3	7	6	16
New Orleans	3	0	0	1	0	0	1	8	1	7
New York	2	3	0	2	2	0	2	20	6	13
Norfolk	0	0	0	2	0	0	0	2	0	0
Tacoma	0	0	0	1	0	0	0	9	6	3
Wilmington	3	4	2	4	0	1	1	9	8	1
<b>Totals</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>29</b>	<b>55</b>
<b>STEWARD DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	1	0
Houston	2	0	1	4	1	1	0	7	2	5
Jacksonville	3	0	0	1	0	0	1	11	1	10
New Orleans	1	0	0	2	0	0	0	8	3	3
New York	4	7	0	6	7	0	0	20	8	8
Norfolk	2	0	0	2	0	0	0	5	0	0
Tacoma	0	0	0	0	0	0	0	2	5	1
Wilmington	3	1	0	7	0	0	0	9	4	2
<b>Totals</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>24</b>	<b>29</b>
<b>ENTRY DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Totals All Departments</b>	<b>63</b>	<b>27</b>	<b>6</b>	<b>88</b>	<b>18</b>	<b>4</b>	<b>31</b>	<b>277</b>	<b>95</b>	<b>124</b>

## PIC-FROM-THE-PAST

This photo was sent to the LOG by Vince Patterson of Nashville, Tenn. It is of officers and crew members aboard the SIU-contracted *James E. Howard*, a Liberty ship, taken in Cairo, Egypt in June 1943. The ship was carrying supplies for the invasion of Sicily.

Patterson said the crew members signed articles May 12, 1943 in New Orleans and sailed to Cuba, Trinidad and Capetown, South Africa. Then they sailed up the east coast of Africa to Aden, Yemen and Suez, Egypt, where they unloaded. The ship proceeded through the Suez Canal to Port Said, Sinai and Alexandria and through the Mediterranean Sea, signing off in New York in October of the same year.

Patterson, who joined the SIU in 1942, is the one wearing the tie (second row, center). He sailed in the engine department as a fireman, oiler, deck engineer and engine maintenance. He says, in a note accompanying the photo, that while he loved going to sea, he retired in 1951 to be nearer his wife and children. He worked in the wholesale food business, from which he retired about 12 years ago. He is a member of the Mid South Chapter of the American Merchant Marine Veterans in Hendersonville, Tenn.

In the back row at left is Al Clement, who retired from the SIU, also a member of the engine department. Next to him is Ed Allain, who became an engineer with MEBA. Both are still living in New Orleans, and they and Patterson stay in touch with each other. He has lost track of the other mariners, including deck department member Jimmy Mason (second row, second from left)—“a great guitar player.”

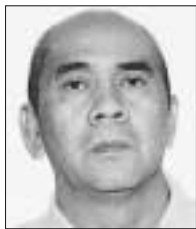
If anyone has a vintage union-related photograph he or she would like to share with the LOG readership, it should be sent to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.







**DEEP SEA**



**JIM ABELLANO**, 55, hails from the Philippines. He started working with the SIU in 1966 in the port of New

York. Brother Abellano's first ship was the *Steel Artisan*. A member of the steward department, he last went to sea aboard the *Sea-Land Patriot*. Brother Abellano resides in Daly City, Calif.

**RALPH BAKER**, 64, joined the Seafarers in 1988 in the port of Baltimore.



Brother Baker first went to sea aboard the *Cpl. Louis J. Hauge Jr.* The Pennsylvania-born mariner shipped in the engine department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Baker is a resident of Uniontown, Pa. He last worked on the *Maersk Tennessee*.

**ROBERT R. WINDER**, 52, began his seafaring career in 1972 in the port of Piney Point, Md. Brother Winder's first voyage was aboard the *National Defender*, a National Transport, Inc. vessel. Born in Mt. Vernon, Ill., he shipped in the deck department. Brother Winder now lives in San Francisco. He last went to sea aboard the *Sea-Land Liberator*.



**ANDRES LAXAMANA**, 65, joined the SIU in 1979 in Honolulu. The steward department member's first

voyage was aboard Delta Steamship Lines' *Santa Maria*. Born in the Philippines, he now resides in San Francisco. Brother Laxamana last went to sea on the *Chief Gadao*, a Matson Navigation vessel.

**INLAND**

**WILLIAM BOLUK**, 62, launched his career with the SIU in 1973 in the port of Philadelphia after serving in the U.S.



Navy. Boatman Boluk initially worked aboard an Interstate Oil Transport Co. vessel. A captain, he enhanced his skills at the Seafarers training school in Piney Point, Md. in 1997. Boatman Boluk was last employed on a Mariner Towing vessel. He was born in New York and now makes his home in Sebastian, Fla.

**HERBERT HERBERT**, 62, hails from Louisiana. He began



his career with the Seafarers in 1979 in New Orleans. Boatman Herbert sailed in the deck department and worked

primarily aboard vessels operated by Crescent Towing and Salvage. The Louisiana native lives in his home state.

**JOHN LeBLEU**, 62, joined the Seafarers in 1963 in Port Arthur, Texas. Boatman LeBleu worked primarily aboard vessels operated by Hvide Marine during his career. Born in Louisiana, he sailed in the engine department. Boatman LeBleu lives in his native state.

**JERRY McGEE**, 64, joined the SIU in 1963 in the port of Houston.



Boatman McGee first worked aboard a Coyle Lines Inc. vessel. The Texas-born mariner shipped in the deck department as a captain. He is a resident of Houston and last worked on a G&H Towing vessel.



**JAMES H. NEUNER**, 63, started his seafaring career in 1993 in St. Louis. Boatman Neuner worked primarily

aboard vessels operated by the Delta Queen Steamboat Co., including the *American Queen* and *Mississippi Queen*. The steward department member upgraded his skills at the Paul Hall Center in 2002 and lives in Paducah, Ky.

**JAMES PRUITT**, 61, was born in Virginia. He



started his career with the Seafarers in 1969 in the port of Baltimore. Boatman Pruitt first worked aboard a Steuart Transportation Co. vessel. He sailed in the deck department as a captain. Boatman Pruitt was a frequent upgrader at the Paul Hall Center. A resident of Crisfield, Md., Boatman Pruitt last worked aboard an Express Marine operated vessel.



**DONNIE WILLIAMS**, 61, started his SIU career in 1966 in the port of Norfolk, Va. Boatman Williams initially

worked aboard a Virginia Pilot Corp. vessel. Born in North Carolina, he shipped in the deck department. Boatman Williams last worked aboard an Allied Towing vessel. He resides in his native state.

**GREAT LAKES**

**LAWRENCE R. KNOPP**, 61, joined the SIU ranks in 1970 in Detroit.



Brother Knopp worked in both the Great Lakes and inland divisions, first sailing on an H&M Lake Transport vessel. Born in Wisconsin, he shipped in the deck department. Brother Knopp makes his home in Marinette, Wis. He last worked aboard a Luedtke Engineering Co. vessel.



**JOHN A. SHASKI JR.**, 57, began working with the SIU in 1967 in Detroit after serving in the U.S. Navy.

Brother Shaski first sailed aboard the *Lemmerhirt*, a Great Lakes Dredge & Dock Co. vessel. A native of Michigan, he sailed in the deck department. Brother Shaski last worked on a Luedtke Engineering Co. vessel. He lives in Sault Ste Marie, Mich.

