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Car Carrier, Prepositioning Ship Signal New SIU Jobs

The newly reflagged car carrier *Freedom* (below) and the refurbished prepositioning ship *USNS Roy Wheat* (right) last month joined the Seafarers-contracted fleet. Page 3.



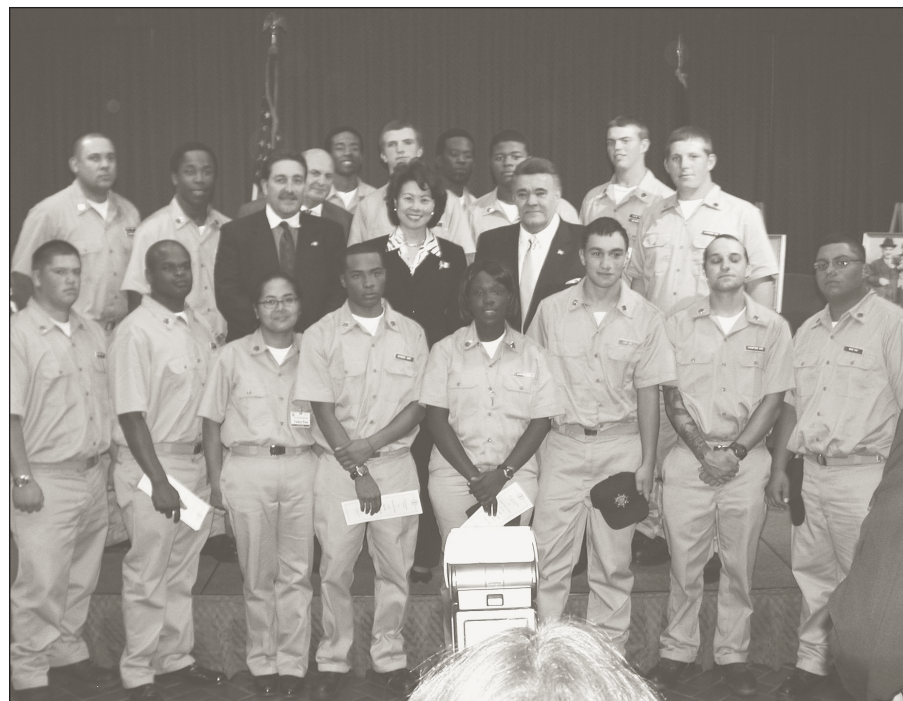
Matson Ship Arrives in Hawaii



The new Matson vessel *Manukai* arrived last month in Honolulu on its inaugural voyage. Page 7.

Paul Hall Honored by DOL

SIUNA's 2nd President Enters Hall of Fame



The U.S. Department of Labor on Oct. 1 inducted the late SIUNA President Paul Hall into its Hall of Fame, along with two other individuals. U.S. Secretary of Labor Elaine L. Chao (second row, center) chaired the ceremony, while SIU President Michael Sacco (standing to Chao's immediate left) spoke on behalf of Hall and the union. SIU Secretary-Treasurer David Heindel (standing to Chao's immediate right) and Paul Hall Center VP Don Nolan (directly behind Heindel) were among many other union and school officials in attendance. Students from the Paul Hall Center for Maritime Training and Education provided the color guard. Page 3.

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President's Report

Taking a Stand

In the ongoing debate over U.S. health care, so many statistics are reported in the media, it can be tough sometimes to see the forest for the trees.



Michael Sacco

But if the general public and our representatives remember only one figure, here's a revealing one: 80,000. That's the approximate number of union members across the country who were on strike late last month—on strike mainly because of health care issues. It's also a number that speaks volumes about how serious and widespread America's health care crisis has become.

The average person who's never been in a union probably can't appreciate just how serious and difficult it is for workers to go on strike. Make no mistake, it is an absolute last resort—a powerful and occasionally needed tool, but also one that's very rarely used. Most union members go through their whole careers without a strike. Usually, it's an agonizing decision, and it comes with no guarantee of success.

Without question, the right to withhold one's labor is a basic human right that should exist all over the world. Equally without question, it's not something that workers do on a whim.

That's why the respective job actions involving our brothers and sisters from the United Food and Commercial Workers Union and the Amalgamated Transit Union drive home the desperation being felt by patients all across the nation. The striking (and locked out) union members and their families have reached the point where the sacrifices and uncertainty of hitting the bricks appear less painful than accepting the unfair burden of costlier or reduced health benefits.

In many cases, they previously have given up wage increases to maintain their benefits. Now, those benefits are threatened anyway. So, in essence the workers have said, "Enough!"

And who can blame them? Who in this country hasn't been affected by health care costs that are out of control? Who isn't concerned about getting or maintaining affordable, decent coverage?

Just last month, several new studies shed even more light on this situation. Amid the sea of statistics, a few jumped out. If you've followed this issue, you probably know that almost 44 million Americans have no health insurance. What may come as a surprise is that the average yearly out-of-pocket costs for employees of large companies have more than doubled during the past five years. The average employer contribution has dropped to 70 percent from 75 during that same period.

In just the past three years, the average amount that workers pay toward their premiums for family coverage increased by almost 50 percent. During that same time, employees' out-of-pocket costs for prescription drugs jumped by as much as 71 percent.

One figure that particularly surprised me is that only about four percent of large employers still pay 100 percent of the premiums for family coverage. That's a giant drop from what workers enjoyed a decade ago.

So that I don't fall into that forest-for-the-trees trap, I'll repeat the most revealing statistic: 80,000. That's 80,000 union members who are taking a stand for every worker, whether or not they belong to a union. It's also 80,000 families who are on those picket lines—spouses, children, parents.

And it's 80,000 people who are experiencing the fastest-growing trend in contract negotiations. In many contract talks, health care has become the number one issue, ahead of wages and everything else. That's the case for the UFCW and ATU workers, as it was for the United Auto Workers members who last month approved a contract in which health benefits played a dominant role. The same was true for union workers at General Electric who went on strike earlier this year because of health care issues.

I believe it's no exaggeration to say that health care very well may be the top issue in next year's national elections. At the very least, it'll be up there with the war on terrorism, the overall economy and employment.

Ten years ago, the need for viable and affordable health care was front-page news, inspiring a long, heated debate. National leaders put a bandage on this problem and hoped it would go away. Today, the bandage has fallen off. We no longer have a scab, but an infected wound. Today, America needs more than a bandage.

Let's hope that the national debate over health care that takes place between now and the elections provides not a bandage, but real treatment and cures for all Americans. The courageous actions of our brothers and sisters who are on strike may be the wake-up call that starts righting the ship.

Health Care Costs Drive Transit, Grocery Strikes

Nearly 80,000 trade unionists—most of them members of the United Food and Commercial Workers (UFCW)—either were on strike or were locked out in several states as this issue of the *LOG* went to press.

An estimated 70,000 UFCW members were walking picket lines in California, Missouri, Ohio, West Virginia and Kentucky. In Southern California, roughly 2,200 mechanics who are members of the Amalgamated Transit Union (ATU) were on strike, while some 6,000 drivers and train operators in that region who also are ATU members walked off the job in solidarity. Also, some Los Angeles County sheriff's deputies reportedly engaged in "sick-outs" in a show of unity with the ATU and to protest burgeoning health care costs.

In fact, out-of-control health care costs are at the heart of the disputes.

"Our nation is facing a health care crisis of colossal proportions. The tens of thousands of workers who are on strike for quality, affordable health care are taking a stand for all American working families who are being squeezed beyond their limits by our broken and inadequate health care system," stated AFL-CIO President John Sweeney. "We commend the grocery store workers and Los Angeles transit workers who are exercising their unified voice on this issue through their respective unions and insisting that they will not sacrifice affordable health care."

Although the details vary from contract to contract, the dilemma faced by Kroger workers in Charleston, W. Va. is representative of the problems caused by continually growing health care costs. There, workers are striking in part because of a company proposal that either would cut their health benefits or cost them up to \$100 more per week—per worker—to maintain their current coverage.

The story is similar at other grocery stores where workers are on strike or are locked out, including Kroger Company's Ralphs, Safeway Inc.'s Vons, Albertsons, Shop 'n Save, Schnucks, and Dierbergs. In San Diego, for example, the Albertsons chain pays \$3.78 into the workers' insurance fund for each hour an employee is on the job. UFCW members there turned down a proposal to reduce contributions for new hires to \$1.35 an hour—a reduction that the union noted would weaken the overall fund to 50 percent of its current value.

"Nearly every major labor action this year has been the result of runaway health care costs and employers' attempts to foist those skyrocketing costs onto workers," Sweeney noted.

The federation president pointed out that between the years 2000 and 2002, the premiums paid by workers for family health insurance in the most widely used type of health plan soared by 20 percent, while employers have been cutting the benefits families get from their health plans.



SIU St. Louis Port Agent Becky Sleeper (far right in photo above, second from right in bottom photo) delivers water to appreciative members of UFCW Local 655, who are on strike.



Nearly 44 million Americans were uninsured in 2002, an increase of 3.7 million over 2000. Many of those who have lost health care still have jobs—80 percent of the uninsured live in working households—but can't afford the employer-provided coverage.

"When employers shift costs to workers, entire communities suffer because they are expected to pick up the tab for the increased public health care costs," Sweeney said. "Both employers and workers need relief from high costs. "The legislation recently enacted in California to develop strategies to do this is a welcome start and other states, as well as the federal government, would be well-advised to follow California's lead in finding long-term solu-

tions to moderating health costs. In the meantime, pushing the bill for increasing health costs off on workers is no solution."

Health care costs are hurting workers in other ways. Ron Blackwell, the federation's director of corporate affairs, recently told the Associated Press, "In some cases, workers could have probably gotten higher wages (in their contracts) had they not had to bargain for health benefits."

On average, employees nationwide pay approximately 16 percent of the cost of single coverage and 27 percent of the cost of family coverage. According to news reports, the University of California next year will charge employees who cover two-adult households double the premium paid by single-employee households.

Notice

Documentation of STCW Basic Safety Training (BST)

As previously reported, because STCW Basic Safety Training (BST) is renewable via sea service, the U.S. Coast Guard's National Maritime Center recently announced that STCW certificates no longer will indicate the dates when mariners complete BST.

SIU members who hold STCW certificates that don't list BST expiration dates should carry documentation verifying their most recent 12 months' sea time. This is vital because when renewing BST via sea service, the renewal date is a "running calendar" in which credit for competency in BST extends for five years beyond the date at which the mariner has completed one year of sea service.

For instance, if on October 1, 2003, you count backward and determine the mariner completed one year of sea service on June 1, 2002, then the mariner is considered to be competent in the four elements of BST through May 31, 2007. The mariner's documented sea time is proof of that competency.

Members who carry STCW certificates with BST expiration dates should carry documentation of their most recent year's sea time once the expiration date is reached.

The union is developing a computer program for the registration/shipping system that will automatically calculate sea time and issue a verification letter. Once developed, the union will submit a proposal to the NMC for approval.

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SIU Gains Car Carrier, MSC Ship

October brought more new job opportunities for Seafarers, as the union welcomed the reflagged car carrier *Freedom* and the prepositioning vessel *USNS Roy Wheat*.

The *Freedom* is the fifth ship in American Roll-On Roll-Off Carrier's (ARC) fleet of U.S.-flag car carriers. It previously traded as the *Takamine* and was scheduled to reflag American Oct. 30 during a ceremony in Baltimore.

Pacific-Gulf Marine (PGM) is managing and operating the *Freedom*, built in 1997. The 623-foot ship has a total capacity of 5,890 cars (or 803 trucks) and is ideally suited for roll-on/roll-off, project and "heavylift" cargoes. A sister ship to the *Tanabata*, the vessel will be deployed in ARC's service between the U.S. East Coast and Northern Europe.

"This is great news for the union, and we look forward to providing the unlicensed crews for the *Freedom* and the *USNS Wheat*," noted Seafarers Vice President Contracts Augie Tellez. "The reflagging of the car carrier and the addition of the prepositioning ship also signals good news for national security,

because it helps maintain a strong pool of trained, loyal U.S. mariners."

PGM Chief Executive Officer Todd B. Johnson stated, "We are looking forward to performing the ongoing management and operation of the *Freedom*. This is an exciting project for PGM and a welcome addition to the U.S.-flag fleet."

Earlier in the month, the U.S. Military Sealift Command (MSC) conducted a naming ceremony for the 864-foot *USNS LCPL Roy M. Wheat*, a new addition to the agency's afloat prepositioning fleet. U.S. Rep. Gene Taylor (D-Miss.), a strong supporter of the U.S. Merchant Marine; Lt. Gen. Martin R. Berndt, USMC, Commander, U.S. Marine Corps Forces Atlantic; and Vice Adm. David L. Brewer III, USN, Commander, MSC, delivered remarks at the Oct. 7 ceremony at Blount Island Command in Jacksonville, Fla.

"Our civilian mariners are essential to our nation's strength and the readiness of our armed forces," Brewer noted. "They have served in every conflict, car-



Vice Adm. David L. Brewer III, USN, said the prepositioning ship *USNS Wheat* will improve our nation's combat readiness.



U.S. Rep. Gene Taylor (D-Miss.) thanks the Wheat family for Roy Wheat's heroism.



Lt. Gen. Martin R. Berndt, USMC, said the *USNS Wheat*'s crew "will take Wheat's name around the world in defense of freedom."

rying combat gear and supplies for America's war fighters."

Lance Cpl. Wheat was the only Mississippian to receive the nation's highest military honor during the Vietnam War. He died in combat on Aug. 11, 1967 after diving on an exploding anti-personnel mine in order to protect fellow Marines. Wheat posthu-

mously was awarded the Medal of Honor.

Operated by Keystone Shipping, the vessel named in Wheat's memory will preposition materiel for the U.S. Marine Corps, enabling quick transport to trouble spots as Marines sail or are flown into theater. The *USNS Wheat* is one of about three dozen

MSC prepositioning ships, most of which are located in the Mediterranean Sea, the Indian Ocean and in the Western Pacific.

The U.S. Navy purchased the Ukrainian-built former Soviet auxiliary ship in 1997. The vessel originally was 746 feet long, but gained an additional 118 feet through refurbishment.



The prepositioning ship *USNS Wheat* has a total cargo capacity of 200,000 square feet and can sustain speeds of more than 20 knots.



Renamed the *Freedom* and reflagged under the Stars and Stripes, the newest SIU-contracted car carrier offers new job opportunities for Seafarers.

Labor Department Inducts Paul Hall into Hall of Fame

The Seafarers International Union received a tremendous honor Oct. 1 when the U.S. Department of Labor (DOL) inducted the late SIU President Paul Hall into its Hall of Fame.

Active and retired Seafarers, as well as members of Paul Hall's family, attended the induction ceremony at the DOL offices in Washington, D.C.

"Paul Hall fought for good pay and benefits for American mariners, and he also fought for their education," noted U.S. Secretary of Labor Elaine L. Chao. "It's fitting that the Paul Hall Center for Maritime Training and Education today is instrumental in ensuring that young people have the opportunity to pursue careers at sea."

SIU President Michael Sacco addressed the audience of approximately 200 people, which also included past and present SIU officials and students from the Paul Hall Center—the SIU's affiliated school in Piney Point, Md.

"Today, we honor the memory of a man who was totally committed to the rank-and-file Seafarer," Sacco stated. "I think it's worth noting that through his unwavering support of the U.S. Merchant Marine, he also was dedicated to the national and economic security of the United States. Not only that, he was also a great champion of many, many other workers throughout the trade union movement."

Two other individuals were inducted: Steve Young, former national president of the Fraternal Order of Police (FOP); and Milton Hershey, founder of Hershey Foods Corporation as well as the M.S. Hershey Foundation.

"The leaders we honor today were visionaries of courage, conviction, and service. Their ideals made a positive and lasting impact in improving the lives of working Americans," said Chao.

In announcing the selections, the DOL noted that the Labor Hall of Fame was founded in 1989 to honor posthumously those Americans whose distinctive contributions enhanced the quality of life for America's workers.

Open to the public, the hall itself is composed of kiosks of memorabilia and is located in the North Plaza of the Department of Labor on Constitution Avenue.

Paul Hall served as the second president of the Seafarers International Union of North America. He contributed significant and far-reaching aid to the U.S.



SIU President Michael Sacco recalls some of Paul Hall's many accomplishments as U.S. Secretary of Labor Elaine L. Chao enjoys the remarks.



U.S. Secretary of Labor Elaine L. Chao says it is fitting that the Paul Hall Center keeps alive the memory of the SIUNA's second president.

maritime industry. Hall was known by several U.S. Congressmen as the "father of the American Merchant Marine" for his role in the passage of the Merchant Marine Act of 1970.

"I worked with Paul for many years," Sacco told the crowd. "He was tough and demanding and not always easy to work for. But he was 100 percent devoted to improving the lives of Seafarers and all workers, and he would accept nothing less than a 100 percent commitment from everyone around him. Paul was a man who wouldn't ask you to do anything that he wouldn't do himself. Ultimately, that's a big reason why people worked so hard for him."

He added, "What really set Paul apart was his foresight. Though he came from poverty and didn't complete much schooling, he was a true visionary and was very much ahead of his time."

