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The Seafarers Log

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New Tanker



'Floats Out'

The first of four Alaska Class double-hull oil tankers being built for BP Oil Shipping Company, USA recently was floated out at National Steel and Shipbuilding Company in San Diego. The ship is scheduled to be finished dockside in preparation for delivery in June 2004. It will be named the *Alaskan Frontier* and operated by SIU-contracted Alaska Tanker Co. Page 3.

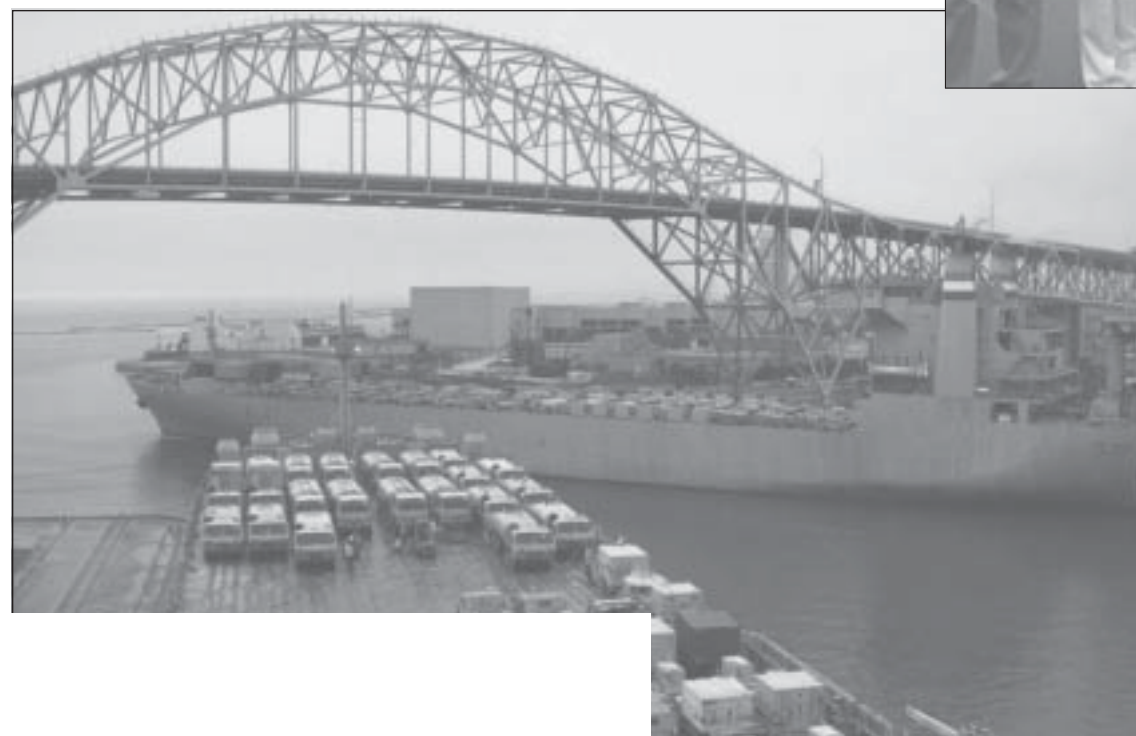
Fourth ATB Christened



Seafarers and SIU officials recently attended the christening of the tug *Coastal Reliance* and its companion barge 550-4 in Long Beach, Calif. The articulated tug-barge is the fourth in a series of new SIU-crewed ATBs entering service for Intrepid Ship Management. It is nearly identical to the tug *Ocean Reliance* and barge 550-3, pictured above. Page 3.

SIU's Year in Review

Major stories were plentiful for Seafarers in 2003. The year began with SIU members crewing up Ready Reserve Force vessels that eventually sailed in support of Operation Iraqi Freedom (including the *Cape Taylor*, sailing past the *Cape Texas*, below). It ended with a gigantic legislative victory, as the U.S. Maritime Security Program expanded to 60 vessels and received a 10-year extension. In between, the union gained numerous new shipboard job opportunities for Seafarers. Also, the U.S. Merchant Marine received ample recognition for its role during the war, as reflected by the group photo at right, which shows U.S. military and government officials joining Seafarers aboard the RRF vessel *Wright* in Baltimore. Page 24.