**ATLANTIC FISHERMEN**

**MICHAEL CALAMO**, 62, began his career with the Atlantic Fishermen's Union in Gloucester, Mass. in 1976. Boatman Calamo shipped in the deck department. He is a resident of Gloucester.

**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	EDP
Baker, Robert	65	Nov. 1
Barker, Richard	62	Oct. 1
Benitez, Enrique	76	Sept. 1
Boudebza, Richard	71	April 1
Branham, Ambler	95	Sept. 1
Butler, Jesse	80	Sept. 1
Canales, Esequiel	81	Sept. 1
Cruz, Antonio	71	April 1
Demickis, John	90	Sept. 1
Elias, Jose	79	Sept. 1
Figueroa, Ramon	78	Sept. 1
Gage, Linwood	77	Sept. 1
Gilbert, David	51	Nov. 1, 2002
Goebel, Henry	81	Sept. 1
Goossens, Leonard	86	Oct. 1
Harrison, Charline	71	April 1
Jones, Leo	63	Sept. 1
Kelly, Emma	72	Sept. 1
Kramer Samuel	65	Sept. 1
Kuntze, Berna	78	Sept. 1
Lawrence, William	85	Sept. 1
Lockhart, William	66	Oct. 1
Mathews, Joseph	92	Sept. 1
Micciolo, Carmen	76	Sept. 1
Richardson, William	72	Oct. 1
Robinson, James	71	April 1
Ryan, Lucille	68	Oct. 1
Sanchez, Francisco	71	Feb. 1
Sari, Earl	76	Sept. 1
Scarafone, Dominic	74	Sept. 1
Silva, Arthur	74	Sept. 1
Simons, Charles	92	Sept. 1
Swasey, Selvin	73	Oct. 1
Tinsley, Cornelius	80	Sept. 1
Valle, Manson	71	Sept. 1
Witt, Edward	75	Sept. 1

*Reprinted from past issues of the Seafarers LOG.*

**1950**

The SIU Atlantic and Gulf District became the first seamen's union to negotiate a company-financed Welfare Plan for its members. This was established in an agreement signed with nine contracted steamship companies on December 28. Although the companies will make all the contributions to the welfare fund, the agreement provides for joint administration by a committee representing the union and the steamship companies.

Under the terms of the contract each company will contribute into a common fund, the sum of 25 cents per day for each man employed aboard its vessels.

**1975**

The SIU-contracted *Overseas Alice* (Maritime Overseas) has been commended by the Military Sealift Command for the "responsiveness and expeditious manner" in which the vessel completed a transfer at sea operation with the *USS Sacramento*. A letter from the company to the captain of the *Overseas Alice* conveyed

an "appreciative well done" from the MSC, and the letter stated that the maneuver "contributed significantly to ongoing Indian Ocean Operations."

**1985**

The SIU-contracted *Baltimore* (Apex Marine) foiled the killer instincts of Hurricane Kate last month when she plucked 10 survivors out of the stormy Atlantic during two separate rescues. The *Baltimore*, an integrated tug/barge, was a day out of St. Croix and headed for New York when the first word of a sailboat's distress was received from the Coast Guard. A 42-foot sailboat, *Taxi*

*Dancer*, had capsized in the 80-knot winds and 30-foot waves generated by Hurricane Kate. Despite the weather, the *Baltimore* saved the five crew members from the sailboat.

While that rescue was under way, the ship received word that nearby another sailboat had been battered by the storm and its five-person crew had abandoned ship. The *Baltimore* reached the site in less than two hours and the rescue took about 80 minutes to complete in the hurricane conditions.

**THIS MONTH  
IN SIU HISTORY**

# 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.

**ENDURANCE** (Maersk Lines), Sept. 14—Chairman **Abdulla R. Alwaseem**, Secretary **Daniel Maxie**, Educational Director **Tesfaye Gebregziabher**, Steward Delegate **Willie Toomer**. Chairman announced payoff Sept. 17 in Long Beach, Calif. He thanked crew members for jobs well done and advised them to read *Seafarers LOG* to keep up with latest union and industry news. Secretary urged Seafarers to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and stressed importance of contributing to SPAD. He thanked everyone for cooperation in keeping ship clean. Educational director reiterated advice about taking advantage of upgrading courses at Paul Hall Center and reminded crew to make sure z-cards and other documents are kept current. No beefs or disputed OT reported. Thanks given to steward department for great job, especially Labor Day cookout.

**EXPLORER** (USSM), Sept. 29—Chairman **George B. Khan**, Secretary **Michael R. Fields**, Educational Director **Mario G. Paquiz**, Engine Delegate **Fadel A. Mohamad**, Steward Delegate **Fernando C. Onativia**. Vessel en route to Los Angeles for payoff Oct. 1. It will then sail to Oakland, Calif. Secretary thanked crew for helping keep ship clean. Educational director reminded crew members about opportunities for upgrading maritime skills at Piney Point facility and noted new hotel has single room accommodations. No beefs or disputed OT reported. Recommendation made for suggestion box to be instituted for menu suggestions. Steward proposed writing menu suggestions on board in mess hall.

**HORIZON CRUSADER** (Horizon Lines), Sept. 15—Chairman **Antonio M. Mercado**, Secretary **Joseph P. Emidy**, Educational Director **Kevin M. Cooper**. Chairman announced payoff Sept. 18 in Jacksonville, Fla. Educational director advised everyone to verify accuracy of vacation pay checks. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing vacation and pension pay and enabling Seafarers to retire at any age with 20 years' seetime. Request made to fix computer. Vote of thanks given to steward department.

**HORIZON ENTERPRISE** (Horizon Lines), Sept. 14—Chairman **Roger J. Reinke**, Secretary **Francesca R. Rose**, Educational Director **Michael J. Wells**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Charles E. Johnson**, Steward Delegate **Alejo A. Fabia Jr.** Chairman said ship expected to arrive Sept. 20 at 8 a.m. in Tacoma, Wash. Payoff to take place after clearing customs and immigration. Everyone asked to remain aboard ship until then. Vessel took on fuel in Kao Hsuing, Taiwan, so there will be no bunkers this trip. Secretary stated captain's room inspection to take place Sept. 17 at 10:20 a.m. New pillows will be issued upon completion of inspection. Everyone asked to return

VCDs and movies to appropriate lockers before arrival in port. Educational director reminded crew members to check dates on shipping documents, including STCW and z-cards, and make sure all are current. He also suggested Seafarers read upgrading course schedule in *LOG* and keep payoff slips, which are needed to apply for vacation checks. No beefs or disputed OT reported. Request made to repair or replace garbage disposal unit. Thanks given to steward department for great meals and keeping inside house clean. Thanks also given to shoregangs of Tacoma and Oakland, Calif. for relieving crew members for their monthly days off and for going out of their way to help. Next ports: Oakland, Honolulu and Guam.

**HORIZON NAVIGATOR** (Horizon Lines), Sept. 14—Chairman **Werner H. Becher**, Secretary **Vainuu L. Sili**, Educational Director **Benny A. Oroscio**, Deck Delegate **Mauro G. Gutierrez**, Steward Delegate **Glenn A. Taan**. Chairman announced arrival Sept. 17 in Oakland, Calif., with payoff the following day. He stressed need to be alert in port due to terrorist threats. He thanked crew for helping keep crew lounge clean and separating plastic items from regular trash. Chairman asked those members getting off to clean cabin and get fresh linen for next person. Secretary noted everything running smoothly. Educational director mentioned potential for new jobs on Hawaiian cruise ships. No beefs or disputed OT reported. Steward department given vote of thanks for well prepared meals. After Oakland, ship heading to Long Beach, Calif.