Among Hall's proudest accomplishments were securing good benefits for Seafarers and their families, and founding the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1967. The main campus was renamed in Hall's memory in 1991.

He died of cancer in 1980, at age 65.



This painting of Paul Hall is part of his display in the U.S. Labor Hall of Fame.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Thursday, Dec. 25, 2003 for the observance of the Christmas day holiday (unless an emergency arises). Normal business hours will resume the following workday.

LNG Crew Rescues Filipino Fishermen

Filipino fishermen Marcelo Corrales and Ronnie Natinga owe their lives to the captain and crew of the Seafarers-contracted LNG *Libra*.

The vessel on Aug. 20 saved the duo from certain doom some 85 nautical miles north northeast of Kandi Sulawesi in the Celebes Sea. According to AB **Eduardo Morre**, who regularly sails on the vessel, the *Libra* lookout spotted two fishermen drifting in their 13-foot fishing boats and signaling that they were in distress. The word was passed to *Libra* Captain Thomas S. Laird who altered his course and maneuvered into position to render assistance. The *Libra* at the time was on course to Bontang, Indonesia.

Once in position, *Libra* crew members extracted the fishermen from their boats. Aside from being hungry, thirsty and tired following their rescue, Natinga and Corrales were in relatively good medical condition. They were clothed, fed and questioned about how they had managed to get themselves into such a precarious situation.

The duo revealed that they, along with fishermen in three other small vessels, had departed Zamboanga del Sur, Philippines during the early morning hours of Aug. 16. Once in the open sea,

however, they lost contact with their comrades and drifted some 200 miles south of their original location. Having exhausted all means for requesting assistance from the Philippine Coast Guard/Indonesian Search and Rescue authorities over the next four days, they were left at the mercy of the sea. At the time of their rescue, Natinga and Corrales had no food or water remaining on their boats.

'The example of professionalism, teamwork and generosity speaks highly of the crew...'

—Thomas S. Laird
Captain, LNG *Libra*

Following the rescue, *Libra* crew members set the fishermen's vessels adrift, and the captain resumed his course. Meanwhile, Natinga and Corrales rested for two nights and three days.

After arriving in Bontang, Captain Laird made arrangements to repatriate the two fishermen back to their country. The captain also thanked everyone for

their efforts in the successful rescue.

"The example of professionalism, teamwork and generosity speaks highly of the crew of the LNG *Libra* on voyage 481," Laird said. "I know that Marcelo, Ronnie, and their families and loves ones will always be very grateful for the kindness and compassion that was shown by all.

"Being good shipmates and watching out for one another do not apply only on board our vessel," the captain concluded. "Aug. 20 showed that it applies to everyone at sea as well."

Seafarers aboard the *Libra* at the time of the rescue were: Bosun **Frank Hedge**, ABs **David W. Collins**, **Eddie R. Ponteres**, **Richard T. Spence**, **Pedro Ramos**, **Rodolfo C. Antonio** and **Osmond Raji**; QMEDs **Richard E. Wilson**, **Jose A. Quinones** and **Leonides B. Bacal**; GUDE **Julian L. Lacuesta**; Chief Steward **Abraham M. Martinez**; Chief Cook **Paul F. Diesner**, and Steward Assistants **Monty E. Smith**, **Carlos D. Boiser Jr.** and **Roserlina A. Commager**.

Those involved in the actual rescue included Bosun Hedge; ABs Ponteres, Antonio and Raji, GUDE Lacuesta Jr.; and SAs Boiser and Commager.



The LNG *Libra* maneuvers alongside the small boats of Marcelo Corrales and Ronnie Natinga to commence rescue operations.



Members of the LNG crew join the rescued fishermen for a lighthearted moment. From left to right are AB Rodolfo Antonio, AB Eddie Ponteres, Third Mate Don Bridenstine Jr., rescued fisherman Ronnie Natinga, SA Roserlina Commager, Capt. Thomas S. Laird, rescued fisherman Marcelo Corrales, Bosun Frank Hedge, and AB Osmond Raji.



Crowley Tug Crew Does 'Excellent Job' Towing Car Carrier

The SIU-crewed Crowley tug *Sea Cloud* on Sept. 13 came to the aid of the *Sunbelt Dixie*, a car carrier that was stranded some 190 miles offshore from the port of Long Beach/Los Angeles, according to Jim Penny, Crowley vessel operations manager.

"We got a call that the *Sunbelt Dixie* was broken down as a result of some maintenance problems," Penny said. "The car carrier had left San Diego and was en route to some place in the Far East ... Japan, I believe. We were asked to get a crew together and get out to her

as quickly as possible."

Not long after receiving the call, a crew had been assembled and the tug *Sea Cloud* departed port. "The tug and its crew got under way at 1430 hours on Aug. 13," said Penny. "They went out to the location of the *Sunbelt Dixie*, fitted her with an emergency tow bar and then brought her home. The *Sea Cloud* returned at 1700 hours on Aug. 16."

Those aboard the *Sea Cloud* during the towing operations were Captain **Wayne Byrd**, Chief Mate **Ed Brady**, Second Mate **Benny Guillot**, Engineer **Bob Bouton**, and ABs **Mike Restivo** and **George Siegel**.

"The crew did an excellent job in dealing with this quick response situation," said Penny. "They were very efficient as well as professional in their approach and actions. The customer was very happy."

Contract Department News

The union's contracts department is reporting wage increases and other gains for members at a number of SIU-contracted companies.

Seafarers employed by Dyn Marine will receive a three percent increase in total labor costs (wages, vacation benefits, etc.), retroactive to Sept. 17, 2003.

Seafarers sailing aboard the *Maersk Rhode Island* also will receive a three percent increase in

total labor costs, retroactive to Sept. 1, 2003.

Members employed on Maritans tankers will receive a three percent increase in total labor costs, retroactive to June 1, 2003.

And, SIU members employed aboard Sealift, Inc.'s *Bennett* and *Merlin* are scheduled to receive a three percent increase in total labor costs retroactive to Oct. 1, 2003.

Flu Shots Offered at Tacoma Hall

As offered in the past, the Tacoma union hall will have an on-site nurse from the port clinic giving out flu shots to *eligible members and dependents*.

The shots will be available

Thursday, Nov. 20, 2003 from 10 a.m. to 12 noon.

To find out if you or your dependents are eligible for this benefit, please contact the Seafarers Health & Benefits Plan at (800) 252-4674.

Massachusetts WWII Mariners Eligible for \$300 Veterans Bonus

All U.S. veterans received a \$300 bonus (as well as other benefits) at the end of World War II—all, that is, except for members of the U.S. Merchant Marine.

In 1988—42 years after the war, most merchant mariners were given official status as veterans. Ten years after that, another victory was secured when the mariners' cutoff date for veterans' status was changed to match the date used by the armed forces. Now, 57 years from the end of the war, the question of the \$300 bonus is being addressed by the Commonwealth of Massachusetts.

Anyone who sailed in the U.S. Merchant Marine at any time from Dec. 7, 1941 to Dec. 31, 1946 and who lived in Massachusetts for six months before entering the Merchant Marine is eligible for the \$300 bonus. Applications must be for those veterans still alive, not their heirs.

For application information, call the Massachusetts treasurer's office at (617) 367-3900, ext. 543, and ask about the Massachusetts veterans bonus.

No fewer than 6,795 merchant mariners were killed during the war; more than 460 of them were from Massachusetts.

Union Presidents Stand Up for Jones Act

Maritime Cabotage Task Force Also Reiterates Support

The presidents of five maritime unions recently wrote to U.S. Rep. Don Young (R-Alaska) to convey their unified, strong opposition to legislation that would gut the Jones Act.

SIU President Mike Sacco; Masters, Mates & Pilots President Tim Brown; Marine Engineers' Beneficial Association President Ron Davis; American Maritime Officers President Mike McKay; and International Longshore & Warehouse Union President James Spinosa in early October urged Young—the chairman of the House Committee on Transportation and Infrastructure—to join them in opposing bills introduced by U.S. Rep. Ed Case (D-Hawaii) that would repeal the application of the Jones Act to the carriage of cargo in the U.S. non-contiguous domestic trades.

The legislation (H.R. 2845, H.R. 2846 and H.R. 2847) would allow foreign-built and foreign-flag vessels that are owned by subsidiaries of foreign corporations to operate between American ports.

"We recognize that the proposed legislation would require that American citizens be employed aboard the foreign-flag vessels that are given a coastwise endorsement to operate in the domestic trades," the letter states. "In fact, we believe that one of the important lessons learned from Operation Iraqi Freedom is that our country must have a sufficient number of trained American citizen maritime personnel to crew the government-owned and -chartered and private commercial vessels called into service during time of war or other emergency.

"However, notwithstanding this clear recognition of the important role that American sea-

farer personnel play in our nation's commercial sealift capability planning, it is contrary to the overall defense policy of our nation to allow foreign-owned and foreign-flag vessels to capture control of America's domestic trades."

Under Case's legislation, U.S. citizens working aboard these foreign-flag ships would be robbed of the protections of American labor laws and other regulations covering U.S. crews on American-flag ships.

Additionally, the letter notes, "Equally important, by allowing foreign-flag vessels to operate between the mainland U.S. and Hawaii, Puerto Rico and Alaska without having to comply with all U.S. standards and without having to pay U.S. taxes, existing U.S. vessel operations in these trades will be severely threatened and the investments made by these companies in U.S.-built, U.S.-flag ships will be lost.

"Notwithstanding what the opponents of America's cabotage laws contend, the implications for our national security are great if America loses American-owned domestic shipping companies. If this occurs, the U.S. will be forced to rely instead on the good will of foreign companies to make their foreign-flag vessels available to provide the sealift sustainment capability needed by the Department of Defense to supply American forces overseas."

Meanwhile, the Maritime Cabotage Task Force (MCTF), a broad-based coalition to which the SIU is affiliated, recently wrote to Case detailing the numerous economic and security benefits of the Jones Act, which requires that cargo moving between U.S. ports be carried on

U.S.-flag, U.S.-crewed, U.S.-built vessels.

"The Jones Act is widely recognized as an important component of U.S. national security," states the MCTF letter. "The Jones Act has been supported by all modern Commanders in Chief, from President Carter to President George W. Bush. Similarly, the Jones Act has been supported by the U.S. military's top transportation officials. For example, the

former heads of the Defense Department's U.S. Transportation Command, General Walter Kross, USA, and General Charles T. Robertson, USAF, each characterized the Jones Act as 'a proven performer that supports both our nation's military security and economic soundness.'

"During Operation Iraqi Freedom, U.S.-flag domestic operators, shipyards, and American seafarers from Jones Act ships

provided vital support to military operations," the MCTF letter continues. "This support included use by the Defense Department of a Jones Act roll-on/roll-off vessel from the Alaska trade to transport military equipment to the Persian Gulf, as well as the efforts of hundreds of American civilian seafarers to crew the 40 ships activated from the U.S. Government's Ready Reserve Fleet to aid in the sealift effort."

Seafarers Back Maersk Application

Thousands of Seafarers last month submitted letters to the Department of Transportation (DOT) supporting a request by SIU-contracted Maersk Line, Limited (MLL) to directly operate their vessels that are enrolled in the U.S. Maritime Security Program (MSP).

At SIU membership meetings across the country, Seafarers eagerly signed the letters after reading and hearing about the issue. The letters were mailed to the DOT docket clerk ahead of the Oct. 24 deadline for public comments.

"Our members deserve credit for understanding the issue and supporting the position that benefits not only their job security, but also U.S. national security," said SIU President Michael Sacco. "Seafarers realize that Maersk's application is consistent with existing law. Congress also is positioned to approve MSP reauthorization legislation that would allow the exact same arrangement as proposed by Maersk Line, Limited."

A letter detailing the issue was signed by Sacco; Marine Engineers' Beneficial Association President Ron Davis; and Masters, Mates & Pilots President Tim Brown on Oct. 3 and then circulated among the respective memberships. In part, the letter pointed out that MLL is based in Norfolk, Va. and was incorporated in the United States in 1947. The company is independently controlled by a board of directors composed entirely of U.S. citizens including two retired Admirals from the U.S. Navy. MLL also is the largest sealift contractor with the U.S. Department of Defense.

"Our duty to our respective members dictates

that we preserve your jobs," the union presidents noted. "Accordingly, we ask that you not be tricked into believing that you will lose your jobs or be looked upon as un-American (if you support MLL's position). Instead, know with certainty that when MLL takes over direct control of the MSP vessels you will keep your job, be sailing on an American-flag vessel as a U.S. Merchant Mariner and be working for a U.S. company."

The presidents also pointed out that the DOT's Maritime Administration "has already ruled that MLL is an eligible transferee of the MSP Operating Agreements should MLL desire to become the MSP contractor."

The letters signed by Seafarers read in part, "It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration to approve the MLL's request.... Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

"MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program."

Former Matson Chairman/CEO Robert J. Pfeiffer Dies at 83

Robert J. "Bobby" Pfeiffer, a well-respected leader in the maritime community and chairman and CEO of Seafarers-contracted Matson Navigation Co. and its corporate parent, Alexander & Baldwin, Inc., succumbed to cancer Sept. 26, 2003 at his home in Orinda, Calif. He was 83.

Pfeiffer, who was born in Fiji in 1920 and grew up in Hawaii, came from a long line of sea captains. When he was 12, he began working summers as a deckhand on a harbor tug. Within four years, he had a master's license for small vessels and later served as a captain on inter-island ships, working full-time for Inter-Island Steam Navigation after his graduation from high school.

He served in the Navy during World War II and remained in the Naval Reserve until 1965, retiring with the rank of commander. He returned to Inter-Island Steam Navigation, where by 1950 he had risen to the position of executive vice president. He then moved to Alhambra, Calif. in 1955 to become vice president and general manager of Pacific Cut Stone and Granite Co.

The following year, Pfeiffer began his long association with Matson and its parent company, Alexander & Baldwin. He became vice president and general manager of Matson Terminals, Inc. in 1960, where he was instrumental in helping negotiate an historic labor agreement that made containerization of cargo the standard method of shipping, thereby transforming the maritime industry. Two years later, he was elected president of Matson Terminals, and he continued to rise through the ranks, eventually being named CEO and chairman of the board at Alexander & Baldwin. He retired in 1999 and served as chairman emeritus, continuing to attend meetings and keeping regular office hours at Matson headquarters in San Francisco until shortly before his death.

Pfeiffer was widely respected by both labor and management, and he earned many accolades over the years, including three honorary doctorates.

One measure of respect shown to him while he was still living was the naming of a Matson ship in his honor. The SIU-crewed *R.J. Pfeiffer* went



Robert J. "Bobby" Pfeiffer

into service in 1992. The only commercial vessel built in a U.S. shipyard since 1984, it was the last containership built for the Hawaiian trade in the 20th century and the last new build to enter the Matson fleet. (Since then, the SIU-crewed *Manukai* has joined the Matson fleet, to be followed in mid-2004 by the *Maunawili*.)

His leadership skills also extended to charitable and community causes.

Pfeiffer's wife, Mary, whom he met in the Navy, died in 2002 after 57 years of marriage. He is survived by three daughters, a son, and nine grandchildren. Memorial services were held Oct. 16 in San Francisco.

Study: Unions' Gains Benefit All Workers

A new report by the Economic Policy Institute (EPI) details the benefits unions provide for both unionized and unrepresented workers.

Titled "How unions help all workers," the report notes that employees with collective bargaining agreements have a substantial advantage over nonunion workers, as union wages are approximately 20 percent higher. Overall union compensation (wages and benefits) is about 28 percent higher.

Unionized workers also are more likely to receive paid leave. They are up to 28 percent more likely to have employer-provided health insurance and up to 54 percent more likely to participate in an employer-provided pension plan, according to the study.

"Unions are instrumental in establishing and enforcing an extensive array of labor laws, including protections that give workers unemployment insurance, Social Security, safety and health standards in the workplace, and extra pay for overtime," the EPI noted when announcing the report. "Unions educate their members on their

rights and protections under the law, and encourage them to exercise their rights and participate in programs that are open to them. When union members exercise their rights, unions act to limit employer reprisals, correct misinformation, provide resources to make a claim, and negotiate solutions to disputes on behalf of workers."

The EPI is a nonprofit, non-partisan research group based in Washington, D.C.

The study points out that in unionized industries or regions, the better pay and benefits that unions have won for their members raises the standard that nonunion employers frequently follow. According to the report, "Generally, unions have set norms and established practices, like fringe benefits and grievance procedures, which have become widely accepted practice, thereby improving pay and working conditions for the entire workforce."

"The research evidence clearly shows that the labor protections enjoyed by America's entire workforce can be attributed in large part to unions," said EPI President Lawrence Mishel.

SOCP Tackles 'Short Sea Shipping'

The Short Sea Shipping initiative (SSS) and how it potentially will be impacted by ongoing maritime security practices took center stage of the agenda Oct. 7-8 during the Ship Operations Cooperative Program (SOCP) Conference at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Principal speakers during the program's packed slate included U.S. Maritime Administrator Capt. William G. Schubert; Rear Adm. Thomas H. Gilmour, assistant commandant for Marine Safety and Environmental Protection, U.S. Coast Guard; and Raymond Barberesi of the U.S. Maritime Administration.