Paul Hall Center Offers Marine Electrician Class

Page 4

Port Security Update

Page 5

Apply for Scholarship

Page 6

San Francisco Hall Hosts Thanksgiving Gathering

Pages 10-11

President's Report

Pictures of Success

For the United States, two of the most dominant images of 2003 originated thousands of miles from home.



Michael Sacco

The perfectly symbolic toppling of Saddam Hussein's statue in Baghdad and, months later, grainy video of the ousted dictator that was taken right after his capture offered satisfying reinforcement of Operation Iraqi Freedom's success.

Those pictures undoubtedly resonated with Seafarers, in part because more than 2,000 SIU members sailed in support of U.S. and allied forces during Operation Iraqi Freedom.

Though the all-out combat phase of the war ended many months ago, the mission of course is far from finished. In fact, the sealift operation that the U.S. Military Sealift Command has dubbed "OIF 2" already is underway. This means widespread activations and mobilizations of U.S.-flag military support ships in 2004, many of them crewed by Seafarers. It means another chance to live up to our role as the nation's Fourth Arm of Defense.

Make no mistake, the SIU and the entire U.S.-flag fleet earned top marks last year during Operation Iraqi Freedom. I've never been more proud of this membership. From the first activations through the long, uncertain waits near Turkey, from the dangerous voyages into Kuwait through the many follow-up round trips, you answered the call. You served your country and you delivered the goods.

That's one reason why I thought it was so appropriate that President Bush approved an extended, expanded U.S. Maritime Security Program (MSP) near the end of the year. Even though the efforts to pass a new MSP started long before the war, I believe that the 10-year extension is an affirmation of the U.S. Merchant Marine's importance to our national and economic security. Certainly it's no stretch to say that both the testimony in favor of a new MSP, along with post-war comments about U.S. mariners' service, clearly shows that our value is understood at the highest levels of government and by the leaders of our armed forces.

The war and the MSP weren't the only big stories for this union in 2003.

We added a wide range of new ships to the SIU fleet, including cable ships, tankers, military support ships, container ships, ATBs and others. We also got a glimpse of future jobs as the first new Alaska Class tanker neared its final stages of construction.

We opened a new, full-service union hall in Joliet, Ill. and made extensive improvements to the Houston hall.

We remained extremely active in the international forums that are so important to the future of our industry and our union.

In the face of a staggering national health care crisis, we secured contracts that ensure top-of-the-line medical benefits.

There were other gains, too, and with that in mind I encourage all Seafarers to read the "year in review" story on the back page of this issue. It's an uplifting piece that accurately reflects what the SIU has accomplished. We've made tremendous progress, and we continue heading in the right direction.

As we begin another year, I again thank you, the membership, for your skilled, reliable work and your rock-solid support of this union. And I also want to credit our officials and other staff members whose work is vital to the union's progress. We're all part of the same winning team, the same SIU family. And there is no doubt that, together, we will continue to accomplish great things in 2004 and beyond.

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Nationwide Rallies Demand Freedom to Form Unions

Tens of thousands of union activists and their allies took part in more than 90 events in 64 cities on Dec. 10 to mark International Human Rights Day and boost the union movement's campaign to restore every worker's right to a voice on the job.

Through town hall meetings, rallies and candlelight vigils, they pledged to educate and mobilize union members; fight employer interference on local organizing campaigns; lobby members of Congress to support improvements to labor law; and keep workers' rights at the center of the 2004 election efforts.

Dec. 10 commemorates the anniversary of the ratification of the Universal Declaration of Human Rights in 1948. The declaration establishes the right of people in every nation to form unions and negotiate contracts. The U.S. government had recognized that right 13 years earlier with the National Labor Relations Act.