**INTEGRITY** (USSM), Sept. 7—Chairman **Tecumseh L. Williams**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Alexander Nicholson**, Engine Delegate **Carlos Bonfont**, Steward Delegate **German Solar**. Chairman reported payoff Sept. 18 in Elizabeth, N.J. Secretary asked departing crew members to leave rooms clean and with fresh linen for next person. Vessel going to dry dock next trip. Educational director informed crew members about discount on prescription drugs available at Eckerd pharmacy chain. He also reminded them about submitting original pay vouchers along with Coast Guard discharges when applying for vacation. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing pension and dental benefits. Vote of thanks given to steward department "for keeping the cookie jar and bellies full." Next ports: Elizabeth; Charleston, S.C.; Miami; Houston.

**LIBERATOR** (USSM), Sept. 24—Chairman **Joel G. Miller**, Secretary **Wilfredo S. DeLeon**, Educational Director **Elwyn L. Ford**, Deck Delegate **William P. Foley**, Engine Delegate **Fateh F. Saleh**, Steward Delegate **Ernest Polk**. Chairman announced payoff Sept. 26 in Long Beach, Calif. He advised crew members to renew z-cards and STCW. He also reminded them that original pay vouchers are required

for vacation applications. Secretary asked anyone getting off to clean room for relief member. Educational director stressed importance of keeping STCW and shipping documents current, of contributing to SPAD, and of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Steward department and all hands given vote of thanks for good work.

**LIBERTY SPIRIT** (Liberty Maritime), Sept. 22—Chairman **Thomas P. Banks**, Secretary **Lito G. Acosta**, Educational Director **John C. Orr**, Deck Delegate **Ronald Owens**, Engine Delegate **Karen Abdul Joseph**, Steward Delegate **Wilfred E. Lambey**. Chairman announced payoff Sept. 25 in Galveston. Secretary asked crew members to clean rooms and get fresh linen for next person. Treasurer stated \$250 in ship's fund. No beefs or disputed OT reported. Letter from headquarters read regarding termination of emergency shipping rules. Discussion held about new procedure for collecting vacation checks and about wearing safety gear. Suggestion made to reposition washing machine to operate aboard rolling ship. Vote of thanks given to steward department and unlicensed apprentices. They did an outstanding job. Next port: Haifa, Israel.

**MAERSK RHODE ISLAND** (Maersk Lines), Sept. 28—Chairman **Joseph G. Humphrey**, Secretary **Waymond H. Watson III**, Engine Delegate **Craig S. Croft**, Steward Delegate **Gloria M. Baker**. Chairman spoke about possible contract with MSC and announced A-plus on last month's Coast Guard inspection. Secretary announced new movie library in place with more than 140 titles. Working on getting information about installing satellite TV. Mail service to crew still slow due to lack of regular ports of call. Educational director advised crew members to keep abreast of changing endorsements needed for new jobs in shipping. He also encouraged them to attend upgrading courses at Piney Point. Treasurer stated \$100 in ship's fund. No beefs or disputed OT reported. Crew informed of installation of new washers and dryers. Confirmation requested on pay in lieu of day off and about working on watch. Request made for new juice machine in crew mess. Thanks given to engine department for helping keep house decks clean; vote of thanks also given to steward department for exceptional meals. Vessel heading to Rota, Spain and then to Greece.

**NEW YORK** (ATC), Sept. 24—Chairman **Carlos Loureiro**, Secretary **Nancy S. Heyden**, Educational Director **Edward H. Self**, Engine Delegate **Victor L. Bermudez**, Steward Delegate **Elmo Malacas**. Chairman announced arrival Sept. 27 in Valdez, Alaska. He stated that Tacoma port agent explained new process for filling prescriptions at last call in Cherry Point. Members will be issued ID cards, which will be honored by pharmacies, and members will then be on a co-pay system, paying anywhere from \$5 to \$10 per prescription. Union is examining possibilities of recertification programs for QMEDs and pumpmen. Training has started for potential new cruise ships in Hawaii. It is expected to be completed by December. If anyone has friends looking to join union, working on one of these new ships would be good way to start. Vessel will arrive in Los Angeles Oct. 6 and will discharge cargo at berths 121 and 78. Bosun discussed ATC's alcohol policy. Starting next tour, crew members must sign statement agreeing to abide by ATC's drug and alcohol policy. Secretary re-

quested all delegates sign copies of minutes before they are sent to headquarters. Educational director urged everyone to support union and be sure to upgrade at Paul Hall Center. No beefs or disputed OT reported. Report from headquarters read regarding process for applying for extra vacation day. Suggestion made for contracts department to look into better dental plan (including periodontal work). Bosun spoke with captain about letting steward leave leftovers out after dinner, and suggestions for night lunch were proposed. Thanks given to DEU **Qasam Saeed** for helping clean house.

Delegate **Thomas B. Schroeder**, Engine Delegate **James B. Long**, Steward Delegate **William E. Bryley**. Chairman announced vessel payoff Oct. 14 on arrival in Tacoma, Wash. Blanket relief for crew following day. He asked crew to check with boarding patrolman and pay dues on time to maintain benefits. Educational director advised Seafarers to keep current on required shipping documents and endorsements. Treasurer stated \$50 remaining in ship's fund after purchase of \$215 for satellite radio. No beefs or disputed OT reported. Communications read and posted regarding return to regular shipping

## Delivering the Goods



Bosun Bennie Freeland poses by the machine gun aboard the *Maersk Alaska*. The containership, which was under charter to the MSC, recently returned from Kuwait, where this photo was taken.

**SEABULK POWER** (Seabulk Tankers), Sept. 30—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Candido Molina**, Deck Delegate **Randy W. Powell**, Steward Delegate **Harry Galdeira**. Chairman announced payoff Oct. 3 in Tampa and noted Coast Guard inspection Oct. 7 in Lake Charles. ARS inspection was completed and ship has 2-year safety certificates. Chairman reminded crew members to check expiration dates on all shipping documents. He asked that everyone continue to separate plastic items from regular trash. Secretary requested crew pay attention at safety meetings and watch for hazards when taking on stores. Extra workers will be on board from Lake Charles to Tampa. Educational director stressed importance of upgrading skills at Piney Point facility. No beefs or disputed OT reported. Communications read from headquarters regarding termination of emergency shipping rules; standard shipping rules now restored. Vote of thanks given to steward department.

**WESTWARD VENTURE** (InterOcean Management), Sept. 7—Chairman **Michael G. Watson**, Secretary **Paula S. Kaleikini**, Educational Director **Glenn A. Snow**, Deck Delegate **Timothy L. Smith**, Engine Delegate **Dennis S. Adjetey**, Steward Delegate **Patrick L. Durnin**. Chairman announced payoff this trip in Tacoma, Wash. Vessel to go into layup shortly thereafter. Secretary asked Seafarers to strip bunks, take dirty linen to bags and clean rooms before disembarking. Educational director urged everyone to increase knowledge and skills by attending upgrading classes at Paul Hall Center. No beefs or disputed OT reported. Clarification requested on how much money company puts into money purchase pension plan. Vote of thanks to OMU **Gordon L. Hiltbruner** for job well done on picnic tables for barbecues.