SIU President Michael Sacco also was featured on the agenda. On day one of the program, he welcomed conference attendees to the Paul Hall Center on the occasion of their 10th anniversary meeting and congratulated the entire SOCP for its success in



U.S. Coast Guard Captain Ernie Fink addresses the audience.

promoting a strong U.S.-flag Merchant Marine.

"As the name of your organization indicates," President Sacco said, "cooperation throughout our industry is key. We're all in this together."

Speaking specifically about the conference site and providing some background about its reputation, Sacco noted, "The Paul Hall Center is recognized as a model of labor-management cooperation. It (the school) is a perfect example of what can be accomplished when we work together...a great place for people to begin their careers as merchant mariners."

In addition to providing entry-level training for merchant mariners, Sacco told conference attendees that the school is a hub where mariners can return to hone and expand their skills. "The school also is designed for continued vocational training, so students can come back and advance all the way from the entry ratings to becoming officers," Sacco pointed out. "And we offer academic support, too. Students can earn a GED here at Piney Point...and receive college credits for many of our vocational classes, which are part of our degree-granting status for an Associate of Arts degree in Nautical Science or Marine Engineering."

Barberesi provided a detailed explanation on current and future cooperative efforts involving SSS, which aims to encourage cargo movements by water. After noting that the initiative became a



SIU President Michael Sacco welcomes SOCP attendees for their conference in Piney Point, Md.

focal point after Transportation Secretary Norman Mineta assumed his post, Barberesi told those in attendance that the SSS, which will increase water transportation while also easing truck highway congestion, also will:

- Result in lower surface transportation improvements and maintenance costs,
- Reduce the amount of hazardous materials moving on the nation's surface system,
- Improve the overall security and safety of the nation's transportation system and
- Create industry opportunities through the Jones Act and cabotage laws.

Barberesi also stressed the importance of international cooperation, noting the necessity of working closely with the Canadian, Mexican and European communities.

During a question and answer session following his presentation, Barberesi was asked how new and possibly confusing and/or conflicting SSS licensing requirements and federal regulations will be handled. His response was that he was not ex-

pecting anything different from what we currently do. "I don't think short sea shipping will necessitate the need for any new licensing or regulations."

On this issue of whether or not the trucking industry is opposing SSS, Barberesi said dialogue is the key. He noted that the more discussion that takes place, the more concerned parties would realize that the initiative would complement truckers' interests.

Admiral Gilmour addressed the impact of maritime security on SSS during his remarks and noted that "Safety and security are two sides of the same coin." The admiral said numerous situations have presented themselves since 9/11 in which the Coast Guard had to make determinations whether issues were related to possible terrorist activities or safety concerns.

"Ports and maritime are both valuable and vulnerable to terrorists attack," he said while emphasizing that maritime security must be a global effort. Gilmour said it was critical that the Coast Guard continue its practices of dual inspections, which address both safety and security. "The task is daunting; failure is not an option," he said.

The admiral concluded his presentation by highlighting efforts to combat marine invasive

species as well as current work on ballast water standards.

Captain Schubert reaffirmed his commitment to the continued success of the SOCP and making SSS a reality. "While the Department of Transportation serves the nation as an advocate of safety and pioneers in transportation," he said, "the SOCP plays an integral role in assisting DOT to improve the competitiveness of U.S. vessel operation. This in turn, leads to a more productive transportation network overall."

Schubert emphasized the importance of educating the nation's youth about the vital role the maritime industry plays in the U.S. and outlined programs which his agency—along with the Departments of Labor and Education—are developing that are geared toward initiating merchant marine vocational training programs.

"Within the Maritime Administration, with help from the U.S. Coast Guard, other federal agencies and the industry, I see programs developing that show much promise for serving the maritime community," he said.

At the top of the list, Schubert said, are workforce development and the Maritime Career initiatives that are either currently in the works or have been implemented over the past few years.



Alaska Tanker Company President Anil Mathur (standing) discusses shipboard safety on the first day of the SOCP meetings. Pictured from the left at the table are Captain Tom Tomasovic, Captain Tom Bushy and Todd Ripley of MarAd.



SOCP is a private/public partnership formed 10 years ago to share resources and the application of technology to improve ship safety, training and other aspects of the maritime industry.

AFL-CIO Study Documents Wal-Mart's 'Race to the Bottom' on Health Coverage

Wal-Mart exemplifies the harmful trend among America's large employers to shirk health insurance responsibilities at the cost of their workers and the community, according to a new report by the AFL-CIO.

With reduced coverage and increased workers' premium fees, Wal-Mart—the largest private employer in the U.S.—sets a troubling standard, according to the federation. Fewer than half of Wal-Mart workers are insured under the company plan (46 percent). This rate is dramatically lower than the 66 percent of workers at large private firms who are insured under their companies' plans, according to a new Commonwealth Fund study released Oct. 21, which documents the growing trend among large employers to drop health insurance for their workers.

Wal-Mart's workers also pay an exceptionally large proportion of health plan coverage, the AFL-CIO pointed out. The typical employee at large companies pays 16-25 percent of total health plan premiums, according to a recent Kaiser Family Foundation report. The AFL-CIO's study reports that Wal-Mart requires its workers to make unusually large contributions to health care costs—42 percent of the total cost of the plan.

"As 70,000 grocery store workers are on strike to keep affordable health care, Wal-Mart's role as the force driving the race to the bottom in health care benefits has risen to center stage," the federation said in a news release announcing the study.

"The grocery store workers striking with the UFCW are taking a stand for all American working families who are being squeezed beyond their limits by our broken and inadequate health care system," said AFL-CIO President John Sweeney. "As Wal-Mart continues to leech off communities, forcing taxpayers and workers to pick up health care costs, it does tremendous damage as it drives other companies to do the same."

While historically providing good health benefits to their employees, the supermarkets now argue that they must shift greater costs onto workers in order to counter the cutthroat competition they face from Wal-Mart.

Workers who do not receive health coverage on the job and cannot afford the rising cost of private plans seek out health care from the public system, or go without, according to both studies.

"This downward spiral translates into even greater demands on public health care programs, and ultimately our nation must find a policy and legislative solution to take this burden off working families and communities," said Gerald Shea, the AFL-CIO's director of governmental affairs. Shea pointed out that the state of California recently passed a health care bill that mandates employers to cover their employees. "This policy attempts to end the cost shifting onto its public health care system by employers. Federal policy to moderate rising costs of private health care is also needed," Shea said.

Lakes Boatmen Get the Job Done



SIU Port Agent Don Thornton recently met with SIU boatmen employed by Great Lakes Towing, including AB William Hermes (top photo) and Deckhand Steve Rodziczak (at left) aboard the tug *Indiana* in Green Bay, Wis.

New Matson Ship Arrives in Hawaii

The Seafarers-crewed container ship *Manukai* arrived last month in Honolulu on its inaugural voyage.

Matson Navigation Company's new 712-foot vessel is the first new container ship built for Hawaii in the 21st century and is the first new build to enter the Matson fleet since the *R.J. Pfeiffer* in 1992. The ship has the capacity to carry 2,600 containers and will be deployed in the company's Hawaii service between Long Beach, Calif. and Honolulu.

The *Manukai* is the first of two new Matson container ships being built at Kvaerner Philadelphia Shipyard, Inc. The second vessel, the *Maunawili*, is scheduled to be

delivered in mid-2004.

Bosun **Mike Wittenberg** sailed on the *Manukai* when it was brought out of the yard.

"We just took it down the Delaware River, up and down the East Coast. Went as far south as mouth of Chesapeake, as far north as north Jersey," he noted. "It's brand new, of course, so it's nice and clean, with beautiful staterooms."

Wittenberg pointed out that because of the ship's newness, crew members had a very full schedule in preparing it to sail. "First, we had to prove to the Coast Guard that we could handle any situation—fire drills, things like that," the bosun stated. "All that equipment was new, so we

had to get everything organized—fire fighting gear, oxygen tanks. They were still in the original boxes. We had to get everything out and test it. We had to put up a lot of signs, too.

"The cargo holds had to be painted, and the Coast Guard spent a lot of time with me testing the anchors," he continued. "Top to bottom, it was a lot of work. The crew was very cooperative."

The vessel is equipped with enough generator capacity to support the refrigerated container requirements of the Hawaii trade. Other features include a fuel-efficient diesel engine, modern shipboard technology and a number of environmentally friendly design elements.



Crew members sailing aboard the *Manukai* during sea trials included (from left) AB Troy Mack, Chief Cook Hazel Johnson, SA Ali Alnassiry, Chief Steward Kris Hopkins, AB Daniel Cruz, Bosun Mike Wittenberg, SA Erik Marlowe and SA Wilson Peniston.

With Seafarers on the Atlantic Forest

Pictured below are SIU members who were part of the first crew that sailed Waterman's *Atlantic Forest* from Russia to the U.S. after the ship reflagged American. The *Atlantic Forest* is a LASH vessel.



CC Gerardo Frederick



QMED Robert Scrivens



CE Frank Quebedeaux



GUDE Wayne Watts



AB Armando Medina



Bosun Burlin Pinion and AB Finn Jacobson



BREC Eugene Grantham



Kvaerner Philadelphia is building a second new ship for Matson, due in mid-2004.



A 22-year member of the SIU, Bosun Mike Wittenberg helped bring the new vessel out of the shipyard.

2 More RRF Ships Complete Exercise

U.S. Maritime Administrator Captain William Schubert in late September announced that two Seafarers-crewed Ready Reserve Force (RRF) ships successfully completed readiness activation exercises. The two activated ships were the *Flickertail State* and the *Cornhusker State*, both berthed in Newport News, Va. and operated by Interocean Ugland Management.

Schubert said, "Readiness exercises such as these keep our ships in shape to provide the support our armed forces need. Forty ships of the RRF provided sealift for the Iraqi conflict, and they had an operational reliability record of 98 percent. Success like that comes with practice."

"Turbo Activations," sponsored and monitored by the Joint Chiefs of Staff and the U.S.

Transportation Command, are made without notice. During an exercise, RRF ships are directed to shift from a reduced operating status to a fully crewed status, with the quarters made habitable and cargo gear ready, within four or five days. Activations are often followed immediately by a sea trial.

The *Flickertail State* and the *Cornhusker State* were successfully prepared for delivery to the U.S. Military Sealift Command well within their readiness time frames. They were supposed to be ready in five days but in fact were

ready in four days, 23 hours and 50 minutes, according to MarAd.

The two vessels are auxiliary crane ships used to carry cargo. In addition, they can be used to load and unload other ships anywhere in the world and are particularly useful when port facilities have been damaged.

MarAd maintains the RRF,

which is a fleet of 68 militarily useful ships. This fleet, located throughout the country, is maintained in a reserve status in the event that the Department of Defense needs these ships to support the rapid, massive movement of military supplies and troops for a military exercise or large-scale conflict.



The *Flickertail State* (right) and *Cornhusker State* (left) are part of the RRF—a civilian-crewed fleet that helped supply U.S. troops during Operation Iraqi Freedom.



Phase 2: An Invaluable Experience



With assistance from Chief Steward James Willey (left), Unlicensed Apprentice Michael Henry learns how to retrieve recipes from the computer and prepare a menu.

The Unlicensed Apprentice program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is based on the philosophy that every new person coming into the maritime industry needs certain basic skills and knowledge. It consists of three phases of instruction. The first is a 12-week vocational curriculum focusing on maritime organization, basic seamanship, emergency action and social responsibility. Phase 2 involves 12 weeks of actual training aboard ship, serving in each department (deck, engine and steward) for four weeks. The apprentice then returns to the Paul Hall Center for the third phase, which consists of specific training based on the student's choice of departments.

Take **Michael Henry**, for example. A graduate of unlicensed apprentice class 641, Henry recently completed his Phase 2 training aboard the *Overseas Joyce*. The photos on this page show Henry during his rotation in the steward department—learning the ropes by studying, listening and on-the-job training with help from more seasoned crew members.



... checking the proper temperature of a pork roast.



... practicing his stir-fry technique.



... cleaning a shower under the watchful eyes of GSU Hernan Sanga.



After watching Chief Cook Julito Crodua make pizza dough (above), Michael Henry tries his hand at it (below).



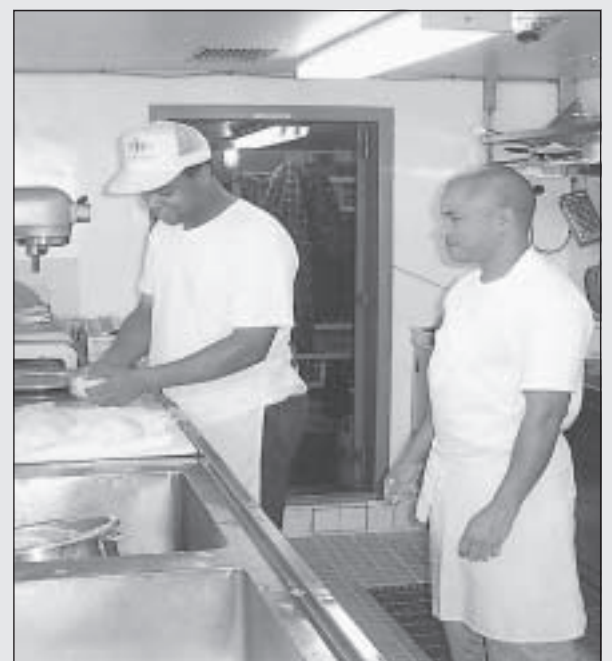
Left: In his spare time, Michael Henry takes time to study a cookbook about spices, seasonings and cooking terms.



Decorated birthday cakes are a great morale builder aboard ship. Here, Michael Henry gets pointers from Chief Steward James Willey on frosting a cake.



Left: GSU Hernan Sanga (right) observes the young trainee as he perfects his hospital corners.



Eating Well on the Overseas Joyce



Chief Steward James Willey is famous for his decorated birthday cakes which he recently presented to celebrants (from left) AB Anton Tunjic, AB Anthony Antonio and Electrician Anton Popescu.



Steward/Baker Jack Hart shows off one of his specialties—baked flounder stuffed with shrimp and crabmeat.



ABOARD THE RHODE ISLAND: (from left) AB John Carr and the crew of the tanker *Rhode Island* take lifeboat drills very seriously; John Mensah, AB John Carr and 3rd Mate Kelvin Eagleton; Chief Cook Gloria Baker and Chief Steward W. H. Watson III make final preparations for dinner aboard ship.

Seafarers at Sea and Ashore



Seafarers aboard the USSM vessel *Developer* helped the vessel earn U.S. Ship Management's "Best in Fleet" award for 2003. AB Kadir Amat (third from left, with other Seafarers) sent this photo to the LOG.

SIU member Rafael Alvarez (below) writes a column reviewing books about the sea for *Professional Mariner* magazine. Anyone with suggestions on books to be reviewed—classics or brand new, fiction or non-fiction—is welcome to contact Brother Alvarez at (410) 327-5254 or through r@alvarezfiction.com



Newly retired Seafarer Jake Joyce (center) picked up his first pension check during the October membership meeting in Piney Point, Md. Joyce joined the union in 1960 in Philadelphia and spent his whole career sailing in the inland division, most recently as a tugboat captain for McAllister. He also served in the U.S. Army during Vietnam. A frequent upgrader who was one of the first Seafarers to earn a license through the Paul Hall Center, Joyce lives in Philadelphia. He was greeted at the membership meeting by (from left) SIU Executive VP John Fay, SIU President Mike Sacco, SIU VP Contracts Augie Tellez and SIU Secretary-Treasurer David Heindel.



The deck department gang on the *Major Stephen W. Pless* pose on deck for a group photo. Standing (from left) are AB Harold Dome, AB Ed Huntley, AB Ed Sosa, AB Paul Laborde and AB Alton Glapion. Seated (from left) are Bosun Robert "Red" Hagood and AB Curtis Newman.



Seafarers were busy when the *Gus Darnell* pulled into the port of Norfolk. From the left are AB Adolfo Majica, AB Joe Merriweather, Recertified Bosun Stanley Daranda, QEP Todd Moreland and AB William Dukes.



Steward department members aboard the *Capt. Steven L. Bennett* put out some great food. They include SA Charlie Drumm, Chief Steward Gary Favalora and Chief Cook Curtis Pollard.



Steward department members on the *Gus Darnell* include (from left) SA Eddie Urbina, SA Rafael Borja and Steward/Baker Exxl Ronquillo.