But while workers have the legal right to form unions to negotiate for better benefits, pay, safety standards and working conditions, employers across the country routinely block their efforts with threats, coercion and intimidation. One-quarter of private sector employers fire at least one worker during a campaign to form a union, according to research conducted at Cornell University. The research also found that almost all private-sector employers—92 percent—who are involved in organizing campaigns, force employees to attend closed-door meetings to hear anti-union propaganda.

Speaking at a Washington, D.C., rally, Martha Gardon said,



AFL-CIO President John Sweeney said that blocking employees' freedom to choose union representation "hurts workers and it is hurting our country."



AFL-CIO Secretary-Treasurer Rich Trumka told supporters at a Pittsburgh rally, "Workers everywhere in the world have the right to organize."

"My co-workers want a union, but they are scared." Gardon, a parking lot attendant and member of Hotel Employees & Restaurant Employees Local 27, is helping workers at other garages form a union. "If the law protected us from threats, we'd be able to organize more quickly," she said.

"There are 45 million workers in our country who say they would join a union in an instant if they could, but they are prevented from doing that by employers and anti-worker elected leaders who have systematically stolen the freedom to organize from workers," said AFL-CIO President John Sweeney, who led thousands of New York City workers and their allies on a march from Wall Street to the New York office of the National Labor Relations Board (NLRB) at Federal Plaza. "This hurts workers and it is hurting our country."

Silhouettes along the demonstration route profiled some of the 14,000 workers who filed suits with the NLRB in New York state last year, describing how their employers violated their rights.

In other events around the country, workers rallied with AFL-CIO Secretary-Treasurer Richard Trumka and Steelworkers President Leo Gerard at Giant Eagle Supermarket in Pittsburgh in support of grocery workers trying to form a union with USWA. The workers said the company threatens and disciplines them when they refuse to sign anti-union literature. Seven workers said they were fired for trying to form a union.

Minnesota activists gathered at the state capitol, where Wendell Anderson, Swedish consul emeritus and former Minnesota governor, accepted a resolution asking

Continued on page 4

U.S., China Sign Maritime Pact

The U.S. Maritime Administration (MarAd) last month announced that the United States and China had signed "the most far-reaching, five-year bilateral U.S.-China maritime agreement in the history of maritime trade between the two nations during a ceremony in Washington, D.C."

The agency further described the pact as "a sweeping agreement that gives U.S. registered shipping companies the legal flexibility to perform an extensive range of new business activities in China, including logistic operations, and providing services for their own vessels and alliance partnerships.... The agreement offers U.S. companies similar privileges to those that Chinese companies already enjoy in the United States."

The agreement was signed at a ceremony in Washington, D.C. "as part of the continuing Bush administration effort to strengthen U.S.-China relations and expand trade between the two countries," MarAd reported. U.S. Transportation Secretary Norman Y. Mineta and China's Minister of Communications Zhang Chunxian signed the pact.

Mineta said, "This new agreement strengthens the U.S. shipping industry by opening new



U.S. Transportation Secretary Norman Y. Mineta



U.S. Maritime Administrator Capt. William G. Schubert

markets in China and enhancing efficiencies in overseas shipping by allowing direct market access."

He added, "It puts our shipping companies where the business is, closer to their markets and their customers. Based on free market principles, it opens significant new business opportunities for U.S. companies and their partners who do business in China."

According to MarAd, more cargo containers move between China and the United States than any other country in the world. Over 3.2 million containers transit via ship between the two countries every year.

Maritime Administrator Captain William G. Schubert stated, "This agreement is expected to generate more business for American shipping and will facilitate more cargo moving across the Pacific. Positive employment benefits will result for the U.S. shipping industry and related industries associated with port operations and services, like trucking and rail."

The agreement represents a long-awaited culmination of discussions and negotiations that have taken place over the past five years between the United States and China.

Seafarers Crew Up New ATB

Seafarers are sailing aboard the newest articulated tug-barge (ATB) operated by Intrepid Ship Management.