**HORIZON KODIAK** (Horizon Lines), Oct. 12—Chairman **Garry D. Walker**, Secretary **Melvin E. Morgan**, Educational Director **Alfonso D. Bombita**, Deck

rules. Special vote of thanks given to Second Engineer Larry Brown for sharing fresh-caught silver salmon and to Chief Steward **Melvin Morgan** for fresh king crab picked up at Dutch Harbor. Next ports: Anchorage and Kodiak, Alaska.

**LIBERTY SEA** (Liberty Maritime), Oct. 5—Chairman **Emanuel A. Gazzier Jr.**, Secretary **Fausto D. Aranda**. Chairman led discussion on importance of reading *Seafarers LOG* for current information on union and industry matters and to know your rights. Educational director talked about upgrading opportunities available at Paul Hall Center. He stressed importance of safety on board vessel at all times and asked that any safety problems be reported to department delegate. No beefs or disputed OT reported. Memorandum read to crew regarding TRBs. Question raised about health insurance coverage for family members living overseas. Crew members reminded of no smoking policy in lounge and of leaving rooms clean for next person. Steward department given special thanks for good food and service. Next ports: New Orleans; Haifa, Israel.

**USNS FRED W. STOCKHAM** (Amsea), Oct. 1—Chairman **Andrew B. Barrows**, Secretary **Stephen M. Avallone**, Educational Director **Joseph J. Jenkins Jr.**, Deck Delegate **Robert Butler**, Steward Delegate **Alan Van Buren**. Bosun issued Bravo Zulu for job well done to all crew for cargo on- and off-loading in Kuwait and stateside. All departments performed jobs well. Educational director reminded everyone to renew documents early; begin process ASAP to avoid overworked Coast Guard facilities. He also advised crew to keep up with STCW standards, as they change frequently. No beefs or disputed OT reported. Letter from VP Contracts **Augie Tellez** read regarding 401(k) plan and improved benefits tier. Bosun addressed continuing concerns of privacy issues with regard to company database being used on Amsea vessels. Issue has been brought to company's attention.

# 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.)



The crew aboard the *Horizon Producer*.

## Producer Crew Shows Generosity

On Nov. 7, Andrew Tlalka joined the crew of the *Horizon Producer* in the port of New York as a relief AB. None of the crew members had sailed with him before.

On his fifth day aboard ship,

he received an emergency message that his wife had passed away following a long-term health condition. He was emotionally overwhelmed and was told by Bosun Joel Lechel to go to his quarters for some private

time.

Tlalka was concerned about leaving his watch; the bosun insisted. Bosun Lechel then informed the crew of the tragedy, and the crew immediately took up a collection to assist Tlalka to pay for his trip to Warsaw, Poland to attend to his family's needs.

Captain William Boyce arranged for a bereavement airfare for him to return to Poland and also contributed \$500 from the ship's fund to help defray the cost.

It speaks very highly of the ship's crew, both licensed and unlicensed, for their generosity in helping a shipmate in his time of need.

The amount collected was more than \$1,400. There truly is a Brotherhood of the Sea.

**William Bunch**  
Chief Steward, *Horizon Producer*



## AMMV Dedicates WWII Memorial

On October 4, 2003, the Three Rivers Chapter of the American Merchant Marine Veterans dedicated a memorial in Riverside Park, Sewickley, Pa. The memorial is in memory of U.S. Merchant Mariners, Navy Armed Guard and the Seabees. There is an anchor and bronze plaque that reads:

This memorial is dedicated to  
**THE AMERICAN MERCHANT MARINES**  
**UNITED STATES NAVY ARMED GUARD AND SEABEES** and  
*Those who survived*  
*During World War II and especially*  
*Those who made the SUPREME SACRIFICE*

**Leo Bebout**  
President, Three Rivers Chapter, AMMV

## SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension, Trust EIN 13-6100329, Plan No. 001, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$39,207,359. These expenses included \$7,006,405 in administrative expenses and \$32,200,954 in benefits paid to participants and beneficiaries. A total of 16,333 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$584,834,167 as of December 31, 2002, compared to \$595,246,250 as of January 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$10,412,083. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost assets acquired during the year. The plan had a total income of \$28,795,276 including employer contributions of \$4,235,692, realized losses of \$(5,549,423) from the sale of assets, earnings from investments of \$27,191,890, unrealized appreciation of assets of \$2,913,882 and other income of \$3,235.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of the Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$7.80 for the full annual report or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,571,521 as of December 31, 2002, compared to \$15,419,286 as of January 1, 2002. During the plan year, the plan experienced an increase in its net assets of \$152,235. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$44,178,353 including employer contributions of \$42,732,418, realized loss of \$(41,529) from the sale of assets, earnings from investments of \$900,477, and unrealized appreciation of assets of \$586,987.

Plan expenses were \$44,026,118. These expenses included \$5,517,288 in administrative expenses and \$38,508,830 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of the Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.60 for the full annual report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

# Know Your Rights

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

# Final Departures

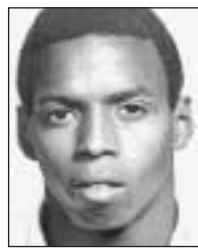
## DEEP SEA

### MANOR ABDULLAH



Pensioner Manor Abdullah, 73, passed away July 14. Brother Abdullah joined the Seafarers in 1969. Born in Singapore, he worked in the engine department and made his home in San Francisco. Brother Abdullah last went to sea aboard the *Sea-Land Pacer* and started receiving his pension in 1995.

### EDDIE ARNOLD



Brother Eddie Arnold, 58, died Sept. 3. He joined the SIU in 1966 in New Orleans. The Alabama-born mariner's first voyage was aboard an

Alcoa Steamship Co. vessel. Brother Arnold shipped as a member of the steward department and last worked on the *Sea-Land Performance*. He resided in Mobile, Ala.

### ROGERS BANKSTON

Brother Rogers Bankston, 53, passed away July 26. He started his career with the Seafarers in 1968 in New Orleans. A Louisiana native, Brother Bankston's first ship was the *Long Lines*. The engine department member last sailed aboard the *Liberty Wave*, a Liberty Maritime Corp. vessel. Brother Bankston lived in New Orleans.

### JIMMIE BEEM



Pensioner Jimmie Beem, 86, died Sept. 29. Brother Beem began his SIU career in 1951 in San Francisco. Born in Avon, S.D., he initially went to sea on a Delta Steamship Co. vessel. Brother Beem worked in the engine department. He was a resident of Nevada, Iowa and started receiving compensation for his retirement in 1983.

### LESLIE BLANCHARD



Pensioner Leslie Blanchard, 81, passed away Sept. 27. He launched his profession with the SIU in 1944 in New Orleans. Born in Louisiana, Brother Blanchard sailed in the steward department and first worked aboard a Delta Steamship Co. vessel. His final voyage was aboard the *Overseas Ohio*. Brother Blanchard made his home in Houston and started receiving stipends for his retirement in 1985.

### MARIANA CARPINTEYRO



Pensioner Mariana Carpinteyro, 73, died Aug. 27. Sister Carpinteyro joined the Seafarers in 1991 and initially went to sea aboard the *SS Independence*. Born in Mexico, she worked in the steward department. Sister Carpinteyro last went to sea aboard the *Industrial Challenger*, a Pacific Gulf Marine vessel. She lived in

Honolulu and began receiving her pension in 2001.