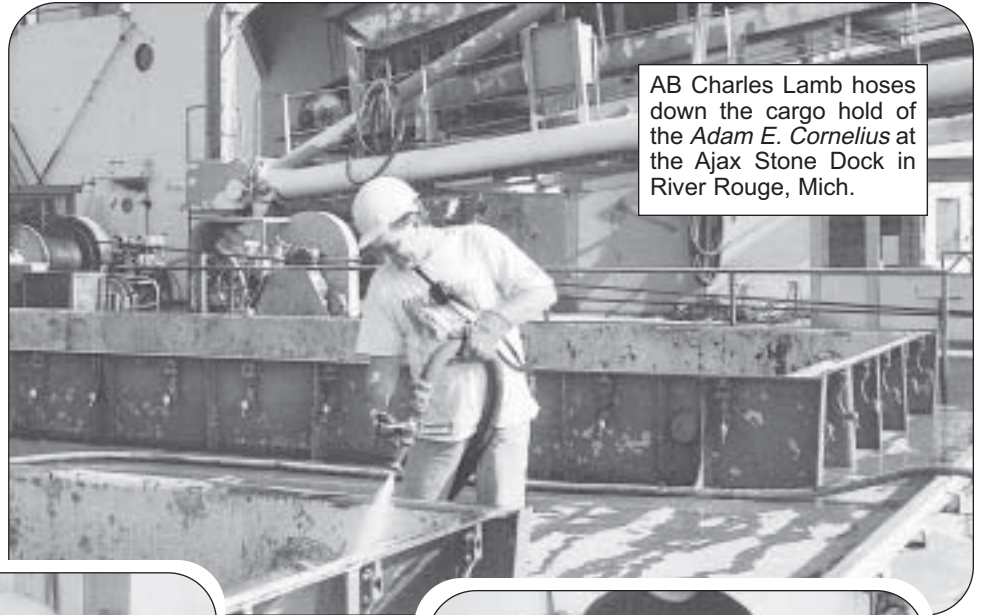
Right: After earning the chief steward's position aboard the *Rhode Island*, W.H. Watson III was presented with a certificate of excellence by Captain R. Cook (left) and Chief Mate S. Marchant.



The *Major Stephen W. Pless* recently held a payoff at the Atlantic Marine Shipyard in Mobile, Ala. Those responsible for some of the great meals and service aboard ship include (from left) Steward Mike Pabon, SA Robert Weeks, Chief Cook Linda McPhetridge, Third Cook Fred Gilbert and BR Phillip Paris.

Snapshots from The Great Lakes

Abdul Said is the gate-man on the *American Mariner*, which was in Essexville, Mich. when this photo was taken.



AB Charles Lamb hoses down the cargo hold of the *Adam E. Cornelius* at the Ajax Stone Dock in River Rouge, Mich.

Left: Operating the boom on the *American Mariner* is AB Art Beauchamp.



Second Cook Carolene Vitek (left) and Bosun Charles Neigebauer complete paperwork during a servicing visit to the *St. Clair* at the DTE energy plant in St. Clair, Mich.



DEU Christopher Mermuys rows the workboat to shore to pick up Algonac Port Agent Todd Brdak and Patrolman Chad Partridge so they can board and service the *Adam E. Cornelius* in River Rouge, Mich.



Filling out some forms in the galley of the *Adam E. Cornelius* are Second Cook Marine Lawrence (left) and SA Steve Lukowski.



Bosun Al Brzezinski operates the hatch crane aboard the *American Mariner*.

Crane Training Aboard Regulus



Seafarers and members of the American Maritime Officers recently completed crane operations training aboard the *USNS Regulus* in Norfolk, Va. Paul Hall Center instructor Greg Thompson conducted the course Oct. 6-8 aboard the fast sealift ship. Crew members from the *USNS Denebola* (operated by AMSEA, as is the *Regulus*) also completed the training. The following mariners (most are pictured above, on the *Regulus*) finished the course: Bosun Larry Ambrous, Bosun Francisco Bravo, AB Josephus Willis, AB Rafael Clemente, OS Gary White, OS J. Smith, Electrician Ken Ennenga, Second Engineer Rick Pritchard and Third Engineer George Eldemire.

AFL-CIO NATIONAL BOYCOTTS



SEPTEMBER/OCTOBER 2003

BUILDING MATERIALS & TOOLS

JET EQUIPMENT & TOOLS, INC.
Tulsa, Wash., distributor of "JET" brand rental and wood-working power and hand tools for home and commercial use
▶ International Brotherhood of Teamsters

ENTERTAINMENT & RECREATION

BIG LEAGUE THEATRICALS ROAD COMPANY
Producing the "The Main Star"
▶ Actors' Equity Assn./American Federation of Musicians
BLACK ENTERTAINMENT TELEVISION
NET cable television, Action television, live on jazz
▶ International Brotherhood of Electrical Workers
COHESION DISH NETWORK
Satellite Television Service
▶ Communications Workers of America

FOOD & BEVERAGES

ALGOOD FOODS
Riverside, Pa./Butler
▶ International Brotherhood of Teamsters
DANMOND WALNUT CO.
Lansdown brand, canned and bagged walnuts and walnut pieces
▶ International Brotherhood of Teamsters
MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "Yukon" labels
▶ Farm Labor Organizing Committee

PICTSWICK MUSHROOM FARM
Fresh mushrooms and frozen vegetables with the Pictswick label
▶ United Farm Workers of America

TRANSPORTATION & TRAVEL

ADAMS MARK HOTEL
Hotel in Buffalo, NY
▶ International Union of Operating Engineers
BEST WESTERN GARDENVIEW RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
▶ Hotel Employees & Restaurant Employees International Union
FOUR POINTS BY SHERATON
Hotel in Watbury, Conn.
▶ Hotel Employees & Restaurant Employees International Union
GRAND HOTEL MINNEAPOLIS
Hotel in Minneapolis owned and operated by the Wirth Companies
▶ Hotel Employees & Restaurant Employees International Union
HOLIDAY INN SUNSHINE HOTEL
Hotel in Kansas, Hawaii
▶ International Longshore & Warehouse Union

NEW DISANI HOTEL & GARDEN

Hotel in downtown Los Angeles
▶ Hotel Employees & Restaurant Employees International Union

OTHERS

CF&I STEEL and DREXION STEEL MILLS, INC.
Steel, including hot, hot, cold, pipe and steel plate
▶ United Steelworkers of America
R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Davidoff, Magna, Navigator, New, Hook, Salem, Smoking, Montage, and Winston; plus all Blacklight Tobacco products
▶ Bakery Confectionery Tobacco Workers & Grain Millers International Union

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UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

**SUMMARY ANNUAL REPORT
FOR MCS SUPPLEMENTARY PENSION PLAN**

This is a summary of the annual report for the MCS Supplementary Pension Plan, EIN 51-6097856, Plan No. 001, for the period January 1, 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 \$1,227,712. These expenses included \$218,684 in administrative expenses and \$1,009,028 in benefits paid to participants and beneficiaries. A total of 1,078 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 \$8,507,070 as of December 31, 2002, compared to \$9,758,591 as of January 1, 2002. During the plan year the plan experienced a decrease in its net assets of \$1,251,521. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a negative income of \$(23,809) including realized loss of \$(184,274) from the sale of assets, earnings from investments of \$384,856 and unrealized depreciation of assets of \$(224,391).

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 Board of Trustees of MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$6.00 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 HEALTH AND BENEFITS PLAN**

This is a summary of the annual report of the Seafarers Health and Benefits Plan, EIN 13-5557534, Plan No. 501, for the period January 1, 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 \$11,397,458 as of December 31, 2002, compared to \$19,670,283 as of January 1, 2002. During the plan year the plan experienced an decrease in its net assets of \$8,272,825. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$59,500,353 including employer contributions of \$58,023,561, realized gain of \$75,076 from the sale of assets, earnings from investments of \$968,768, other income of \$72,530, and unrealized appreciation of assets of \$360,418.

Plan expenses were \$67,773,178. These expenses included \$5,982,176 in administrative expenses and \$61,791,002 in benefits paid to participants and beneficiaries.

You Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.15 for the full annual report, or 15 cents per page for any part thereof.

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

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

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, EIN: 52-1994914, Plan No. 001, for the period January 1, 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 \$627,910. These expenses included \$217,944 in administrative expenses and \$409,966 in benefits paid to participants and beneficiaries. A total of 10,810 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 \$16,163,494, as of December 31, 2002, compared to \$13,723,415 as of January 1, 2002. During the plan year the plan experienced an increase in its net assets of \$2,440,079. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost assets acquired during the year. The plan had a total income of \$3,067,989 including employer contributions of \$3,807,803, employee contributions of \$59,744, earnings from investments of \$325,870 and unrealized (depreciation) of assets of \$(1,125,428).

Your Rights to Additional Information

You have the right to receive a copy of the full annual

report, or any part thereof, on request. The items listed below are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of

Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.25 for the full annual report or 15 cents per page for any part thereof.

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

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

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

This is a summary of the annual report for the Great Lakes Tug & Dredge Pension Plan, EIN 13-1953878, Plan No. 003, for the period January 1, 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 \$1,433,580. These expenses included \$231,267 in administrative expenses and \$1,202,313 in benefits paid to participants and beneficiaries. A total of 264 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 \$22,634,736, as of December 31, 2002, compared to \$24,217,068 as of January 1, 2002. During the plan year the plan experienced a decrease in its net assets of \$(1,582,332). This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a negative income of \$(148,752) including employer contributions of \$140,740, realized losses of \$(808,854) from the sale of assets, earnings from investments of \$921,050, unrealized depreciation of assets of \$(401,688).

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 Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$4.20 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.

Apply Now for Scholarship

Students are facing double-digit tuition increases at some colleges and universities this fall, and those figures are expected to continue to rise in the coming years.

Financial aid is not easy to get, and many students who are able to secure a loan must eventually repay the sum.

As in past years, the Seafarers Health and Benefits Plan is offering eight scholarships to Seafarers and their spouses and dependent children to help offset the rising tuition rates.

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 vocational school. The other five scholarships will be awarded in

the amount of \$20,000 each to the spouses and dependent children of Seafarers.

The deadline for submitting the application and other required paperwork is April 15, 2004. That leaves five 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!

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.

11/03



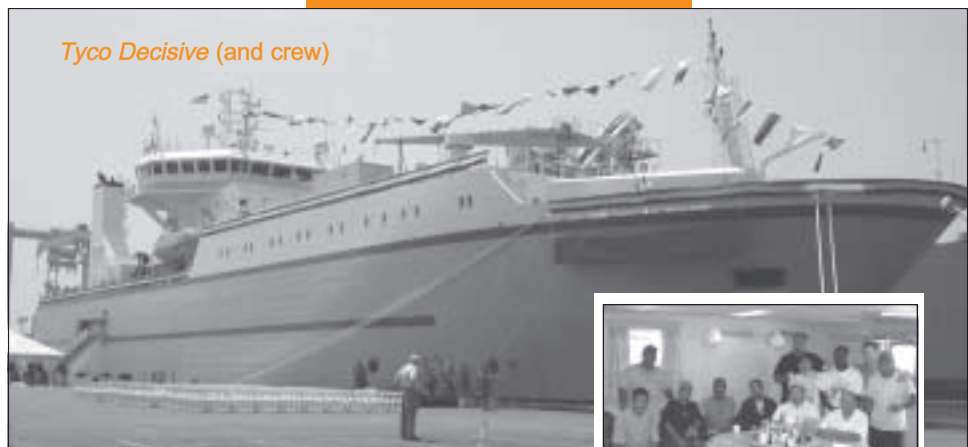
Midnight Sun



Ocean Reliance



Observation Island



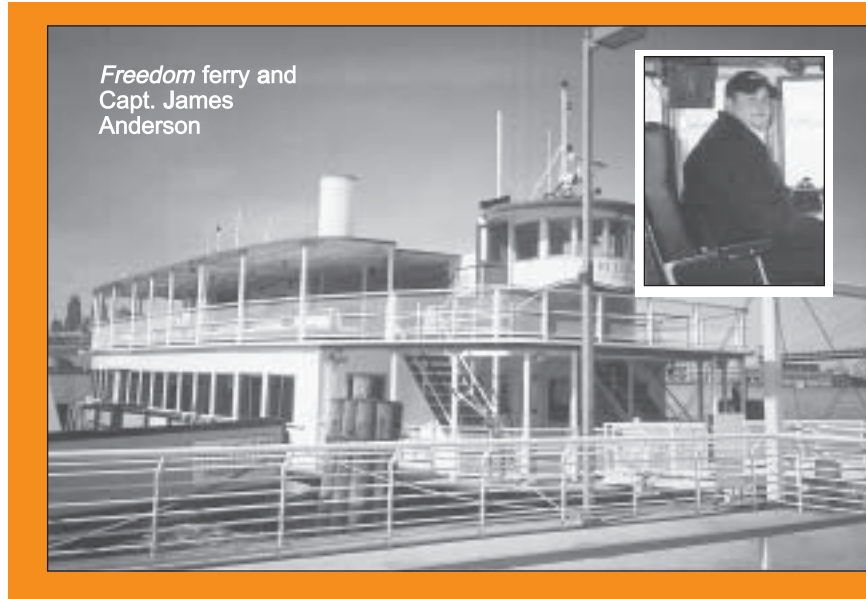
Tyco Decisive (and crew)



Chemical Pioneer



Freedom



Freedom ferry and Capt. James Anderson

Jobs, J SIU Fleet Makes

As 2003 nears its end, the SIU steadily keeps adding to its fleet of contracted vessels.

That has been the case throughout the year, although the union's progress in securing work aboard new and newly contracted ships was justifiably overshadowed by the role Seafarers played in Operation Iraqi Freedom.

Still, SIU members say they've noticed the gains. Since January, the union has welcomed no fewer than 15 new vessels, including a passenger ferry. Some are outright additions to the Seafarers-contracted fleet, while others signify renewed or extended contracts or replacement tonnage.

But the most important common attribute among the new ships is that they represent job opportunities for SIU members.

"It's wonderful," said AB **Arnaldo Avila** at the SIU hall in New Orleans. "The union has a job for each member, and I know the officials are looking out for us. They've done an excellent job."

At the union hall in Tacoma, Wash., QMED **Jason Powell** pointed out an additional benefit to the newer vessels. "I took the *Midnight Sun* out of the yard, and I'd say the newer ships offer a better atmosphere, better accommodations," he said. "People were happy to be on a new ship, learning new things."

AB/Oiler **James Buckowski**, speaking in the Norfolk, Va. hall, observed, "We're gaining a lot of jobs and a lot of ships. It's awesome. Mr. (Mike) Sacco and all the other leaders of the union are doing a damn good job."

"I also think that the gains show SPAD works," Buckowski added, referring to the union's voluntary political action fund.

In January, Seafarers and SIU officials in

Honolulu took part in a ceremony that celebrated a strong year for the union. The ship *Transoceanic Cable Ship* built *Tyco Dependable*, a 495-foot ship based in Hawaii.

A new sister ship, the *Tyco Dependable*, entered service a few months later.

Also early in the year, the Seafarers' Government Services Division secured a contract when the National Oceanic and Atmospheric Administration (NOAA) contracted for the former U.S. Navy ship *Oscar* to be converted to a fisheries research vessel in Honolulu. The ship will help protect the region's fisheries and marine resources for NOAA.

Even as thousands of Seafarers were deployed to U.S. mariners sailed in support of the coalition who ultimately toppled Saddam Hussein's regime, the union also upheld its commitment to protect the jobs and job security of its membership as well as fulfill its obligations in the civilian sector. Before spring arrival, the union secured membership aboard TOTE's new trailership *Keystone*'s newly added tanker *Keystone*.

Additionally, Alaska Tankers & Terminals is building for the *Alaskan Frontier*, the first of a series of tankers being built for ATC.

Interesting possibilities for the future of the sector surfaced with Norwegian Cruise Line in April that it had purchased the *S.S. Independence*—the latter a ship owned by Seafarers. The company said it was converting it to a state-of-the-art cruise ship for its U.S.-flag fleet. The potential for a fifth vessel in NCL's U.S.-flag fleet was also discussed by the company.

Summertime TOTE christened a new sister ship to the *Freedom*. The new ship is 840 feet long, capable of carrying 53 feet in length of marine technology. Tacoma to Anchorage.

New vessels are being built for boatmen at Starbuck. The union voted to join the Buffalo Industrial Union.

The Delaware RiverLink service is a second SIU-contracted vessel. Camden, N.J. The McGovern Marine crew needs to be retrained to carry its maximum capacity. It is more modern.

Jobs, Jobs!

Great Gains in 2003

ny that por-
ion. They wel-
ip Co.'s newly
foot vessel

Decisive,
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SIU's
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its commitment
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ts obligations in the commer-
ed, Seafarers were sailing
o *Midnight Sun* and on
r *Delaware Trader*.
r Co. announced the keel lay-
he first of four double-hull
t the West Coast.
job opportunities in the cruise
n Cruise Line's announcement
the *S.S. United States* and the
crewed for many years by
t plans to convert "The Big U"
and add her to its planned
ddition of the *Independence* as
ag operation is being evaluated

asaw continued good news as
d the new RO/RO *North Star*,
e *Midnight Sun*. Each of the two
0 feet long, 118 feet wide and
ing highway trailers as large as
l. They employ the latest in
gies and sail in TOTE's
orage service.

weren't the only additions, as
ight Marine in San Francisco
union, as did mariners at
al Diving Company.
e River Port Authority added a
tracted passenger ferry to its
ce between Philadelphia and
e *Freedom* ferry, operated by
ne, has a minimum four-man
six crew members when it car-
n number of passengers (600).
n and better equipped than its



Alaskan Frontier



USS Rainier



Tyco Dependable



North Star



Oscar E. Sette

predecessor.