The tug *Coastal Reliance* and its accompanying barge 550-4 were christened Nov. 18 in Long Beach, Calif., although they already had been operating for some time. The ATB is the fourth in a program of new builds.

The 9,280-horsepower tug *Coastal Reliance* and 155,000-barrel barge 550-4 were built by Bay Shipbuilding Company in Sturgeon Bay, Wis.

"I'm confident that the well-trained SIU members crewing up the *Coastal Reliance* and 550-4 will continue to do a great job, just as their brother and

sister Seafarers have done exemplary work aboard the other new ATBs," said SIU Vice President Contracts Augie Tellez.

Also in service are the *Sea Reliance/550-1*, the *Sound Reliance/550-2* and the *Ocean Reliance/550-3*.

The key difference between the newly constructed ATBs and the traditional West Coast tug and barge unit is the method of attachment. The ATB tug is attached to the stern notch of the barge with an Intercon coupler system allowing the tug to push the barge at sea versus the traditional means of towing the barge at sea. The primary benefits of the ATB configuration are greater speed (12 knots versus seven to nine knots), higher fuel efficiency and greater handling capability.

According to the company, the ATB tank vessel incorporates the latest advances in environmental protection and safety while providing increased efficiencies in hose handling, anchoring, mooring, discharge and loading of product. The 550-4 is double hulled and the tug is double sided.

The barge, built, documented and maintained to the requirements of American Bureau of Shipping (ABS) "SafeHull" standards, has an inert gas system as well as an enhanced cargo system and a fully redundant ballast system.

The *Coastal Reliance* meets all SOLAS (Safety of Life at Sea) and ABS criteria, and has a foam capable fire monitor; twin fuel efficient, reduced emission electronic diesel engines; a noise reduction package and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry.



The four new SIU-crewed ATBs include the *Ocean Reliance* and its barge 550-3.



The tug *Coastal Reliance* enters the notch of the 550-4.



The *Alaskan Frontier* is scheduled for delivery in June. Seafarers will crew the new vessel.



Pictured at the christening are Steve Collar, VP of business development for MTL; Clorinda Notzstein and Jan Chillelli of Shell Trading U.S.; and crew members of *Coastal Reliance/550-4*, Captain Dale Wilson, Chief Mate Chris Valley, 2nd Mate Bob Mills, Chief Engineer Paul Joiner, AB Tankerman Brian McLarnon, AB Tankerman Lewis Findley, Utility Bobby Tierney and Utility Karen Fensel.

Progress Continues on Project America Ship

The 2,146-passenger *Pride of America* was floated out of a building drydock in Bremerhaven, Germany on Nov. 1, following extensive hull work.

The *Pride of America* will sail under Norwegian Cruise Line's NCL America brand, with a U.S. crew. The U.S.-flag vessel is scheduled for christening July 4 in Hawaii; it will sail on seven-night inter-island cruises.

A second NCL America vessel, *Pride of Aloha*, is slated to enter service in October 2004. It will sail on three- and four-night Hawaii cruises starting in Honolulu.

No date has been announced for a third NCL America ship that also is expected to join the fleet.

The *Pride of America* initially was part of Project America, a major effort to boost U.S. shipbuilding and the U.S.-flag cruise industry. The development was hurt by the attacks of September 11, 2001, but NCL last year committed to beginning a U.S.-flag operation in Hawaii.

A fairly new federal law allows the company to complete Project America as a U.S.-flag and U.S.-crewed operation. To that end, NCL purchased the partially completed first Project America ship and substantial materials and related components for the second Project America ship from Northrop

Grumman Ship Systems in September 2002.

The legislative initiative was designed to recover the U.S. investment in Project America, generating hundreds of millions of dollars in economic activity and tax receipts, and creating more than 20,000 U.S. jobs.

The *Pride of America* is 839 feet long and will be equipped with an enlarged diesel electric power system. Its amenities will be state-of-the-art.

NCL last spring announced it also had purchased the *S.S. United States* and the *S.S. Independence*, with an eye toward possibly refurbishing the vessels and using them for mainland U.S. itineraries where cruises currently aren't available.