### ELVIE L. COOPER



Pensioner Elvie L. Cooper, 95, passed away Sept. 11. Brother Cooper started his career with the Marine Cooks & Stewards (MC&S) in San Francisco. The Marlin, Texas native worked in the steward department and lived in Fort Worth, Texas. Brother Cooper began receiving compensation for his retirement in 1974.

### AUDREY FAIRBURN

Pensioner Audrey Fairburn, 87, died Aug. 6. Sister Fairburn launched her career with the MC&S in San Francisco. A native of Buffalo, N.Y., she worked in the steward department. Sister Fairburn began receiving retirement stipends in 1978. She made her home in North Bend, Ore.

### CHARLES HOLLIDAY



Pensioner Charles Holliday, 94, passed away June 13. Brother Holliday embarked on his career with the MC&S in San Francisco. The Aberdeen, Miss.-born mariner worked in the steward department and began receiving his pension in 1970. Brother Holliday called Chicago home.

### HUBERT HOUSE



Pensioner Hubert House, 74, died Sept. 2. Brother House joined the SIU in 1947 in the port of Mobile, Ala. after serving in the U.S. Army. Born in Alabama, Brother House worked in both the deep sea and inland divisions. He initially went to sea aboard an Alcoa Steamship Co. vessel. The deck department member last worked on a Crescent Towing & Salvage Co. vessel. Brother House lived in Mobile and started receiving retirement compensation in 1987.

### BILLY RAY JARVIS



Pensioner Billy Ray Jarvis, 73, passed away Sept. 12. A veteran of the U.S. Army, he commenced his SIU career in 1951 in the port of New York. Brother Jarvis first worked aboard Waterman Steamship Corp.'s *Walter Tyler Page*. Born in Alabama, he shipped in the engine department. Brother Jarvis last worked on the *Stonewall Jackson* and began receiving his pension in 1992. He resided in Bay Minette, Ala.

### MELVIN LAYNER



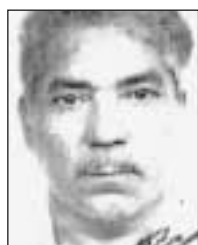
Pensioner Melvin Layner, 55, died Oct. 10. Brother Layner began his SIU career in 1968 in the port of Wilmington, Calif. after serving in the U.S. Navy. His first voyage was aboard the *Sea-Land Pacer*. A native of Wood County,

W.Va., he sailed in the engine department. Brother Layner last went to sea on the *Sea-Land Patriot*, a U.S. Ship Management vessel. He was a resident of Parkersburg, W.Va. and started receiving his pension earlier this year.

### ALTHA MANNIX

Pensioner Altha Mannix, 88, passed away May 28. Brother Mannix commenced his profession with the MC&S in San Francisco. He worked in the steward department and began receiving compensation for his retirement in 1973. Brother Mannix made his home in Lake Forest, Calif.

### MIGUEL MEDINA



Pensioner Miguel Medina, 89, died Aug. 20. He joined the Seafarers in 1943 in the port of Baltimore. Brother Medina first worked aboard Alcoa

Steamship's *Alcoa Polaris*. Born in Puerto Rico, he shipped in the engine department. Brother Medina's last ship was the *L. Hall*, a Waterman Steamship Corp. vessel. He began receiving stipends for his retirement in 1975 and called Charlotte, N.C. home.

### MICHAEL MILLER

Brother Michael Miller, 50, passed away July 20. He launched his SIU career in 1978 in the port of New York. Brother Miller worked in both the deep sea and Great Lakes divisions. His first ship was the *Point Margo*. The Columbus, Ohio-born mariner worked in the deck and engine departments and last shipped on the *Adam E. Cornelius*. Brother Miller made his home in Irvin, Ohio.

### GUADALUPE MOLINA



Pensioner Guadalupe Molina, 89, died Aug. 12. Brother Molina initiated his occupation with the Seafarers in 1952 in Houston. He first sailed aboard Waterman Steamship Corp.'s *William Graham*. A native of Sinton, Texas, Brother Molina shipped in the steward department. His final voyage was on the *Overseas Valdez*. The Texas City, Texas resident began receiving his pension in 1979.

### ALFONSO OLGUIN



Brother Alfonso Olguin, 78, passed away May 20. He began his seafaring career in 1991 in the port of Wilmington, Calif. His first voyage was on the *USNS Capella*, a Bay Ship Management vessel. The California-born mariner worked in the steward department and last sailed on an American Ship Management vessel. Brother Olguin resided in his home state.

### CIPRIANO PANGANIBAN



Brother Cipriano Panganiban, 58, died Oct. 9. Brother Panganiban joined the SIU in 1994 in the port of Honolulu. He

initially went to sea aboard the *SS Independence*. Born in the Philippines, Brother Panganiban worked in the engine department. His final voyage was on the *1st Lt. Baldomero Lopez*. Brother Panganiban called Daly City, Calif. home.

### EARL PATTEE



Pensioner Earl Pattee, 80, passed away July 28. Brother Pattee joined the Seafarers Union in 1945 in the port of Philadelphia. His first voyage

was on a Sprogue Steamship Co. vessel. Born in Louisville, Ky., he was a member of the deck department. Brother Pattee's final trip to sea was aboard the *Sea-Land Portland*. The Buckley, Wash. resident began receiving his pension in 1984.

### DARIO RIOS



Pensioner Dario Rios, 82, died Aug. 13. He started his seafaring career in 1945 in the port of New York. Brother Rios was born in Puerto Rico and sailed in the steward department. His last voyage was aboard the *San Juan*, a Puerto Rico Marine Management vessel. Brother Rios began receiving retirement compensation in 1986 and lived in his native commonwealth.

### WINLEY ROBINSON



Pensioner Winley Robinson, 101, passed away Sept. 29. Brother Robinson commenced his career with the Seafarers in 1941 in the port of New York. Born in Barbados, he worked in the steward department. Brother Robinson sailed on a number of vessels, including the *Steel Design*. He started receiving stipends for his retirement in 1967 and made his home in Queens, N.Y.

### NELSON RODRIGUEZ



Brother Nelson Rodriguez, 51, died Aug. 20. He initiated his profession with the Seafarers in 1979 in the port of New York. Brother Rodriguez worked in both the deep sea and Great Lakes divisions during his career, first sailing on the *Long Lines*. The Brooklyn, N.Y. native shipped in the deck department and made his home in Bethlehem, Pa. Brother Rodriguez last worked aboard the *Dodge Island*, a NATCO/Great Lakes Dredge & Dock vessel.

### JORGE SANTANA



Pensioner Jorge Santana, 57, passed away Aug. 27. Brother Santana joined the SIU ranks in 1970 in the port of Piney Point, Md. His first voyage was on the *Mayaguez*. Born in Puerto Rico, he sailed in the deck

department. Brother Santana last worked aboard the *Horizon Crusader* and resided in his native commonwealth. He began receiving his pension in 2002.

### VICTOR SANTOS



Pensioner Victor Santos, 72, died Sept. 5. He joined the union in 1960 in the port of New York. Brother Santos initially went to sea aboard Ore Navigation's *Santore*. Born in Santurce, P.R., he shipped in the engine department. Brother Santos last sailed on the *Sea-Land Crusader* and started collecting stipends for his retirement in 1995. He lived in his native commonwealth.