Also during the summer months, Matson christened the containership *Manukai* at Kvaerner Philadelphia. The *Manukai* is 712 feet long and can carry 2,600 containers. It's part of a two-ship contract between the company and the shipyard.

The U.S. Military Sealift Command (MSC) accepted delivery of the *USNS Benavidez*, part of the Bob Hope class of LMSRs which proved so valuable during the war. Built at Avondale Shipyard, the *Benavidez* is 950 feet long.

Seafarers also gained or maintained jobs on the *Observation Island*, MSC's lone missile range instrumentation ship; the *MV Virginian*, a 480-foot freighter; and the 688-foot *Chemical Pioneer*, which features 48 cargo tanks.

There has been no letup in the fall. The Government Services Division again welcomed new jobs recently as the *USS Rainier* transferred to MSC from the Navy. It's the third of four Navy supply class fast combat support ships to leave commissioned service "for an even more active role" with MSC.

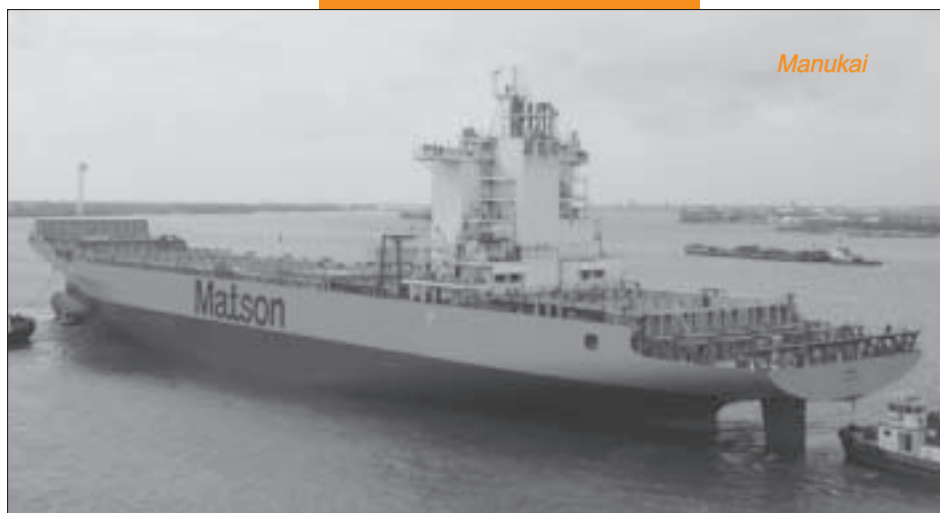
The new double-hulled barge 550-3, companion to Intrepid's tug *Ocean Reliance*, was christened in Washington.

IUM's long-term charter of the *Great Land* in Hawaii signaled an extension for the Ponce-class vessel and continued employment for Seafarers.

At the end of last month, Seafarers and SIU officials participated in the christening of the new car carrier *Freedom* in Baltimore.



USNS Benavidez



Manukai

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

This is a summary of the annual report of the Welfare Fund of the NMU Pension and Welfare Plan, EIN 13-6700827, Plan No. 501, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA)

Insurance Information

The plan has contracts with Connecticut General Life Insurance Company to pay medical claims incurred under the terms of the plan. The total premiums paid for the plan year ending December 31, 2002 were \$481,186.

Because they are so-called "experience-rated" contracts, the premium costs are affected by, among other things, the number and size of claims. Of the total insurance premiums paid for the plan year ending December 31, 2002, the premiums paid under such "experience-rated" contracts were \$470,798 and the total of all benefit claims paid under these "experience-rated" contracts during the plan year was \$315,440.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$13,512,967 as of December 31, 2002, compared to \$21,694,222 as of January 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$8,181,255. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$7,461,514 including employer contributions of \$6,126,687, realized gains of \$274,725 from the sale of assets, and earnings from investments of \$1,056,570.

Plan expenses were \$11,145,172. These expenses included \$1,636,979 in administrative expenses and \$9,508,193 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report,

or any part thereof, on request. The items listed below are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write the office of the administrator: Mr. William Dennis, Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; or telephone (212) 337-4900. The charge to cover copying costs will be \$3.80 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, EIN 13-6592643, Plan No. 001, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA)

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$34,693,050. These expenses included \$2,574,251 in administrative expenses and \$32,118,799 in benefits paid to participants and beneficiaries. A total of 9,728 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 \$322,332,229 as of December 31, 2002, compared to \$357,980,940 as of January 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$35,648,711. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$(955,661) including employer contributions of \$938,959, realized losses of \$10,728,719 from the sale of assets, and earnings from investments of \$7,982,189.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write the office of the administrator: Mr. William Dennis, Board of Trustees of NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; or telephone (212) 337-4900. The charge to cover copying costs will be \$8.30 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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

This is a summary of the annual report for the NMU Pension Plan and Annuity Plan 401K Plan, EIN 13-6592643, Plan No. 002, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA)

Basic Financial Statement

Benefits under the plan are provided through insurance and through a trust fund. Plan expenses were \$266,525. These expenses included \$266,525 in benefits paid to participants and beneficiaries. A total of 1,063 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$2,331,419 as of December 31, 2002, compared to \$2,571,889 as of January 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$240,470. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$26,055 including employer contributions of \$358,070 and earnings from investments of \$(348,175).

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write the office of the administrator: Mr. William Dennis, Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31st Street, New York, NY 10001; or telephone (212) 337-4900. The charge to cover copying costs will be \$1.90 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

**NMU
SUMMARY
ANNUAL
REPORTS**

**SUMMARY ANNUAL REPORT
FOR NMU VACATION PLAN**

This is a summary of the annual report of the NMU Vacation Plan, EIN 13-6700828, Plan No. 501, for the period January 1, 2002 through December 31, 2002. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA)

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$2,103,859 as of December 31, 2002, compared to \$1,463,692 as of January 1, 2002. During the plan year, the plan experienced an increase in its net assets of \$640,167. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$6,826,332 including employee contributions of \$6,771,349 and earnings from investments of \$54,983.

Plan expenses were \$6,186,165. These expenses included \$707,553 in administrative expenses and \$5,478,612 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information and information on payments to

- service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write the office of the administrator: Mr. William Dennis, Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001; or telephone (212) 337-4900. The charge to cover copying costs will be \$2.20 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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 seatime 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.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

It is important that all participants remember to keep the Plan informed of any change of address.

Update your Beneficiary Designations

Keep your beneficiary designations up to date. In the event that your beneficiary predeceases you, you must submit a substitute designation.

Inform the Plan of your Divorce

In order for your spouse to be eligible to receive continuation coverage (under COBRA) from the Seafarers Health and Benefits Plan, you or your spouse must inform the Plan at the time of your divorce. Please submit a copy of the divorce decree to the Seafarers Health and Benefits Plan.

Full-time College Students

If your dependent child is a full-time college student, you must submit a letter of attendance every semester in order for your child to be covered by the Seafarers Health and Benefits Plan.

Seafarers Health and Benefits Plan
P.O. Box 380
Piney Point, MD 20674

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 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
DECK DEPARTMENT										
Algonac	1	2	1	3	1	0	1	1	2	3
Baltimore	4	4	3	9	2	4	3	3	7	3
Guam	0	3	4	1	2	1	0	1	6	5
Honolulu	10	6	1	6	5	0	3	14	11	4
Houston	31	19	19	23	15	5	7	45	19	30
Jacksonville	29	32	10	24	17	4	13	56	43	24
Mobile	11	7	2	10	5	2	5	17	14	5
New Orleans	15	16	10	10	7	2	1	36	28	21
New York	25	20	12	20	12	2	6	48	37	24
Norfolk	13	16	10	5	11	3	3	26	29	11
Philadelphia	7	2	0	2	1	0	0	11	2	4
Piney Point	0	12	7	1	8	2	0	2	13	7
Puerto Rico	7	6	1	7	4	2	5	10	16	1
San Francisco	15	9	1	16	4	2	5	37	19	6
St. Louis	0	7	4	0	6	2	1	4	3	7
Tacoma	26	23	12	20	16	9	12	55	32	30
Wilmington	20	12	12	18	10	5	8	32	33	28
Totals	214	196	109	175	126	45	73	398	314	213
ENGINE DEPARTMENT										
Algonac	0	2	1	0	1	0	1	0	1	2
Baltimore	8	1	2	3	3	0	2	12	3	3
Guam	1	0	2	0	1	0	0	2	1	2
Honolulu	7	8	2	6	4	1	4	10	13	3
Houston	14	5	7	10	2	2	1	23	13	18
Jacksonville	24	14	5	14	10	0	5	32	30	14
Mobile	8	5	1	6	6	1	3	10	6	2
New Orleans	7	10	3	3	4	0	0	17	15	8
New York	11	9	4	4	8	1	1	21	14	12
Norfolk	4	8	5	4	10	1	1	12	18	5
Philadelphia	5	2	0	3	0	1	0	7	6	1
Piney Point	3	5	2	3	0	0	1	2	7	3
Puerto Rico	5	1	2	2	0	1	0	5	1	1
San Francisco	7	8	2	4	5	2	6	18	13	3
St. Louis	3	2	1	3	1	1	2	1	6	1
Tacoma	13	11	3	13	8	1	10	25	24	8
Wilmington	8	10	6	6	7	0	2	9	15	11
Totals	128	101	48	84	70	12	39	206	186	97
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	1	0	0
Baltimore	2	1	1	2	1	1	0	5	1	0
Guam	0	0	0	1	0	0	0	1	2	0
Honolulu	14	4	1	8	0	1	3	15	8	2
Houston	17	2	0	10	0	0	4	28	7	3
Jacksonville	10	8	3	12	6	2	7	25	8	4
Mobile	6	7	3	2	3	1	0	7	9	2
New Orleans	9	3	0	5	3	1	2	18	5	3
New York	13	5	5	12	1	3	5	26	9	7
Norfolk	5	10	5	8	11	5	2	14	14	9
Philadelphia	2	2	0	2	1	0	1	4	1	0
Piney Point	3	5	2	2	0	1	0	6	10	1
Puerto Rico	0	1	0	0	2	2	1	0	1	0
San Francisco	26	4	0	13	4	0	6	47	7	1
St. Louis	0	0	0	2	0	0	0	1	1	1
Tacoma	21	1	4	17	2	0	7	26	4	7
Wilmington	18	5	2	13	2	2	5	32	8	2
Totals	147	58	26	109	36	19	43	256	95	42
ENTRY DEPARTMENT										
Algonac	0	0	1	0	0	0	0	0	2	3
Baltimore	0	0	3	0	0	1	0	0	1	3
Guam	0	2	1	0	1	1	0	0	3	1
Honolulu	10	6	6	3	4	4	0	12	22	13
Houston	4	19	15	3	10	1	0	4	29	37
Jacksonville	2	24	20	4	13	11	0	3	37	39
Mobile	1	1	2	1	2	0	0	0	5	4
New Orleans	0	6	4	1	6	2	0	1	10	15
New York	2	30	25	6	17	6	0	4	45	55
Norfolk	1	9	4	0	7	4	0	1	11	10
Philadelphia	0	0	0	0	0	1	0	1	1	1
Piney Point	0	13	28	0	4	17	0	0	18	17
Puerto Rico	1	1	3	3	2	1	0	1	4	2
San Francisco	4	10	7	4	3	5	0	5	23	12
St. Louis	0	1	1	0	1	0	0	0	1	2
Tacoma	9	23	17	5	12	3	0	8	31	37
Wilmington	3	10	12	1	3	1	0	6	17	26
Totals	37	155	149	31	85	58	0	46	260	277
Totals All Departments	526	510	332	399	317	134	155	906	855	629

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

**"Registered on Beach" means the total number of Seafarers registered at the port.

December 2003 & January 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: December 8, January 5
Algonac	Friday: December 12, January 9
Baltimore	Thursday: December 11, January 8
Boston	Friday: December 12, January 9
Duluth	Wednesday: December 17, January 14
Guam	Friday: December 26*
	Thursday: January 22
	* (change created by Christmas holiday)
Honolulu	Friday: December 19, January 16
Houston	Monday: December 15, January 12
Jacksonville	Thursday: December 11, January 8
Joliet	Thursday: December 18, January 15
Mobile	Wednesday: December 17, January 14
New Bedford	Tuesday: December 23, January 20
New Orleans	Tuesday: December 16, January 13
New York	Tuesday: December 9, January 6
Norfolk	Thursday: December 11, January 8
Philadelphia	Wednesday: December 10, January 7
Port Everglades	Thursday: December 18, January 15
San Francisco	Thursday: December 18, January 15
San Juan	Thursday: December 11, January 8
St. Louis	Friday: December 19, January 16
Tacoma	Friday: December 26, January 23
Wilmington	Monday: December 22
	Tuesday: January 20*
	* (change created by Martin Luther King holiday)

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

Personals

KEEPING IN TOUCH WITH BETTY SMITH

Betty Smith, who recently retired from the Paul Hall Center, would like keep in touch with the membership. Anyone wishing to write her may send their letters to Betty Smith, P.O. Box 314, Piney Point, MD 20674.

LOUIS MASTROTOTARO JR.

Please contact Louis Sr. at (702) 658-9983.

Todd and the Teddy Bear



Eric Manley and his wife, Noime, are the proud parents of their first born son, Todd Eric (who is about the same size as his teddy bear). Born Aug. 20 in Silverdale, Wash., Todd weighed in at 7 lbs. 11 oz. and was 21 inches long. Manley is working as chief steward on board the *Green Mountain State*.

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

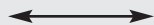
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

606 Kalihii 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

SEPTEMBER 16 — OCTOBER 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
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	5	1	2	4	0	0	7	28	4	14
Jacksonville	3	3	2	4	2	0	8	17	3	6
New Orleans	7	2	5	7	3	2	2	17	2	12
New York	10	1	0	11	1	0	13	47	11	11
Norfolk	1	0	0	3	0	0	0	3	0	0
Tacoma	1	1	0	3	0	0	0	17	10	9
Wilmington	7	3	5	10	2	3	3	22	7	3
Totals	34	11	14	42	8	5	33	151	37	55
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	2	0	1	3	1	0	1	14	4	23
Jacksonville	3	0	6	2	0	0	1	11	6	15
New Orleans	4	2	2	5	3	0	0	7	1	9
New York	2	2	0	6	1	0	5	19	8	15
Norfolk	1	0	0	0	0	0	1	3	0	0
Tacoma	2	0	0	2	0	0	0	10	7	3
Wilmington	5	0	1	2	0	1	0	9	4	0
Totals	19	4	10	20	5	1	8	73	30	65
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	1	0
Houston	0	2	0	3	1	0	3	7	3	7
Jacksonville	3	0	1	2	0	0	1	9	1	10
New Orleans	2	0	0	3	2	0	0	9	4	4
New York	4	1	2	8	2	3	3	17	8	10
Norfolk	3	0	0	0	0	0	0	5	0	0
Tacoma	1	0	0	0	0	0	0	2	5	1
Wilmington	4	4	2	2	1	0	1	9	4	2
Totals	17	7	5	18	6	3	9	58	26	34
ENTRY DEPARTMENT										
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	1	0	0	0
Norfolk	0	0	0	0	0	0	1	0	0	0
Tacoma	0	0	3	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	3	0	0	0	2	0	0	3
Totals All Departments	70	22	32	80	19	9	52	282	93	157

PICS-FROM-THE-PAST

These photos were sent to the LOG by Lloyd "Doug" Richardson, 82, the oldest active Seafarer in the SIU. He is registered for employment in the port of Norfolk, Va.

The photos were taken in 1948 aboard the *Anna Dickinson*, which was en route to Korea.

Richardson has been sailing for 67 years, having begun his career at 15 aboard tugs and barges hauling coal along the East Coast. His deep sea career commenced when he was 22 years old, sailing as an OS aboard the *Alexander G. Bell*. His last tour of duty was as an AB aboard the *SPC5 Eric G. Gibson*.

When asked what prompted him to go to sea, Richardson replied, "I love the water." When asked why he continues to sail, he said, "It's all I know."



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



MOHAMED ABOBAKER, 65, began his career with the Seafarers in 1979. His first ship was the *Cape Mohican*.

Brother Abobaker sailed in the engine department and enhanced his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1986. He last went to sea on the *Sea-Land Producer*. Brother Abobaker makes his home in Malla Aden, Yemen.

SAIF AZOOKARI, 64, hails from Yemen. He started his SIU career in 1966 in Detroit. A member of the deck department, Brother Azookari worked in the deep sea as well as Great Lakes divisions. His final vessel was the *Kinsman Enterprise*. Brother Azookari lives in his native country.



SEBASTIAN BERMUDEZ, 65, joined the SIU in 1967 in New Orleans. His initial trip was aboard the *Transhudson*. Brother

Bermudez worked in the deck department and last sailed on the *Liberty Wave*. New Orleans is his home.

JOHN G. BRIGGS, 65, initiated his SIU career in 1970 in the port of Norfolk, Va. Born in Virginia, Brother Briggs shipped in the steward department. He enhanced his skills in 1983 at the Seafarers training school. Brother Briggs' last ship was the *USNS Prevail*. He calls Clinton, N.C. home.