The *Pride of America* is scheduled to begin offering cruises this summer.

Shipyard Floats Out First BP Tanker

National Steel and Shipbuilding Company (NASSCO) recently announced it has floated out Hull 484, the first of four Alaska Class double-hull oil tankers being built for BP Oil Shipping Company, USA. The ship—which will be operated by SIU-contracted Alaska Tanker Co. (ATC)—will be finished dockside in preparation for delivery in June 2004.

The vessel will be named the *Alaskan Frontier*.

The San Diego-based shipyard also held a keel-laying ceremony for Hull 485, the second double-hull oil tanker being constructed for BP. The second ship is scheduled to be delivered in November 2004, with subsequent ships to be delivered in 2005 and 2006.

Those vessels will deliver Alaska North Slope crude oil to refineries on the U.S. West Coast. Delivery of the ships will satisfy the commitment BP made as part of an agreement with the state of Alaska to accelerate (by an average of one year) the Oil Pollution Act of 1990 retirement dates of

non-double hull vessels in BP's chartered Alaska fleet.

Each of the new tankers will be designed to last at least 35 years to as long as 50 years. Each will be 941 feet long with a 164-foot beam, a capacity of 1.3 million barrels and a design draft of 61.5 feet.

BP reported that each ship is being built with redundant propulsion and steering systems which include twin diesel-electric power systems in segregated engine rooms, twin propellers and twin rudders. Use of diesel-electric propulsion systems will reduce air emissions at sea and in port while reducing maintenance "down time."

To help eliminate accidental oil leaks, the propeller shafts will be cooled and lubricated with seawater instead of lubricating oil. Cargo piping will be installed in the cargo tanks, instead of on deck, to reduce the risk of small spills. The ships will be fitted with state-of-the-art machinery and cargo control systems and an integrated navigation system.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, February 16, 2004 for the observance of the Presidents' Day holiday (unless an emergency arises). Normal business hours will resume the following workday.

Marine Electrician Course Stresses Hands-On Training

The Paul Hall Center for Maritime Training and Education offers a newly revamped Marine Electrician course that emphasizes practical instruction while also including classroom sessions.

"It's a very thorough course designed for students who are serious about becoming marine electricians," noted J.C. Wiegman, assistant director of training at the Piney Point, Md. facility. "Overall, I'd describe it as challenging, worthwhile and very up-to-date."

The curriculum includes eight weeks (280 hours) of instruction and provides engine department personnel

with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators and controllers on board ships. Successful completion of the course will entitle the students to receive the electrician's endorsement on their merchant mariner's document.

The topics covered by the course include electrical safety (precautions and results of disregarding them); electrical fundamentals (discussion of electron theory and voltage production); batteries (description of the operation and maintenance of marine electrical batteries); direct current theory (defining Ohm's law and basic problem-solving in series and parallel circuits); and marine electrical hardware (explanation of conduit, stuffing tubes, cables and their ratings).

Additionally, the class covers electrical test equipment; practical demonstrations of the devices and wiring methods for shipboard 120 VAC systems; an explanation of the operation of the ship's main electrical power distribution system; a description of sine wave formation and problem solving for both parallel and series AC circuits; practical operation and maintenance on AC generators; practical maintenance and overhaul techniques for AC 3 phase motors; and practical maintenance and troubleshooting techniques for AC motor controllers.

Also included are an explanation of the operation and maintenance of DC generators; practical demonstration of DC motor operation and maintenance; practical demonstration of DC motor controller maintenance and troubleshooting techniques; practical demonstration reading and interpreting electrical diagrams; and practical demonstration for the repair of small appliances.

A section on shipboard maintenance techniques features a description of the operation and maintenance of electric forklift trucks, elevators, cargo winches, anchor windlass, sound-powered telephone systems, engine order telegraphs, steering control systems, salinity monitoring systems, HVAC controls, auxiliary boiler flame safeguard controls, cathodic protection systems and shipboard alarms systems.