### CHARLES SCOFIELD



Pensioner Charles Scofield, 80, passed away Sept. 29. Brother Scofield joined the SIU in 1942 in the port of New York. The New York-born mariner worked in the engine department. He began receiving his pension in 1967. Brother Scofield resided in Brooklyn, N.Y.

### CLAIBORNE SPEARS

Brother Claiborne Spears, 55, passed away July 28. He launched his profession with the Seafarers in 1968 in New Orleans after serving in the U.S. Army. His initial voyage was aboard the *Wingless*, a Consolidated Mariners Inc. vessel. Born in Alabama, Brother Spears shipped in the engine department. He last worked on the *Cape Catoche* and started receiving his pension in 1991. Brother Spears lived in Mobile, Ala.

### CARLOS SPINA



Pensioner Carlos Spina, 64, died Oct. 14. Brother Spina began his seafaring career in 1960 in New Orleans. His first voyage was aboard an Alcoa Steamship Co. vessel. Born in Progreso, Honduras, he worked in the deck department as a bosun. He last went to sea on the *USNS Regulus*. Brother Spina began receiving his retirement pay in 1996 and lived in New Orleans.

### MARK STEVENS

Brother Mark Stevens, 41, was found deceased on June 14. He joined the SIU in 1981 in the port of Piney Point, Md. His initial trip to sea was aboard Delta Steamship Lines' *Santa Adela*. A member of the deck department, Brother Stevens was born in Long Beach, Calif. He last worked on the *Sea-Land Liberator*. Brother Stevens lived in Seattle.

### JOHN STILES



Pensioner John Stiles, 81, passed away Aug. 13. Brother Stiles launched his career with the Seafarers in 1947 in the port of New York. The Philadelphia-born mariner

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# Final Departures

Continued from page 20

sailed in the deck department and last worked on the *Overseas Marilyn*. Brother Stiles called Green Creek, N.J. home. He began receiving his pension in 1983.

## KVETOSLAV SVOBODA

Pensioner Kvetoslav Svoboda, 81, died June 10. Brother Svoboda began his career with the Seafarers in 1966 in the port of New York. His initial voyage was aboard an Oceanic Ore Carriers Inc. vessel. Born in Czechoslovakia, Brother Svoboda worked in both the engine and steward departments. He last went to sea aboard the *OMI Ranger*. Brother Svoboda began collecting compensation for his retirement in 1987. He lived in his native country.

## RONALD VOSS



Pensioner Ronald Voss, 79, passed away July 18. He joined the Seafarers in 1949 in the port of New York after serving in the U.S. Navy.

His first ship was the *Del Monte*, a Delta Steamship Co. vessel. The St. Petersburg, Fla.-born mariner sailed in the engine department and last worked aboard the *Sea-Land Consumer*. Brother Voss called Roundrock, Texas home. He began receiving his retirement pay in 1988.

## STEPHEN WAGERIK



Pensioner Stephen Wagerik, 75, died Aug. 15. Brother Wagerik commenced his career with the SIU in 1953 in the port of New

York after serving in the U.S. Army. Brother Wagerik worked in the deck department and initially went to sea aboard Isco's *Steel Artisan*. He last sailed on the *Sea-Land Quality* and began receiving his pension in 1988. A native of Hopelawn, N.J., Brother Wagerik made his home in Houston.

## DONALD WAGNER



Pensioner Donald Wagner, 74, passed away Sept. 14. Brother Wagner joined the Seafarers in 1945 in San Francisco. His first voyage

was aboard a Waterman Steamship Corp. vessel. Born in Brooklyn, N.Y., he sailed in the deck department as a bosun. Brother Wagner last went to sea on the *Senator*, a Crowley American Transport, Inc. vessel. The Palm Coast, Fla. resident began receiving retirement compensation in 1995.

## GLEN WELLS



Pensioner Glen Wells, 80, died June 18. He joined the SIU in 1962. Brother Wells' first ship was Victory Transport's *Hudson*. A

native of Dallas, he sailed in the deck department. His final trip to sea was on the *Sugar Islander*. Brother Wells began receiving his pension in 1989 and made his home in Sierra Vista, Ariz.

## RUSSELL WILLIAMS

Brother Russell Williams, 58, passed away June 30. He started his career with the Seafarers in 1968 in the port of Jacksonville, Fla. Before joining the SIU, he served in the U.S. Army. A native of Florida, he initially sailed aboard Hudson Waterways Corp.'s *Transhudson*. Brother Williams shipped in the steward department and last worked on the *Sea-Land Express*. He called Jacksonville home.

## INLAND

### LARRY FULCHER

Boatman Larry Fulcher, 57, passed away April 6. He launched his career with the SIU in 1967. A captain, Boatman Fulcher sailed in the deck department. He was last employed on a Maritrans Operating Co. vessel. He made his home in Williston, N.C.

### HUGH HASTINGS



Pensioner Hugh Hastings, 84, died June 16. Boatman Hastings joined the Seafarers in 1970 in the port of Norfolk, Va. A captain, Boatman

Hastings last sailed on an Allied Towing vessel. He was born in Ocean City, Md. and made his home in Bavon, Va. Boatman Hastings began collecting retirement stipends in 1983.

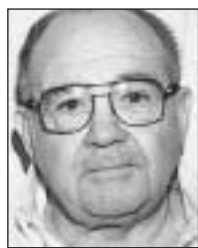
### HAROLD HOWARD



Pensioner Harold Howard, 89, passed away Sept. 17. He started his career with the Seafarers in 1961 in the port of Philadelphia. Boatman

Howard sailed as a captain. He lived in Pennsauken, N.J. and began receiving his pension in 1976.

### RONALD HURD



Pensioner Ronald Hurd, 70, died Oct. 3. Boatman Hurd joined the Seafarers in 1961. The Texas-born mariner worked as a captain. He sailed primarily

aboard vessels operated by Moran Towing Co. Boatman Hurd lived in Port Arthur, Texas and began receiving his pension in 1995.

### RALEIGH PAUL

Pensioner Raleigh Paul, 79, passed away July 16. Boatman Paul began his SIU career in 1961 in the port of Norfolk, Va. after serving in the U.S. Air Force. The North Carolina-born mariner worked in the deck department and began collecting retirement stipends in 1979. He resided in his home state.

### JAMES PRITCHARD

Pensioner James Pritchard, 80, died Sept. 30. He launched his profession with the Seafarers in 1964 in the port of Norfolk, Va. Boatman Pritchard first worked aboard a Moore Towing Lines vessel. Born in Camden County, N.C., he shipped as a captain. His final job was at the helm of a McAllister Towing of Virginia vessel. Boatman Pritchard was a resident of Orange Park, Fla. He started receiving his pension in 1988.

## JOHN SCOTT

Pensioner John Scott, 71, passed away June 29. Boatman Scott joined the Seafarers in 1974 in the port of Philadelphia after serving in the U.S. Navy. He first worked aboard a Steuart Transport Co. vessel. The Virginia-born mariner sailed in the engine department and last worked for Mariner Towing. Boatman Scott started receiving retirement compensation in 1994. He lived in Onancock, Va.