ARMANDO BUSTAMANTE, 66, began his career with the SIU in 1990 in the port of Honolulu. Brother Bustamante's first ship was the *S.S. Independence*. Born in the Philippines, he sailed in the steward department. Brother Bustamante lives in San Leandro, Calif. He last went to sea on the *Maersk Arizona*.



SALVADOR CORDERO, 65, was born in Puerto Rico. Brother Cordero joined the ranks of the SIU in 1969 in the port of New York. He first worked aboard the *American Pride*. The deck department member enhanced his skills in 1975 and 1976 at the Seafarers training school. Brother Cordero makes his home in Rome, N.Y. He last worked aboard the *Pride of Texas*.

ROBERT CASTILLO, 59, joined the SIU in 1978 in the port



of New York. His first voyage was aboard the *Cantigny*, an Interocean Management Corp. vessel. Born in Chile,

Brother Castillo sailed in the steward department. He upgraded his skills often at the Paul Hall Center in Piney Point, Md., including in 1993 when he completed steward recertification training. Brother Castillo makes his home in San Francisco. He last went to sea aboard the *Sea-Land Developer*.

ROBERTO FELICIANO, 57, joined the Seafarers in 1963 in the port of New York. He first sailed aboard Mayflower Steamship Corp's *Mayflower*. Born in Puerto Rico, Brother Feliciano sailed in the deck department. He upgraded his skills in 2000 at the Paul Hall Center in Piney Point, Md. Brother Feliciano resides in his native commonwealth. He last sailed on the *Horizon Discovery*.



NORMAN J. FOX JR., 64, commenced his career with the SIU in 1960 in Detroit. Brother Fox worked in

both the deep sea and Great Lakes divisions during his career. He initially went to sea aboard A.H. Bull's *Edith*. Born in Ohio, he worked in the engine department. Brother Fox last sailed aboard the *J.J. Boland*.

EDWARD GOOCH, 64, embarked on his career with the Seafarers in 1967 in Seattle. Brother Gooch was born in the Philippines and worked in the deck department. A resident of Seattle, he last worked on the *Northern Lights*.



BLANTON JACKSON, 64, hails from Marion, S.C. He started his career with the SIU in 1963 in the port of Baltimore. His

first ship was the *Fanwood*, a Waterman Steamship vessel. The Knoxville, Tenn. resident sailed as a member of the engine department. Brother Jackson last went to sea on Westchester Marine's *Ultramax*.

LINDMORE KUBECKA, 65, began his career with the Seafarers in 1954 in the port of New York. The Baltimore-born mariner initially sailed on the *Santore*, an Ore Navigation Corp.

vessel. Brother Kubecka sailed in the engine department and makes his home in Baltimore.



THEODORE KUBECKA, 65, started his SIU career in 1954 in the port of New York. Brother Kubecka first sailed on the

President Taylor. Born in Baltimore, he shipped in the engine department. Brother Kubecka makes his home in Baltimore.

MELVIN LAYNER, 55, joined the Seafarers in 1968 in the port of Wilmington, Calif. after serving in the U.S. Navy. Brother Layner's first ship was the *Sea-Land Pacer*. Born in Parkersburg, W.Va., he shipped in the engine department. He upgraded his skills on four separate occasions at the Paul Hall Center. Brother Layner last sailed aboard the *Sea-Land Patriot*. He resides in his native state.



JAMES M. NOLAN, 57, began his SIU career in 1974 in San Francisco. Brother Nolan first went to sea on the *Santa*

Magdalena, a Delta Steamship Lines vessel. He worked in the steward department and enhanced his skills on four separate occasions at the Seafarers training school in Piney Point, Md. Brother Nolan calls Tacoma, Wash. home.

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.

sions at the Seafarers training school in Piney Point, Md. Brother Nolan calls Tacoma, Wash. home. He last worked on the *Kauai*, a Matson Navigation Co. vessel.

THOMAS SCHROEDER, 70, joined the SIU in 1982 in the port of Honolulu after serving in the U.S. Army. Brother Schroeder's first ship was the *S.S. Independence*. He worked in the engine as well as deck departments during his career and last went to sea aboard the *Horizon Kodiak*. Born in Hawaii, Brother Schroeder now calls Tacoma, Wash. home.



GARY D. SMITH, 64, started his seafaring career in 1967 in San Francisco after serving in both the U.S. Army and the U.S.

Coast Guard. The deck department member makes his home in Paradise, Calif. He last went to sea aboard the *Horizon Navigator*.

INLAND

KENNETH ALBAUGH, 62, launched his career with the SIU in 1968 in the port of Philadelphia after serving in the U.S. Army. The Pennsylvania-born mariner sailed in the deck department. Boatman Albaugh is a resident of Cherry Hill, N.J.

FLOYD BERTRAND, 62, began his SIU career in 1996 in the port of Houston. Boatman Bertrand worked primarily aboard

vessels operated by Higman Barge Lines. The Louisiana-born mariner shipped in the deck department as a captain. He makes his home in Lake Arthur, La.

RICHARD L. BLOODSWORTH, 49, joined the Seafarers in 1972 in the port of Philadelphia. The deck department member upgraded his skills on three occasions at the Piney Point, Md. training facility. Boatman Bloodsworth is a resident of Princess Anne, Md.



IVEY BROWN, 63, was born in Panama City, Fla. He commenced his SIU vocation in 1975 in the port of Piney

Point, Md. Boatman Brown worked in the inland as well as deep sea divisions during his career, first working on Delta Steamship Lines' *Del Monte*. The deck department member upgraded his skills on six occasions at the Paul Hall Center. Boatman Brown last worked on a Maritrans operated vessel. He lives in Youngstown, Fla.

GREAT LAKES

JAMES FISHER, 61, hails from Toledo, Ohio. He joined the SIU in 1979 in the Port of Algonac, Mich. after serving in the U.S. Army. The deck department member honed his skills in 1995 when he upgraded at the Paul Hall Center. Brother Fisher still lives in Ohio and was last employed aboard a Higman Barge Lines vessel.



Reprinted from past issues of the Seafarers LOG.

1951

After many months of building preparations, the SIU moved into its new headquarters over the weekend of November 17. The building at 675 Fourth Avenue, Brooklyn, was acquired over a year ago and was made necessary by the fact that SIU outgrew the old headquarters building at 51 Beaver Street in downtown New York.

The move was made by the headquarters staff, and the office staff, with many rank-and-file members assisting.... It is only a little more than seven years since the move from the small and dingy office at 2 Stone Street near South Ferry in downtown New York which used to house the headquarters of the union.

1962

The latest in a series of important advances to assure all Seafarers the best possible food and food service aboard ship is now under way at SIU headquarters with the launching of a new refresher school for SIU chief stewards as part

of the steward department recertification program. Five veteran stewards are enrolled in the first class.

The program, developed over the past couple years, is the result of a recommendation by a committee of rank-and-file members of the steward department. It features both classroom and practical work to upgrade the steward and teach him the skills necessary for a chief steward's rating.

1989

Four officials of the independent trade union Solidarity (Solidarnosc in Polish) looked to the SIU and the Lundeberg School for ideas that can be adapted in Poland. The Polish trade unionists were brought to the United States last month as guests of the AFL-CIO, the federation of national and international unions in the United States.

In a meeting with SIU Executive Vice President Joseph Sacco, the four union activists discussed how a trade union can protect its members' job security. Of particular interest to the Solidarity officials was the concept of the hiring hall.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

PERCIVAL BELGRAVE

Pensioner Percival Belgrave, 87, died Aug. 24. Brother Belgrave started his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Born in Panama, he worked in the steward department. Brother Belgrave made his home in Brooklyn, N.Y. and began receiving compensation for his retirement in 1973.

TERRY COWAN

Brother Terry Cowan, 57, passed away July 1. He joined the SIU in 1969 in Seattle after serving in the U.S. Army. Brother Cowan's first ship was the *Vantage Progress*. Born in Ronan, Mont., he sailed in the engine department. Brother Cowan lived in Dixon, Mo. He last worked aboard the *Sea-Land Voyager*.

HENRY CROCKERHAM

Brother Henry Crockerham, 54, died Jan. 27. The New Orleans-born mariner began his SIU career in 1966 in Seattle. The deck department member last worked on the *Sea-Land Commerce*. Brother Crockerham resided in the Philippines.

VIRGE DIXON

Pensioner Virge Dixon, 76, passed away Dec. 29, 2002. Brother Dixon started his career with the MC&S in 1959 in San Francisco. Born in Texas, Brother Dixon shipped in the steward department. He worked primarily aboard American President Lines' vessels, including the *President Grant* and the *President Cleveland*. A resident of San Francisco, he began receiving payments for his retirement in 1989.

JOSEPH DONOVAN



Pensioner Joseph Donovan, 82, died June 3. Brother Donovan joined the Seafarers in 1953 in the port of New York. A veteran of the U.S. Army, he

first sailed aboard the *Ft. Hoskins*. The Boston native worked in the deck department as a bosun and made his home in Massachusetts. Brother Donovan started receiving retirement compensation in 1986 and last sailed on the *Sea-Land Pioneer*.

REGALADO FIGUERA



Pensioner Regalado Figuera, 78, passed away July 23. Brother Figuera began his seafaring career in 1968 in the port of Wilmington, Calif. His first ship was the *USNS Maury*. Born in the Philippines, Brother Figuera worked in all three shipboard departments. The Delano, Calif. resident last sailed on the *Sea-Land Pacific*. Brother Figuera started receiving his pension in 1993.

Brother Figuera worked in all three shipboard departments. The Delano, Calif. resident last sailed on the *Sea-Land Pacific*. Brother Figuera started receiving his pension in 1993.

JULIUS FRANCIUM



Pensioner Julius Francium, 73, died July 17. Brother Francium joined the SIU in 1956 in the port of Baltimore after serving in the U.S. Army. The

Caldwell, N.C. native worked in the deck department and shipped in both the deep sea and inland divisions. He last sailed on the *OMI Missouri*. Brother Francium began receiving

his pension in 1991 and resided in Lenoir, N.C.

JOHN GENTRY



Pensioner John Gentry, 87, died July 1. Brother Gentry started his career with the MC&S in San Francisco. Born in Arizona, he worked in the steward department. Brother Gentry began receiving his pension in 1977. He lived in Pleasanton, Calif.

GILBERT GONZALES



Pensioner Gilbert Gonzales, 72, passed away July 15. Brother Gonzales joined the Seafarers in 1951. A native of San Antonio, Texas, he

worked in the steward department. Brother Gonzales last worked on the *Sea-Land Performance*. He began receiving his pension in 1989 and made his home in Texas.

SIMON GUTIERREZ



Pensioner Simon Gutierrez, 82, died Aug. 12. Brother Gutierrez launched his career with the Seafarers in 1951. His first ship was the

Cantigny. Born in Texas, Brother Gutierrez sailed in the steward department and last worked aboard the *OMI Charger*. He started receiving pension payments in 1984. He made his home in Houston

CLARENCE HEMBY



Pensioner Clarence Hemby, 77, died July 9. Brother Hemby joined the SIU in 1947 in the port of New York after serving in the U.S.

Army. The engine department member last went to sea aboard Waterman Steamship Corp.'s *Stonewall Jackson*. Brother Hemby lived in Melbourne, Fla. and began receiving his pension in 1990.

AH HO



Pensioner Ah Ho, 89, passed away Aug. 1. Brother Ho started his career with the MC&S in San Francisco. Born in China, he worked in the steward department. The San Francisco resident started receiving compensation for his retirement in 1970.

The San Francisco resident started receiving compensation for his retirement in 1970.

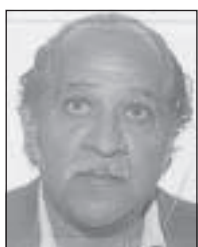
JEFFREY MATEER



Brother Jeffrey Mateer, 45, died July 10. He started his seafaring career in 1990 in Seattle. Brother Mateer initially went to sea aboard the

USNS Pollux. The Texas native shipped in the deck department and last sailed on the *Horizon Trader*. Brother Mateer made his home in Tahoe Pines, Calif.

CHARLES J. MILES



Pensioner Charles J. Miles, 75, passed away July 8. Brother Miles embarked on his SIU career in 1964 after serving in the U.S. Army.

Brother Miles' first voyage was on the *Fair Port*. A native of Mobile, Ala., he worked in the steward department. Brother Miles started receiving his pension in 1994. He last shipped aboard the *Charles L. Brown* and made his home in Alabama.

JAMES O'MARA



Pensioner James O'Mara, 67, died July 30. A native of Buffalo, N.Y., he started his career with the Seafarers in 1961 in the port of New York

after serving in the U.S. Army. The deck department member lived in Tacoma, Wash. and began receiving compensation for his retirement in 1996.

ROBERT SULLIVAN



Pensioner Robert Sullivan, 80, passed away July 28. Brother Sullivan joined the Seafarers in 1955 in the port of New York. Born in

Mounds, Ill., Brother Sullivan shipped in the engine department. He last sailed on the *Maine*. He began receiving retirement stipends in 1985. Brother Sullivan lived in Illinois.

STEWART SWORDS



Pensioner Stewart Swords, 91, passed away July 6. Brother Swords was a charter member of the SIU, having joined in

1939 in the port of Savannah, Ga. Born in Tift, Ga., he sailed on many vessels including the *Robin Gray*, the *Ponce* and the *Alcoa Master*. The engine department member made his home in Thunderbolt, Ga. and started receiving his pension in 1971.

RALPH TROTMAN



Pensioner Ralph Trotman, 80, died July 4. He joined the SIU in 1968. Brother Trotman first sailed aboard the *Western Comet*. Born in

St. Michaels, Barbados, he shipped in the steward department. The Brooklyn, N.Y. resident last sailed on the *Long Lines*. He began collecting stipends for his retirement in 1992.

INLAND

ANTOINE ALLEMOND



Pensioner Antoine Allemond, 79, passed away Aug. 28. Boatman Allemond launched his career with the

Seafarers in 1961 in Houston after serving in the U.S. Army. Boatman Allemond worked primarily aboard vessels operated by National Marine Service. Born in Plaquemine, La., he shipped in the deck department as a pilot. He began receiving his pension in 1984 and resided in the city of his birth.

THOMAS BLACKMON SR.

Pensioner Thomas Blackmon Sr., 73, died June 22. He embarked on his seafaring career in 1967 in the port of Mobile, Ala. Boatman Blackmon shipped in the engine department and worked primarily aboard Dravo Basic Materials Co. vessels. The Range, Ala. native and resident began receiving his pension in 1992.

WOODROW BURNHAM

Pensioner Woodrow Burnham, 89, passed away June 21. Boatman Burnham joined the Seafarers in 1974 in the port of Mobile, Ala. He shipped as a member of the engine department. Born in Walton County, Fla., he was a resident of Freeport, Fla. Boatman Burnham started receiving compensation for his retirement in 1979.

WILLARD GRIFFITH



Pensioner Willard Griffith, 88, died July 30. Boatman Griffith began his SIU career in 1956 in the port of Mobile, Ala. Born in

Alabama, the deck department member lived in his native state. He started receiving his pension in 1979.

ATLANTIC FISHERMEN

FRANCESCO LOGRASSO



Pensioner Francesco Lograsso, 84, passed away July 31. He started his career with the Atlantic Fisherman's Union in 1967 in

Gloucester, Mass. Brother Lograsso, who was born in Italy, shipped in the deck department. He began receiving pension payments in 1981 and made his home in Gloucester.

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

LOUIS T. BROWN



Pensioner Louis T. Brown, 66, passed away Sept. 29. Brother Brown started his career with the NMU in 1963. Born in

Missouri, he worked in the engine department as an electrician. Brother Brown began receiving compensation for his retirement in 1994.

LIONEL JOUBERT



Pensioner Lionel Joubert, 61, died Sept. 21. Brother Joubert joined the NMU in 1961. Born in Louisiana, he first sailed from the port of

Baltimore aboard the *General Heart Vandenburg*. Brother Joubert worked in the steward and engine depart-

ments and began receiving his pension in 1997.

ALEJANDRO MARTINEZ



Pensioner Alejandro Martinez, 85, passed away Sept. 15. Brother

Martinez began his NMU career in the port of New York. He first went to sea in 1955. Born in Puerto Rico, he shipped in the deck department. Brother Martinez last worked aboard the *American Trader* and began collecting compensation for his retirement in 1981.

ALFREDO MORALES



Pensioner Alfredo Morales, 88, died Sept. 3. Brother

Morales embarked on his NMU career in the port of New York. His first voyage was aboard the *America*. The engine department member started collecting retirement stipends in 1980.