The next Marine Electrician course at Piney Point is scheduled to begin May 10.



Norman Dauphin (left) and Hugo Infante perform a motor controller voltage check.



Carrying out motor resistance checks are Charles (Rus) Jones (left) and Rene Vazquez.



Therman Ames III (left) and Kenneth Ross (right) practice lube purifier maintenance.

Notice

Seafarers Health and Benefits Plan Initial Eligibility Rule Change

As previously reported, the Seafarers Health and Benefits Plan is about to enter into an agreement with Prescription Solutions to provide a quality pharmacy benefit at a savings to the Plan. In order to help eliminate implementation problems, several rule changes were suggested. The first change was to modify the eligibility requirement as it pertains to the pharmacy benefit.

As reported in October, the Trustees of the Plan directed that the eligibility for the drug program be changed so that a participant with at least 90 days of covered employment prior to September 30 be covered for the prescription program from January 1 through June 30 of the following year and that an employee with at least 120 days in a calendar year be covered for the prescription benefit for the entire following year. The one-day-in-six-months requirement was eliminated for the prescription program.

The Trustees of the Plan have now directed that the initial 75-day eligibility rule for new employees also be changed. Therefore, please note that effective January 1, 2004, the eligibility rule for new employees has been changed to the following: A new employee reaching his 75th day of employment on or before June 30 of a calendar year will be covered for the remainder of that calendar year. Additionally, any new employee reaching the 75th day of employment between July 1 and December 31 of any calendar year will be covered for the remainder of that calendar year as well as the entire following year. With the exception of the pharmacy benefit, coverage for all other benefits would still require one day of employment in the six month period immediately preceding the date of any claim.

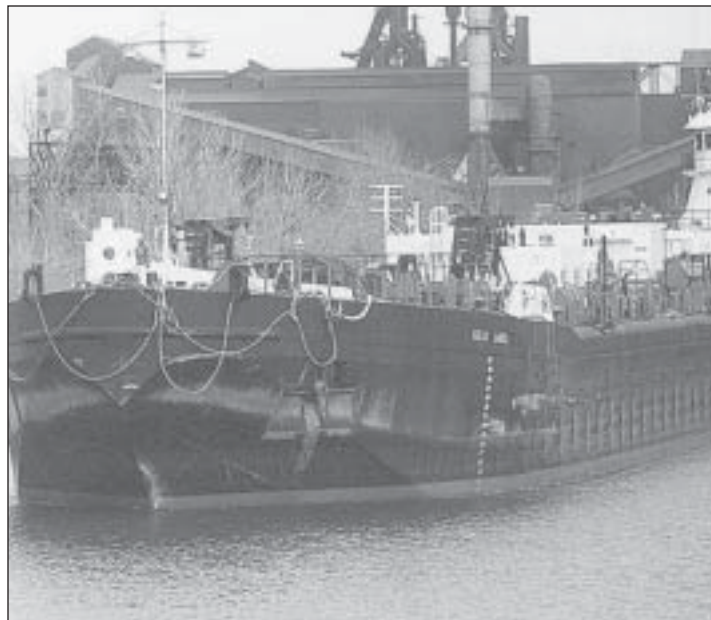
Further details on this change will appear in an upcoming issue of the LOG.

Lakes Seafarers Ratify Contract

Seafarers sailing aboard the tug *Michigan* and barge *Great Lakes* unanimously have approved a new five-year contract that includes wage increases and other gains.

The agreement, retroactive to September 1, 2003, boosts wages in each year of the pact and also increases maintenance and cure. Further, the contract provides crew members with the opportunity to upgrade at the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md.

Operated by Keystone Great Lakes Inc., the *Michigan* and *Great Lakes* form an integrated tug-barge. The ITB transports oil and normally calls on ports in Charlevoix, Mich. and Whiting, Indiana—both located on Lake Michigan.



Seafarers who sail aboard the tug *Michigan* and barge *Great Lakes* unanimously approved a five-year contract with wage increases and other gains.