## CECIL TERRY



Pensioner Cecil Terry, 74, died Aug. 25. He initiated his career with the SIU in 1946 in the port of Baltimore. Boatman Terry worked in both

the inland and deep sea divisions. His first ship was Sinclair Oil's *Rob Shrew*. Born in Norfolk, Va., he shipped in the deck department. Boatman Terry last worked aboard a Mariner Towing vessel and lived in Whitten, N.C. He began collecting his pension in 1988.

## GREAT LAKES

### RICHARD FORGAYS



Pensioner Richard Forgays, 77, died June 23. Brother Forgays joined the SIU in 1952 in Detroit. Prior to becoming a Seafarer, he

served in the U.S. Army. Born in Michigan and a steward department member, Brother Forgays lived in his native state. He last worked on the *Charles E. Wilson*, an American Steamship Co. vessel. He began collecting payments for his retirement in 1994.

### RICHARD GLOWACKI

Pensioner Richard Glowacki, 78, passed away June 26. Born in Buffalo, N.Y., Brother Glowacki began his SIU career in 1963 in Detroit. The engine department member was a veteran of the U.S. Navy. He worked primarily aboard vessels operated by American Steamship Co., including the *Adam E. Cornelius* and the *Buffalo*. Brother Glowacki started receiving his pension in 1990 and made his home in West Seneca, N.Y.

### FRANK NIEZURAWSKI



Pensioner Frank Niezurawski, 83, died Oct. 8. He commenced his career with the Seafarers in 1961 in Detroit after serving in the U.S. Army.

Brother Niezurawski worked in both the Great Lakes and deep sea divisions, first sailing aboard a Great Lakes Towing Co. vessel. Born in Michigan, he shipped in the deck department and began collecting retirement stipends 1982. He last sailed on a Michigan Tankers vessel. Brother Niezurawski resided in Lake Worth, Fla.

### ROBERT SMITH



Pensioner Robert Smith, 68, died Sept. 11. He embarked on his career with the Seafarers in 1960 in Detroit after serving in

the U.S. Army. Brother Smith worked primarily aboard vessels operated by the American Steamship Co., including the *Adam E. Cornelius*, the *Richard J. Reiss* and the *American Mariner*. Born in Mueller Township, Mich., he sailed in the engine department. Brother Smith began receiving retirement pay in 1992 and lived in his native state.

## EGIL SORENSEN



Pensioner Egil Sorensen, 73, passed away Aug. 13. Brother Sorensen began his profession with the Seafarers in 1966 in Detroit.

His first ship was American

Steamship Co.'s *American Seaocean*. Born in Oslo, Norway, he sailed in the engine department. Brother Sorensen last worked on the *Buffalo* and was a resident of Monroe, Maine. He began receiving his retirement compensation in 1995.

## HAMOUD ZAWKARI

Pensioner Hamoud Zawkari, 77, died July 8. Brother Zawkari began working with the Seafarers in 1966 in Buffalo, N.Y. Born in Yemen, he shipped in the deck department. Brother Zawkari sailed primarily aboard vessels operated by Great Lakes Associates, including the *Henry Steimbrenner* and the *Kinsman Enterprise*. He began receiving compensation for his retirement in 1991 and lived in Dearborn, Mich.

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

### ENNIS ALLEN



Pensioner Ennis Allen, 80, passed away Dec. 29, 2002. Brother Allen embarked on his career with the NMU in 1947. Born

in Town Creek, Ala., he initially went to sea aboard the *J.C. Campbell*. Brother Allen worked in the steward department and upgraded his skills on several occasions. His final voyage was aboard the *Texaco Wisconsin*. Brother Allen began receiving his pension in 1985.

### MICHAEL GOLDEN



Pensioner Michael Golden, 67, passed away Jan. 14. He joined the NMU in 1964. Brother

Golden first sailed aboard the *William Lykes*. The Alabama-born mariner worked in the deck department and last sailed on the *Howell Lykes*. Brother Golden began receiving payments for his pension in 1992.

### MIKE S. MATIS



Pensioner Mike S. Matis, 85, passed away May 15. Brother Matis joined the NMU in 1986. Born in the Philippines, he

shipped as a member of the steward department. Brother Matis sailed on many vessels including the *American Eagle*. He began receiving compensation for his retirement in 1986.

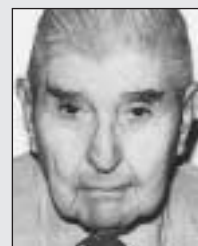
### WILLIAM MALLOY



Pensioner William Malloy, 75, died March 28. Brother Malloy launched his NMU career in 1952. His initial ocean

voyage was from the port of Norfolk, Va. Born in Pittsfield, Mass., he sailed in the engine department. Brother Malloy enhanced his skills often and last worked on the *San Diego*. He started receiving his pension in 1985.

### JULIUS MURPHY



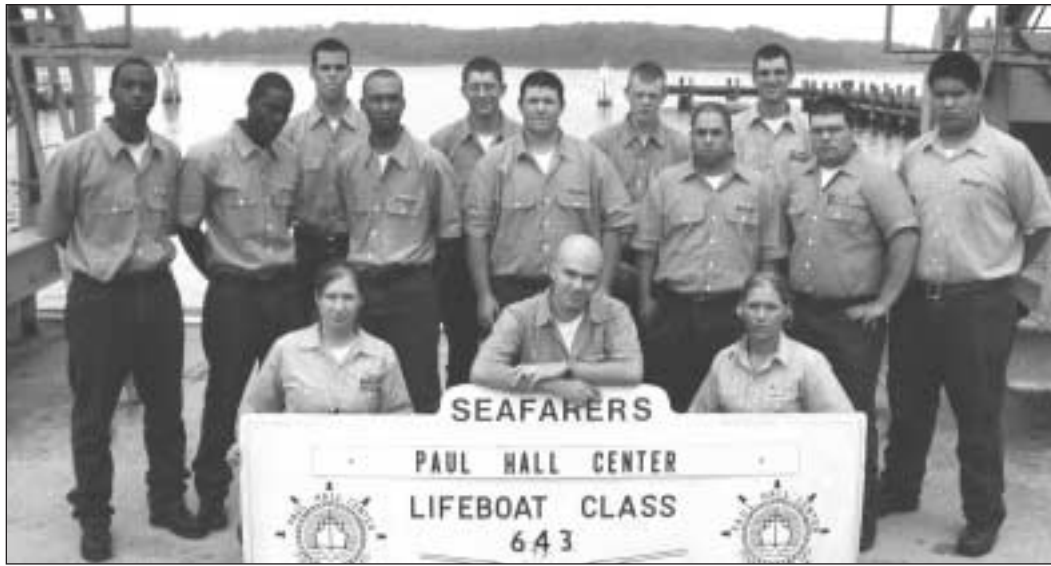
Pensioner Julius Murphy, 92, passed away May 15. Brother Murphy commenced his career with the NMU in 1946. His initial

voyage was out of the port of New York. Born in Chile, he worked in the engine department. Brother Murray started receiving his pension in 1967. He last went to sea aboard the *United States*.

In addition to the individuals listed above, the following NMU brothers, all of whom were pensioners, passed away on the dates indicated.