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

Name	Age	DOB
Bennett, Tom	78	Aug. 30
Carbajal, Nicolas	90	July 1
Dancy, Austin	87	Sept. 16
Diaz, Emiliano	76	Sept. 23
Ebanks, Lester	84	Aug. 26
Fugate, Gene	75	Aug. 30
Giddings, John	87	Sept. 22
Gray, Ovid	93	Sept. 23
Hall, Joseph, Jr.	83	Sept. 10
Hilton, Thomas	79	Aug. 29
Itoyaga, Isadoro	79	Sept. 14
Jackson, James	76	Aug. 13
James, Charles	76	Sept. 4
Lee, Mose	90	Sept. 13
Little, Mack	78	July 7
Maynard, Edward	84	Sept. 8
Millet, Davis	90	Aug. 27
Myatt, Hilary	78	Sept. 2
Neamonitos, Demetrios	77	Sept. 10
Nommik, Johannes	82	Aug. 25
Pack, Walter	79	Aug. 29
Perpall, Rupert	86	Aug. 31
Sanchez, Evangelista	90	Aug. 23
Sanchez, Luciano	90	Sept. 3
Sanchez, Roberto	82	Sept. 13
Santinae, Warren	61	Aug. 27
Schumate, Clarence	94	Sept. 20
Skriba, John	87	Sept. 8
Swaby, Hedley	98	Sept. 2
Winton, Clifford	77	Sept. 27

NMU's Oldest Retiree, William McPherson, Dies

On October 2, 2003 a memorial celebration service was held for William G. "Mac" McPherson at Mt. Calvary Baptist Church in Harlem, N.Y. McPherson was the NMU Pension Plan's oldest pensioner; he would have been 106 years old this November. He died in New York on Aug. 14.

For those who knew him, the length of his life was no more remarkable than the dignity and strength of his character. He was a highly competent seafarer and good shipmate. He first sailed in 1928 and joined the NMU in 1941. He served in the steward department, rising to the position of headwaiter and chief steward, primarily on Moore McCormack vessels. He retired in 1969. His last vessel was the *S.S. Independence*.

In the autumn of 1997, McPherson addressed NMU members at the New York hiring hall, where a 100th birthday celebration was held in his honor. He gave a spirited talk expressing his great devotion to strong trade unionism, the Merchant Marine and civil rights. Throughout his 30-plus years as an NMU pensioner, he contributed monthly to the union's political action group. The major theme emerging from McPherson's memorial service was of a man who was universally respected and who gave respect to everyone he met.

William McPherson is survived by his daughter, Barbara Shelton of Las Vegas; two nieces; and two nephews.

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.

GREAT LAND (IUM), Aug. 24—Chairman **Benedict B. Born**, Secretary **Antoinette M. Spangler**, Educational Director **Azeem A. Modak**. Chairman announced vessel heading for shipyard Sept. 3. He advised everyone to carry shipping documents at all times and wear hardhats and reflective vests while walking in TOTE terminal areas. He also spoke of possible check for contraband and noted no visitors allowed on board and no walking or biking allowed in discharge area. He asked that passageways be kept quiet. Those leaving ship asked to clean rooms for next person. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md. Treasurer noted purchase of additional refrigerators for unlicensed personnel rooms. No beefs or disputed OT reported. Chairman led discussion on rising medical costs and how that might affect next contract. Request made for plugs and cables for individual rooms as well as ice machine for crew and mattress for electrician. Steward department given vote of thanks for job well done.

GREEN POINT (Central Gulf Lines), Aug. 24—Chairman **Michael R. Hester**, Secretary **Victor J. Wolf**, Educational Director **Rodolfo M. Menchaca**, Deck Delegate **Norman Hancock**, Steward Delegate **Robert Harris**. Chairman thanked deck department for hard work and cooperation during difficult voyage due to missing man. "Hats off" to VP Contracts Augie Tellez and his office for resolving question of missing man wages. Secretary reminded crew members to fill out official SIU ship's crew list for headquarters. Educational director advised mariners to upgrade skills at Paul Hall Center. He thanked everyone for helping keep ship's library squared away and noted that *Green Point's* book-of-the-month selection is Ernest Hemingway's "The Old Man and the Sea." Treasurer discussed purpose and uses of ship's fund. No beefs or disputed OT reported. Steward department thanked crew for compliments and support. Next ports: Tacoma, Wash.; Port Hueneme, Calif.

HORIZON HAWAII (Horizon Lines), Aug. 24—Chairman **Billy G. Hill**, Secretary **Edward P. Herrera**, Educational Director **Roy**

Waiting for Payoff



Bosun Michael Sinclair and SA Ingra Maddox pose on deck prior to the shipboard meeting aboard the *SP5 Eric G. Gibson*.

S. Frett Jr., Deck Delegate **Macario Torre**, Engine Delegate **Therman Ames**, Steward Delegate **Vincent Ignieri**. Chairman announced upcoming payoff in Jacksonville, Fla. and noted return of Capt. G.L. Gimble. He stated safety is first priority aboard ship and reminded crew of no smoking rule on deck due to nature of HAZMAT cargo. Educational director encouraged crew members to take advantage of upgrading courses at Paul Hall Center, donate to SPAD, make sure shipping documents are current and bring discharges and pay vouchers when filing for vacation. Crew members asked to help keep laundry room clean. Some disputed OT reported in all three departments. Discussions held about rotary shipping, burial fees for spouses and children and extra day on vacation check for safety work. Vote of thanks given to steward department for great job.

INDEPENDENCE (USSM), Aug. 10—Chairman **Teodulfo A. Alano**, Secretary **Thomas W. Milovich**, Educational Director **Randall C. Firestine**. Chairman announced ship is still on 70-day payoff cycle with one day off for 60. Smooth sailing reported to ports in Kuwait and Oman but weather extremely hot and humid. Secretary advised crew to make sure necessary shipping documents and training requirements are up to date. He warned everyone to be aware of effects of heat and keep hydrated at all times. Educational director spoke about training and upgrading skills at Piney Point. No beefs or disputed OT reported. Chairman and secretary to start ship's fund for purchase of movies, etc. Clarification requested on day off and imposed curfews in port. Requests made for cool water on board ship for drinking and showers, and as per posted heat caution, light-colored work uniforms.

INDUSTRIAL CHALLENGER (PGM), Aug. 8—Chairman **Kyle F. Schultz**, Secretary **Norman S. Bush**, Educational Director **Glenn A. O'Leary**, Steward Delegate **Clarence Robinson**. Chairman announced payoff Aug. 12 in Houston. He requested patrolman meet with company reps on issues not covered in agreement and clarification of STCW issues. Educational director urged crew members to upgrade skills at Paul Hall Center. He also spoke of benefit allowing Seafarers and families to spend up to two weeks summer vacation at that facility. He advised everyone to keep all shipping documents up to date. No beefs or disputed OT reported. Suggestion made for contracts department to look into better benefit package as well as reduce seatime needed for retirement to 20 years, regardless of age. Requests also made for deep-fat fryer and drinking fountain.

ITB GROTON (USS Transport), Aug. 8—Chairman **Sidney L. Wallace**, Secretary **Brenda C. Grays**, Educational Director **Pedro J. Santiago**. Chairman spoke about importance of contributing to SPAD and commented on goals of ITF. Secretary stressed importance of upgrading skills at Piney Point school. Treasurer noted \$200 available each month for purchase of

movies. Anyone going ashore can buy videos for ship. No beefs or disputed OT reported. Suggestion made that tank cleaning, a dirty and potentially hazardous job, should be compensated for. Clarification requested in writing regarding portion of shipping rules. Request made for new microwave oven. Thanks given to **Bomarico Hinayon** for good job filling in for steward. Crew also welcomed Brenda Grays to ship.

ITB NEW YORK (USS Transport), Aug. 31—Chairman **Nathaniel Leary**, Secretary **Robert E. Wilcox Jr.**, Educational Director **Ronald Miller**, Deck Delegate **Ronald Webb**, Engine Delegate **Anthony Sanchez** and Steward Delegate **Breon Lucas**. Chairman announced arrival Sept. 3 in Corpus Christi, Texas. Patrolman expected to address disputed OT issues at that time. Secretary asked crew to help keep laundry area clean when DEU stands cargo watch and is unable to do his regular sanitary work. Educational director reminded everyone of upgrading opportunities at Paul Hall Center and to check expiration dates on all shipping documents. No beefs or disputed OT reported in Engine and steward departments; some disputed OT noted by deck delegate.

LYKES MOTIVATOR (Marine Transport), Aug. 10—Chairman **Raynaldo G. Ramirez**, Secretary **Margie L. Leite**, Deck Delegate **Charles V. Sneed**, Engine Delegate **William Vargas**, Steward Delegate **Henry Richardson**. Educational director spoke about applying for upgrading courses at Piney Point and of making sure STCW and other shipping documents are kept current. Ship's fund contains \$2,697. Suggestion made to obtain satellite dish. No beefs or disputed OT reported. Request made for curtains in rooms and mess hall be cleaned or replaced and for clarification of shipping rules regarding vacation. Chief cook asked to be excused after muster has been taken. Thanks given to steward department for job well done.

MAERSK ARIZONA (Maersk Lines), Aug. 19—Chairman **John A. Coleman Jr.**, Secretary **Lloyd C. Hall Sr.**, Educational Director **Walter S. Filleman Jr.**, Engine Delegate **Carlos Castillo**. Chairman announced payoff Aug. 24 in Houston. Secretary thanked crew members for helping keep ship clean and noted thank-you letter received from SIU President Michael Sacco for good job. Educational director encouraged Seafarers to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Galley to get new freezer; ice machine now in galley will be moved and installed on main deck. Fumigation needed aboard ship to exterminate insects (due to carrying grain). Requests also made for new washer and dryer for crew laundry, fans in each state room and repair of elevator.

MAERSK CAROLINA (Maersk Lines), Aug. 26—Chairman **Thomas W. Grosskurth**, Secretary **John G. Reid**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Reuben M. Brown**, Steward Delegate **Victor M. Acevedo**. Chairman announced payoff Sept. 1 in Newark, N.J. He thanked everyone for good, safe trip and asked those getting off to clean rooms for next person. He also requested everyone's help in keeping ship clean and reminded them to renew expiring z-cards early. Educational director urged mariners to upgrade skills and work safely. Beef reported in engine department with clarification requested on rotary shipping. Requests made for repair of VCR and purchase of heavy-duty ice machine and coolers of potable water for use especially when in hot climates. Thanks given to steward department for job well done.

SEALAND ACHIEVER (USSM), Aug. 10—Chairman **Herbert Charles**, Secretary **Ekow Doffoh**, Educational Director **Seller T. Brooks**, Deck Delegate **Frank L. Thompson**. Secretary thanked everyone for helping keep crew lounge and mess hall neat and clean. Educational director advised members to take advantage of upgrading opportunities at Paul Hall Center both for personal advancement and to keep union strong. No beefs or disputed OT reported. On behalf of crew, chairman thanked steward department for job well done in providing tasty food. Next ports: Charleston, S.C.; Houston.

reported. New furniture requested for crew lounge. Vote of thanks given to steward department for good food.

HORIZON CONSUMER (Horizon Lines), Sept. 7—Chairman **Lawrence L. Kunc**, Secretary **Donald F. Dwyer**, Deck Delegate **John T. Emrich**, Engine Delegate **Gregorio Abalos**, Steward Delegate **Abdulla M. Baabbad**. Chairman announced ship out of yard and back on "pineapple run"—Los Angeles to Honolulu to Oakland. Payoff to take place Sept. 9 in Oakland. Secretary noted new washer installed and everything running smoothly.

All's Well on the Eric G. Gibson



When the *SP5 Eric G. Gibson* arrived in the port of San Francisco recently, crew members indicated the voyage was a good one. From the left are AB Bill Powell and AB Robert "Mango" Hinkley. The *Gibson*, a RO/RO vessel, is operated by Osprey Ship Management, Inc.

USNS IMPECCABLE (Maersk Lines), Aug. 16—Chairman **James Gregory**, Secretary **Grady C. Ingram III**, Educational Director **Kanin T. Bennett**, Deck Delegate **Luqman A. Ali**, Engine Delegate **Leportre L. Jasper**. Chairman requested clarification of time obligations of both licensed and unlicensed crew. Secretary suggested company reserve crane and get stevedore assistance during extremely difficult on-loading of provisions for overseas missions. He also would like company to provide second SA during underway periods to help with galley workload. Educational director asked for new books, magazines, games and for satellite TV and phone access. Next ports: Key West, Fla.; San Diego, Calif.

USNS SUMNER (Dyn Marine Services), Aug. 9—Chairman **Samuel Duah**, Secretary **Eriberto B. Bulalacao**, Educational Director **Charles G. Sadler**, Deck Delegate **William Joquin**, Engine Delegate **Jun Labrilla**, Steward Delegate **Brenda Jackson**. Chairman announced arrival in Hawaii Sept. 11. Educational director urged members to upgrade skills at Piney Point; applications available on board ship. Movies received monthly aboard *Sumner*; magazines, every two months. No beefs or disputed OT reported. Bosun Duah apprised unlicensed crew of change in overtime to 3 hours per day (21 hours per week).

CLEVELAND (Sealift Inc.), Sept. 16—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Deck Delegate **Cliff Lattish**, Engine Delegate **Marco Rodriguez**, Steward Delegate **Ruben Ong**. Chairman announced payoff Sept. 20 in New Orleans and thanked everyone for good job cleaning cargo hold. He reminded crew to make safety top priority. Secretary informed crew members of room inspection by chief mate before payoff. He thanked them for helping keep mess hall clean and asked that they return all movies, clean room for next person and turn in key. Educational director encouraged Seafarers to check LOG for schedule of upgrading courses at Paul Hall Center. No beefs or disputed OT

reported. Educational director urged crew members to utilize Piney Point facility for upgrading skills. No beefs or disputed OT reported. Steward department thanked for great food and barbecues.

HORIZON SPIRIT (Horizon Lines), Sept. 3—Chairman **Howard W. Gibbs**, Secretary **Rang V. Nguyen**, Educational Director **Precilo P. Zuniga**, Deck Delegate **David Smolen**, Engine Delegate **Randolph Clans**, Steward Delegate **Dana Washington**. Chairman reported smooth trip with payoff Sept. 6 in Tacoma, Wash. Blanket relief available for crew that day. He stated \$25 in ship's fund. Chairman thanked everyone for donations to purchase fresh tuna in Guam. Secretary asked those leaving ship to clean room and leave fresh linen for next person. He thanked members for helping keep ship clean. Educational director urged Seafarers to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

INNOVATOR (USSM), Sept. 7—Chairman **Dirk W. Adams**, Secretary **Jose M. Bayani**, Educational Director **Jim Meyers**, Deck Delegate **James D. Morgan**, Engine Delegate **Mohamed M. Mohamed**, Steward Delegate **Kristen M. Swain**. Chairman thanked all departments for maintaining safety and cleanliness of ship, both inside and outside house. He announced payoff Sept. 10 in Los Angeles. Ship will then dry dock next trip in Nantong, China. He reminded crew to lock quarters at all times when in dry dock. He also stressed importance of contributing to SPAD. Secretary thanked hard-working bosun, all ABs, engine department, unlicensed apprentice and riding gang for help in keeping all areas clean, especially dining halls. He thanked Chief Cook Swain for super cooking. Educational director advised seafarers to upgrade skills at Piney Point for better jobs and more pay. No beefs or disputed OT reported. Suggestion made for contracts department to look into increase in living allowance in pension benefits during retirement. Thanks given to steward department for good food.

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.)

Need for Single-Payer Universal Health System

I read the August issue of the *Seafarers LOG* on the U.S. health care situation with interest. It just reinforced my belief that our system, in which benefits are dependent upon an individual having a job that provides coverage (employment-based), is ineffective and morally wrong. The statistics you quoted are incredible.

I believe we need to implement a single-payer, universal health coverage system. Even though I have good coverage as an SIU member, I believe the unions must work for what is best for all of us. And the fact that only about 13 percent of U.S. workers are in unions shows that we must organize together with others who lack or have poor medical coverage. Our benefits are imperiled in the current system.

The biggest objections to a single payer system are that it is too expensive and that the government is inefficient. But how can we afford NOT to invest wisely in our best resource, the American people?

As for inefficiency, our current system takes the cake in that regard! We should be debating how generous we can be with our benefits and ways to maintain vigilance so that a single-payer system is run effectively. But the solution itself is a no-brainer to me.

Mark S. Lance
Chico, Calif.

Irish Mariner Warns Seafarers To Protect Union and Jobs

I am writing as a retired seafarer of 42 years. I remember starting on 60-year-old rat-infested tramp steamers. Since starting, I was always a member of the Seafarers Union of Ireland.

I decided to take a trip down memory lane recently to re-visit Rotterdam Holland. I stayed at the Maritime Hotel

Seamen's Club. The facilities were excellent.

The reason I am writing this is to say that while the club was full, there was not, to my knowledge, one member of a union there. In my days, a majority of the seamen, no matter what nationality, were all union members.

Unfortunately, the Irish merchant marine has disappeared due to very negligent management, despite a strong fight put up by the union.

My best wishes to all American seamen. I am familiar with the seafaring scene, thanks to regularly receiving the *Seafarers LOG*.

I would advise all your members to be ever vigilant to protect their union—and their jobs.

Frank Gaughan
County Dublin, Ireland

Thanks to Paul Hall Center For Aid During Hurricane

The clients and staff of the Seafarers Addiction Rehabilitation Center sincerely thank Don Nolan, vice president of the Paul Hall Center; Howard Thompson, hotel manager; and the entire staff at the TRC for their outstanding services and accommodations to us during our recent stay with them due to the devastating effects of Hurricane Isabel.