Unions Campaign for Voice on the Job

Continued from page 2

Sweden's ambassador to the United Nations for help in bringing the United States into compliance with the U.N. Declaration on Human Rights.

Boston union members and allies marched and rallied to support workers at Telecom USA and the Worcester, Mass., manufacturer Saint Gobain Industries. At Telecom USA last summer, 41 workers said they were fired for trying to form a union, while Saint Gobain workers voted nearly two-and-a-half years ago to form a union with UAW, but have been stonewalled since then by their employer during contract negotiations.

"Here in Massachusetts and in thousands of other workplaces

across the country, workers are being lied to, harassed, threatened, coerced, followed, disciplined and even fired when they try to exercise their legal right to form a union," Massachusetts AFL-CIO leaders Robert Haynes and Kathleen Casavant wrote in a *Boston Globe* opinion column. The newspaper also editorialized in favor of strengthening rights at work.

At the Washington rally, U.S. Senator Edward Kennedy (D-Mass.) noted, "More and more employers today are illegally threatening, intimidating and firing workers to prevent them from gaining a stronger voice on pay and conditions in the workplace. But the laws are so poorly enforced today that in one-quarter of all union organizing drives, employers fire workers illegally

with impunity.

To help protect the freedom to form unions, Kennedy is co-sponsoring the Employee Free Choice Act (EFCA) with U.S. Rep. George Miller (D-Calif.). The proposed legislation, S. 1925 and H.R. 3619, will allow employees to freely choose whether to form unions by signing cards authorizing union representation; provide mediation and arbitration for first contract disputes; and establish stronger penalties for violation of employee rights when workers seek to form a union and during first contract negotiations.

Encouraged by activists who sent more than 50,000 faxes to their elected representatives asking that they co-sponsor the landmark legislation, more than 125 members of the House and Senate are supporting EFCA.

Drop in the Ocean?

U.S. Port Security Grants are Substantial, But Many Potential Expenses Unfunded

Director of Homeland Security Tom Ridge on Dec. 10 announced the allocation of \$179 million in port security grants to various projects in scores of locations across the nation.

The funding is part of what the Department of Homeland Security (DHS) calls its commitment to enhance security at our nation's key ports and facilities. Provided through the Port Security Grant Program, these new awards are expected to contribute to important security upgrades like new patrol boats in the harbors, surveillance equipment and the construction of new command and control facilities.

Officials at U.S. ports are commending the DHS for the grants, according to reports, even though the funding covers less than one-fifth of potential expenses associated with port security.

The grant program, which provides resources for security planning and projects to improve dockside and perimeter security that is vital to securing our critical national seaports, represents one layer of the DHS system of defenses for our nation's ports. Safeguards include monitoring the people, cargo and vessels entering our ports from the time they leave a foreign port to the time they arrive in the United States.

"The Department of Homeland Security is committed to further securing our nation's highways, mass transit systems, railways, waterways and pipelines, each of which is critical to ensuring the freedom of mobility and economic growth," said Secretary Ridge. "These projects are critical to the mission of securing our ports."

The Transportation Security Administration (TSA), the U.S. Coast Guard and the Department of Transportation's Maritime Administration evaluated the Port

Security Grant applications and selected the grant award recipients. The latest round of grants has been awarded to 442 projects in 326 locations to 235 applicant organizations from across the nation.

"The Department is committed to improving security at our maritime facilities, and we know that our ports are not secured from Washington," said Under Secretary for Border and Transportation Security Asa Hutchinson. "The relationship between the government and the private companies that run these facilities is a crucial one that we are committed to strengthening to protect our nation's ports."

In addition to these awards totaling \$179 million, the DHS also awarded \$170 million from the FY '03 budget from the Port Security Grant Program in June and \$75 million in port security grants for specific projects from the FY '03 Supplemental Budget from the Office for Domestic Preparedness in May 2003.

"We applaud TSA for providing a considerable portion of the 2004 appropriation in this round of grants to help secure America's ports," stated American Association of Port Authorities (AAPA) President Kurt Nagle. "It is vital for our nation's security that these investments in port security be made in a timely manner."