NAME	AGE	DOD
Badley, Clarence	79	Oct. 3
Blood, Charles	84	Dec. 28, 2002
Brown, Louis	66	Sept. 29
Chisholm, Timothy	70	Sept. 26
Connell, Allan	84	Oct. 9
Conway, John	75	Oct. 5
Czarniak, Anthony	86	Oct. 3
Davis, Franklin	80	Oct. 15
Delgado, Miguel	75	Sept. 15
Dishman, Melvin	60	Sept. 25
Dooner, Lawrence	77	Oct. 9
Ebanks, George	71	Dec. 11, 2002
Feliciano, John	83	Oct. 24
Fell, Quigley	89	Oct. 25
Ferrer, Lorenzo	86	Oct. 7
Figuerroa, Victor	77	Oct. 1
Goodman, H.G.	86	Sept. 24
Gordon, Arthur	85	Sept. 15
Groves, Edgar	79	July 31
Higgins, James	74	Oct. 16
Horbarger, Jesse	85	Sept. 17
Kyser, Edward	67	Oct. 6
Lecaros, Andres	87	Sept. 27
Little, James	79	Oct. 2
Moore, Cecil	83	Sept. 4
Morgan, Leo	74	Oct. 9
Murphy, Henry	74	Oct. 6
Overstreet, Layton	80	Oct. 9
Petrie, Robert	77	Oct. 28
Pitre, Leroy	84	Oct. 7
Radetzky, Bernard	83	Sept. 21
Sanchez, Luis	83	June 29
Schallenberg, Everhard	89	Sept. 23
Soterales, John	93	Sept. 9
Stowhas, Luis	85	Oct. 12
Swartz, Samuel	89	Oct. 3
Vestarhis, Leonidas	87	Sept. 23
White, Robert	81	Oct. 8
Wolf, Ingram	77	Oct. 26
Zanieski, Felix	91	Oct. 15

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 643** — Graduating from the water survival class are unlicensed apprentices from class 643 (in alphabetical order) Malcolm Adams Jr., Connie Clemons, Alfred Drake, Quentin Dedeaux, Johnathan Fosle, Christopher Goneau, Raymond Hotchkiss, Donald Moss, Christopher Newbern, Angel Perez, James Perkins, Jesse Sailors III, Joseph Stone and Reginald Jackson.



**Lifeboatman/Water Survival** — Earning their lifeboatman/water survival endorsements Oct. 31 are (in no specific order) Gregory Ball, Rene Hallasgo, Juanito Dansalan, James Reece, Abdul Hasan, Abdoulla Alssoudi, Milton Flynn, John Neal, Seller Brooks and Nicholas Murgolo.



**Welding** — Certificates of graduation for completion of the welding course were given Oct. 24 to (in alphabetical order) Mark Ciciulla, Juanito Dansalan, Charles Fuqua, Galen Gouzoulis and Rene Hallasgo. Their instructor, Buzzy Andrews, is at far left in the back row.

**Able Seaman** — Upgrading Seafarers earning their AB endorsements Oct. 24 are (in alphabetical order) Gregory Alexander, Julio Alvarez, Agustin Arriaga, Warren Barney, Scott Bowmer, Stephen Gardner, Stephen Hammelman, DeCarlo Harris, Eric Kjellberg, Roy Logan, Tavell Love, David Martinez, John Murray, Joshua Phillips, Morgan Piper, Antonio Reed, Christopher Rosado, Daniel Samson, Jason Simon, Joseph Slater, William Smalls, Adrian Surillo, Milan Taigan, Abel Vazquez and Joseph Whitmore.



## Medical Care Provider

Graduating recently from the medical care provider course under the instruction of Jennifer Langford (left) are Tzvetan Ovalov (center) and Leonard Lambert.



**Oiler** — Completing the oiler course Oct. 17 are (in alphabetical order) Aaron Anderson, Shawn Deloach, Edward Douville, Raul Duarosan, Douglas Foley, Jeffrey Hawkins, Christian Hernandez, Derek Ivory, George Jodry, Clay Kiichli, Jose Medrano, Lon Molnar, Nicholas Murgolo, James Osborn, Lamont Robinson, Stephen Roseberry, Louis Simmons, Jonathan Stratton, Patrick Sullivan, Thomas Swayne, George Velez, Neil Warren, Michael Watkins, Brent Williams, Demond Williams and Hezekiah Williams.



## Computer Lab Classes

Recent graduates of the computer lab at the Paul Hall Center pose with their certificates of achievement for completing the Computer Basics/Windows Operating System course. They are (seated in left photo) Jose Alvado and (seated in right photo) Thomas M. Swayne Jr. Their instructor, Rich Prucha, is standing in both pictures.



*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.*



# Paul Hall Center Classes



**Radar** — Graduating from the radar class Oct. 22 are (from left) Mike Smith (instructor), Glen McCullough, Darryl Alexander, Jennifer Senner, William Sholley and Ovidio Santos.

**Engine Utility** — Successfully completing the engine utility course Oct. 11 are (in no particular order) José Quiñones, Michael Sanchez, Louis Gattuso, Pedro Barbosa, Curtis Tobey, Lawrence Abrams, Douglas Lowry, Pedro Ocampo, Scott Martin, Clarence Pearson and Carl Williams. Their instructor, Jim Shaffer, is at far left.



**Tanker Familiarization/ Assistant Cargo (DL)** — Upgrading Seafarers and Alaskan fishermen completing the tanker familiarization/assistant cargo (DL) course Oct. 10 are (in alphabetical order) Christopher Boyd, Christen Christensen, Brack George, Melvin Gruelle, John Harper, David Hays, Jimmy Orr, Erin O'Toole, Jeffery Perez, Seth Rockwell and Christopher Rosado.



**STCW** — Oct. 17: Marcos Almazan, Don Capers, Franklin Crim, Michael Hammock and John Neal.

## Basic Safety Training Class

**Specially Trained OS** — Graduating Oct. 24 from the STOS course are (in no specific order) Wilfredo Rodriguez, Brian Kimbrough, Dionisio Bermudez, Brian Manion, John Leahy, Miles Souders, Steven Dalton, Richard Cannady, Moises Ortiz, Saul Suarez, Gregory Ball and Ruben Gonzalez. Their instructor, Stan Beck, is at far right. Not pictured is Carlos Nuñez-Avila.



## Academics



Taking advantage of the academic program at the Paul Hall Center is Charles C. Walker (center). He recently was awarded certificates of achievement from Instructor Peggy Densford (left) for completion of Political Science 101, and from Instructor Rick Prucha for satisfying the requirements for completion of Math 101.



**Lifeboatman/ Water Survival** — Alaskan fishermen who completed the lifeboatman/water survival course Oct. 31 are (in alphabetical order) Peter Angasan, Frank Burke, Jon Henson, Mark Leman, Jeffery Martin, Jim Moore, Cary Pitcher, Stephen Riedel, John Scudero Jr., Justin Stahl and Maryellen Titus. Their instructor, Bernabe Pelingon, is at far left.



**Specially Trained OS** — Upgrading Seafarer Isaac Colwell (left) joined a group of unlicensed apprentices in completing the STOS course Oct. 10. They are (in alphabetical order) Miguel Baerga, William Boardman, Edward Boyd, Raul Colon, Dorian Edwards, Tess Flickiner, Kevin Koch, Michael Merrell, Anthony Mohler, Jay Pierce, Richard Reynolds, Steven Richards, Ramiro Rubio, Hector Serrano, Marc Simpson, Nicholas Smithling and Edward Tanaka.





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