Their efforts had significant positive impact on the recovery process of our clients and allowed for uninterrupted therapeutic service to our membership. We can be proud of their aid, efforts and contributions to our fellow Seafarers in this time of hardship.

Once again, thank you for your hospitality and a job well done.

John M. Gallagher
Director, Seafarers Addiction Rehabilitation Center

Saving the Plans Money On Prescription Drugs

After reading the article in the September issue of the *LOG* concerning medical costs, I'd like to write of my experiences with prescriptions drugs.

I have needed to use prescription drugs over the past 17 years for many medical conditions. Often, I will get a prescription filled, only to go back for my next visit and have the prescription changed. I get angry since I still have so many pills left. What I am doing now is asking the doctor to prescribe half the amount, if possible. Otherwise, it's a waste of the Plan's money.

Also, I have my prescriptions filled at Eckerd (Genovese). Recently, I read the results of a survey taken of pharmacists in the New York area and the prices being charged. Genovese turned out to be the least expensive.

Other SIU members may wish to adopt these two cost-saving measures.

Walter Karlak
Woodside, N.Y.

DO BUY

SHOPPING ON LINE IS 'NO SWEAT'

Union Buyers Learn of Great Label Deals Through 'Word of Mouse'

Is the union label an idea whose time has come... again? Last year, the leaders of No Sweat Apparel, the world's first and most extensive brand of union-made casual and athletic apparel, led the rest on it. Nine months later the company is making sales in 49 states, 22 countries and 6 continents. More than 50 percent of sales—everything from T-shirts to yoga pants to the tell button down, come from their on-line store at www.no-sweatapparel.com.

"Word of mouse" advertising—e-mail referrals by customers to friends and family—is what makes it possible to pay a living wage and still provide price competitive, quality clothing.



On-Line Shopping for Union-Made-in-the-USA

The internet has become a great place to shop. It's easy, quick and reliable. And, unlike those traditional shopping malls, you can focus your internet shopping on genuine union-made-in-the-USA goods and services. When you do, you'll be "voting with your dollars"—and those votes will be counted. The ILSFD encourages you to support the e-retailers listed below. If they thrive, more will follow.

Remember too: it's your right to demand the union label on all your purchases. Merchants pay attention to consumer demand. They'll stock union-made products if buyers demand them.

www.no-sweatapparel.com
Check out the new No Sweat line of 100 percent union-made casual clothing and athletic wear. Designer tees, fashion athletic wear, sweats, hoodies, yoga pants, fleece pullovers, tall button downs, scarves, caps and more. Plus wholesale lots. All produced in UNITED shops in the US and Canada.
www.unions-america.com
This excellent company provides a full range of internet service, web hosting and more, all powered by members of GCHU.

www.sweats.net
L.A.'s first union cut and sew shop (UNITED, SWACU), opened last year. They primarily sell wholesale T-shirts but have a few retail items available on line.

www.natchez.com/boots.html
This link will take you to Natchez's on-line storefront providing Matherbon's

casual union-made hiking and hunting boots. Enduring quality and values. Represented by UNITE!

www.diamondstjeans.com
Will the last union-made jeans in America please stand up? Top quality, durable denim jeans for men, women and children. All cotton, all union. Represented by UNITE!

www.leathercoats.com
At licensed Sheepskin & Leather you'll find beautiful, sturdy and stylish leather coats, jackets, vests and pants, reasonably priced and all union-made. Represented by UNITE!

www.unionshirts.com
This excellent site provides union-made decorated work wear. Their specialties are great. They anticipate expanding to include finishing shoes shortly. All produced in UNITED shops in the US.

www.redwingshoes.com
Speaking of Red Wings, you can buy "the best that both America" on line at their site. Rugged, comfortable and stylish—and union-made. Bring it to you by members of IAM and IUPCO.

www.garvells.com
The legendary independent book store with the all-union work force (IWW). Would this list be complete without it?

www.unionsmadeclothing.com
Graybeard/UniteLine manufactures a wide range of work clothing, casual wear, jackets, coats and accessories. Wholesale buyers and those buying bulk quantities

can order direct from the company web site. For individual purchases, the web site will direct buyers to retail outlets carrying Graybeard/UniteLine products.

www.cingular.com
Unlimited wireless phone service—just so hard to find. CWA-represented employees at Cingular Wireless provide top-notch cell phone service at competitive prices nationwide.

www.unionsplus.com
From auto needs, to insurance, legal services, credit cards, real estate and education services, insurance and health products—Union Plus is the union source. Check out the Union Plus web site for a complete list of the benefit programs to which your union subscribes.

www.unionsvacations.com
This outfit will hook you up with fabulous vacation plans and packages and steer you to union-staffed hotels—all at very competitive prices. All employees are represented by Teamsters Local 130. Make sure your vacation isn't lost on the back of your fellow workers by using this website to make your bookings.

www.ksdhd.com
K.S.D.H.D. provides discount internet service and more. All workers are represented by the CWA.

THANKS TO: American Accure Life, the District Convention & Visitors Bureau and the Portland (OR) Hilton Hotel for generous contributions to the ALANFD's project to revamp the on-line Do Buy list.

SEPTEMBER/OCTOBER 2003

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

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.

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	November 10	December 5
Specially Trained Ordinary Seaman (STOS)	December 1	December 12

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 October 27.

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	November 3	December 12
Welding	November 3	November 21
Engine Utility (EU)	November 17	December 12

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Fire Fighting* – (5-day course) <i>(*must have basic fire fighting)</i>	November 3	November 7
Basic Fire Fighting/STCW	November 3	November 7
	November 10	November 14
	November 17	November 21
	December 1	December 5
Government Vessels	December 8	December 12
	November 3	November 7
Tanker Familiarization	December 1	December 12
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	November 17	November 21

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. An introduction to computers course will be self-study.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

11/03

UPGRADE
AT THE PAUL HALL CENTER

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 642 — Graduating from the water survival class are unlicensed apprentices from class 642 (in alphabetical order) Brannon Adams, Tranel Bordley, Richard Caceres, Jaime Diaz, David Guthrie, Christopher Hodder, Ramsey Ingram, Ryan Krom, Joe Legree, Joseph Lynch, Lance McFarland, Robert Patterson, Xavier Rivera-Valentin, Henry Sanchez Jr., Gregory Scott, John Selman Jr. and William Tuer. (Note: Not all are pictured.)



Advanced Fire Fighting — Completing the advanced fire fighting course Sept. 12 are (in alphabetical order) Ehtesham Ahmed, Eric Bridges, Johnie Chavis, Theodore Cooke, Armando Evangelista, Frank Guido, Robert Leija, Anthony Lowman, Jeffrey Mangler, Glen McCullough, Robert Minor, Thomas Minton, Carl Montoya, James Morris, Oscar Palacios, Jawaid Pardesi, Charles Pomraning, Ovidio Santos, Ron Schexnayder, Charles Walker and William Yore Jr.



Welding — Certificates of graduation for completion of the welding course were given Sept. 26 to (front row, from left) Daniel Rhodes, Christopher Zaucha and Floyd Ellis. Their instructor, Buzzy Andrews, is in the back row.



Government Vessels — Upgrading Seafarers and unlicensed apprentices who took part in the government vessels course ending Sept. 26 include (in no specific order) Michael Sanchez, Dorian Edwards, William Boardman III, Douglas Lowry, Richard Reynolds, Jose Quinones, Marc Simpson, Kevin Koch, Pedro Ocampo, Rubio Ramiro, Tess Flickinger, Miguel Baerga, Raul Colon, Jector Serrano, Jay Pierce, Anthony Mohler, Michael Merrell Jr., Edward Tanaka, Carl Williams, Curtis Tobey, Steven Richards, Edward Boyd, Raymond Searles II, Scott Martin, Prescillano Gamboa, Karen Laycock, Donald Cooper, Ron Schexnayder, Carlos Grillasca, Nicholas Smithing, Daniel Caballero and Munassar Ahmed. (Note: Not all are pictured.)

Fast Rescue Boat — Oct. 3 was graduation day for members of instructor Stan Beck's recent fast rescue boat course. They are (front row, from left) Robert Bakeman, Basil D'Souza, (second row) Stan Beck (instructor) and Jennifer Senner.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsements Sept. 26 are (in alphabetical order) Julio Alvarez, Agustin Arriaga, Jose Blanco, William Born, Scott Bowmer, Theodore Cooke, Armando Evangelista, Mariano Guerrero, Stephen Hammelman, DeCarlo Harris, Eric Kjellberg, Rudy Lopez, David Miller, Jose Reyes, Jason Simon, Joseph Slater, Milan Taigan, Patrick Tucker, Abel Vazquez and Delmar Webster.

Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates of achievement. In photo at left, graduating Oct. 3 are (seated, from left) Alejandro Mejia and Floyd Ellis, who both completed the Computer Basics/Windows Operating System course. Instructor Rich Prucha is standing in both photos.

In photo at right are Christopher Bosado (left) and Virgilio Rosales, who received their certificates Sept. 26.



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



ARPA — Graduating from the ARPA class Sept. 12 are (from left) Mike Smith (instructor), Jose Boza, Michael McErlean, Ian Ferguson, James O'Meara, John Mullen, David Flatter, Kendall Diehl and John Gilston.



ARPA — Allied Towing mariners who upgraded their deck skills in the ARPA class, which ended Oct. 3, are (from left) Lance Riggs, Neil Johnson and George Urban III and their instructor, Mike Smith.



GMDSS — Completing the GMDSS course Sept. 26 are (from left) Ian Ferguson, Robert Minor, Emiddio Massa, James O'Meara and Michael Moore. Their instructor, Brad Wheeler, is at far right.



Medical Care Provider — Graduating Sept. 19 from the medical care provider course are (front row, from left) Jawaid Pardesi, James Bond, Carlos Grillasca, Ron Schexnayder, (second row) Frank Guido, Barry Freeman, Jonathan Eitz, Johnie Chavis, Jennifer Langford (instructor), Anthony Lowman and Carl Montoya.



Specially Trained OS — Alaskan fishermen who completed the STOS course Sept. 26 are (front row, from left) Erin O'Toole, Brack George, Melvin Gruelle, John Harper, (second row) Roy Nathan, William Farmer, Christen Christensen, Jeffery Perez, Christopher Boyd and David Hays. Their instructor, Bernabe Pelington, is at far right.

Basic Safety Training Classes



STCW — Social Responsibility Class: King Scott, Sam Baffoe, Celso Ordonez, James Coleman, Michael Lawson, Gilberto Padilla and Daluz Celestino.



STCW — Sept. 19: John Barrett, Donald Cooper, Robert Davis, Roert Easley, Vernon Edwards, Michael Fay, Greg Lynch, Terry Murley, Lorange Pence, Charles Pomraning, Mark Poor, Micah Sanders, Ramond Searles, Edward Tennyson, Michael Valencia, Sven Vilborg and Steven Westfall. (Note: Not all are pictured.)



STCW — Sept. 5: Christopher Boyd, Chris Christensen, William Farmer, Brack George, Mel Gruelle, John Harper, David Hays, Roy Nathan, Erin O'Toole, Jeff Perez and Carlos Majao.



STCW — Oct. 3: Roosevelt Allen, Charles Archie, John Bumgarner, Henry Cook, Jerome Davis, Steven Hynes, Kenneth Kramlich, Margie Leite, Brian Murgotten, Gregory Noble, Virgilio Rasales, and Wallace William.

ITF Reports Progress in FOC Fight

Federation Secures Back Wages, Contracts for Many Crews

Runaway-Flag Registries

The following 28 countries have been declared flag-of-convenience registries by the ITF's Fair Practices Committee (a joint committee of ITF seafarers' and dockers' unions), which runs the ITF campaign against FOCs:

- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Bermuda
- Bolivia
- Burma/Myanmar
- Cambodia
- Cayman Islands
- Comoros
- Cyprus
- Equatorial Guinea
- German International Ship Register
- Gibraltar
- Honduras
- Jamaica
- Lebanon
- Liberia
- Malta
- Marshall Islands
- Mauritius
- Netherlands Antilles
- Panama
- São Tomé and Príncipe
- St. Vincent and the Grenadines
- Sri Lanka
- Tonga
- Vanuatu

The International Transport Workers' Federation (ITF) in late September issued a 50-page report packed with details about its ongoing campaign against flag-of-convenience shipping, also known as runaway flags.

The SIU, an ITF affiliate, strongly supports the fight against runaway flags.

"We may be closer to seeing fundamental changes to the flag-of-convenience system than at any time in the last 50 years," stated ITF General Secretary David Cockroft and Special Seafarers' Department Secretary Stephen Cotton in the report's co-authored introduction. "Governments are being forced by the events of September 11, 2001 to pay much greater attention to the lack of transparency in world shipping and the ease with which flags of convenience can be used not just by bad employers but also criminals and even terrorists. The lack of effective control in shipping was demonstrated once again by the sinking of the oil tanker *Prestige* off the coast of Spain in November 2002."

The report later notes that the *Prestige* flew the Bahamian flag, was Greek-owned through a shell company based in Liberia, chartered by a Russian/Swiss company and classified by an American entity. "It took skilled researchers several weeks to uncover this information," the federation reported.

Based in London, the ITF



Mariners on the Liberian-flag tanker *Merlin* were among those assisted by the ITF in 2002. SIU ITF Inspector Enrico Esopa (seated at left in group photo) obtained \$105,000 in back wages for the Filipino crew of the runaway-flag ship.

comprises more than 600 unions representing a combined 5 million workers.

Among the many notable items reported by the ITF in its yearly report:

- Federation inspectors (including those from the SIU) recovered \$32.4 million in unpaid wages for crews in 2002.
- Approximately 6,500 runaway-flag ships are covered by ITF contract or other agreements which the federation deems acceptable.
- There are 137 ITF inspectors and coordinators in 123 ports in 43 countries. They made 8,886 reported inspections last year, of which 7,375 were on FOC vessels. (The ITF's Seafarers Support Team handles cases in ports lacking a permanent federation presence.)
- As of the end of last year, 28 registers were formally designated FOCs by the ITF's Fair Practices Committee. Three countries were added to the list in 2002 (Comoros, Jamaica and Tonga), while four were removed (Aruba, the Canary Islands, the Cook Islands and Tuvalu).
- Through joint negotiating forums, the ITF continues to illustrate that its campaign "builds good relationships with good employers. It targets bad ones to isolate them politically and to get their signatures on agreements covering working terms and conditions."
- Citing the *Prestige* disaster and other incidents, the federation pointed out that some ship officers unfairly are being made scapegoats in pollution cases. The



Prestige's captain was held for four months—and released only after ITF intervention.

"Seafarers continue to face criminal proceedings when unseaworthy ships founder or run aground on uncharted rocks," the report notes. "By contrast, there are few, if any, instances of the arrest of an owner or charterer who places seafarers in danger by putting a substandard ship to sea."

In Denmark, the work of an ITF inspector led to a Russian shipowner getting a six-month

prison sentence and a \$4,000 fine, after he had directed thugs to attack mariners who had complained about unpaid wages.

Cockroft and Cotton also noted, "Even if FOCs were to be eliminated entirely, it wouldn't guarantee that seafarers were well treated everywhere. Bad shipowners will always try to exploit seafarers, and there will still be a need for the global network of union solidarity represented by the ITF."

ITF Contracts Prove Key In Fight vs. Runaway Flags

One of the main goals of the ITF's Seafarers' Section—of which SIU Secretary-Treasurer David Heindel is vice chairman—is ending the scandal of runaway-flag shipping. With that in mind, ITF inspectors across the globe help crews of such ships and work to ensure that the shipowners are held accountable.

Because the federation realizes that eliminating runaways won't happen overnight, one of its immediate goals is bringing such ships under ITF contract. That part of the campaign has been particularly successful, as more than 6,500 vessels are covered by ITF agreements.

By signing on with the ITF, crews of runaway-flag ships have some recourse against the shipowners. They are protected by a written contract that establishes wage rates meeting international standards; provides for overtime and holiday pay and manning according to ITF policy; and includes clauses covering medical attention, sick pay, death benefits, disability insurance and other benefits.

The federation doesn't limit its work to flags of convenience. The ITF assists as many crews as possible that need help, whether or not their vessels are runaway-flag ships.

FOCs at a Glance

A flag-of-convenience ship is one that flies the flag of a country other than the country of ownership. More than 50 years ago, U.S. maritime unions dubbed them runaway registers, or runaway flags, because of their use as a device for shipowners to pay a nominal fee to the government of a non-maritime nation seeking to raise revenue.

The shipowners then escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages. Their avoidance often is further insulated with dishonest managers and registries, making it difficult for authorities to hold the shipowners accountable for mistreating crews and operating unsafe ships.

When such conditions are discovered, it's usually quite difficult to pinpoint who is responsible—even for lawyers, government agencies and other professionals who have the resources to investigate such matters.

The ITF believes there should be a genuine link between the real owner of a vessel and the flag the vessel flies, in accordance with the United Nations Convention on the Law of the Sea (UNCLOS). There is no genuine link in the case of FOC registries. Some of these registers have poor safety and training standards, and place no restriction on the nationality of the crew. Sometimes, because of language differences, seafarers are not able to communicate effectively with each other, putting safety and the efficient operation of the ship at risk.