Ports had sought funding for 1,065 security enhancement measures; 442 of the plans will be funded under this, the third round of funding. Applications totaling over \$987 million had been submitted by ports across the country seeking funding assistance in order to comply with new U.S. Coast Guard security regulations that take effect next year. The grants are a combination of \$104 million in FY '02 funds and a portion of the \$125 million in FY '04 appropriations for port security.

Nagle says federal assistance is key to ensuring ports can address enhanced security demands. "Public ports' financial resources pale in comparison to the enormous needs, yet America cannot afford for port security to go under-funded. While the latest round of funding is significant, it

covers only about 18 percent of the costs ports identified in the security projects set forth in their recent applications."

The AAPA president said ports have already spent hundreds of millions of dollars to boost security since 9/11, and expenses continue to rise. According to U.S.

Coast Guard estimates, ports will need to spend \$5.4 billion on enhanced security measures over the next 10 years to comply with new federal regulations mandated by the Maritime Transportation Security Act (MTSA), with more than \$1 billion of that to be invested in the first year alone.

California Dispute Continues, But West Va. Grocery Strike Ends

Striking Kroger supermarket workers in West Virginia on Dec. 11 ended their two-month old dispute while thousands of their United Food and Commercial Workers (UFCW) union brothers and sisters in California remained on the picket lines.

The principal issue in both strikes is the same—paying for medical benefits. The West Virginia strike, which also involved workers from a few stores in Kentucky and Ohio, commenced Oct. 13 when employees walked out over a proposed contract provision that would have capped increases in company contributions for medical benefits at 8 percent annually. Medical insurance costs have been doubling every three years or so lately, which would mean that employees under the Kroger proposal potentially would have been stuck with significant increases in premiums to avoid equally significant reductions in benefits.

According to accounts by The Associated Press, the new contract covering UFCW members in West Virginia—accepted by a 962-717 membership vote—provides for a 10.5 percent cap on increases in employer contributions to medical benefits. Additionally, the new agreement calls for two 25-cent hourly pay increases for full time-time workers, bringing them to a maximum pay of \$11.76 an hour, and two lump-sum bonuses of up to \$500 each during the term. The agreement covers 3,300 UFCW members in 44 stores in the three states.

The West Virginia strike was being watched with interest in California because of its similarities to the UFCW strike against Vons, a division of Safeway. As reported earlier in the *Seafarers LOG*, the day after UFCW workers walked off their jobs at Vons stores Oct. 11, Ralphs and Albertson's stores locked out their UFCW workers. Ralphs is owned by Kroger. Altogether some 70,000 took to the picket lines.

In Southern California, where the medical insurance covering employees was traditionally paid for entirely by the companies, the contract they proposed asked workers to pay a token amount, \$5 per week, for continued coverage.

Published reports say the offer had strong public relations appeal because most people who read or heard of it in news accounts accepted the request as



SIU member Jeff Parsley, left, and St. Louis SIU Port Agent Becky Sleeper, far right, joined striking workers from UFCW Local 655 on the picket lines last year. Local 655 workers, who are employed by Shop 'n Save and Schnucks in St. Louis, were on strike for the same reasons as the brothers and sisters in California and in West Virginia. The St. Louis dispute ended Oct. 31.

reasonable. But an actuarial accountant retained by the union predicted that, because of details buried in the language of the proposed contract, employee contributions could reach \$95 per week within three years.

All three companies have said they cannot continue to bear the full cost of those benefits and remain competitive, especially with Wal-Mart slated to move into the California grocery market in the next year or so.

Union spokesmen, including San Diego Local 135 President Mickey Kasparian, have said the workers are willing to consider proposals that include an employee contribution for health care, but not one that shifts a large portion of the cost burden to employees.

As of press time for the *Seafarers LOG*, the dispute still was ongoing. Talks between the UFCW and Albertsons Inc., Kroger Co. and Safeway Inc. were scheduled to resume Dec. 19. The two sides last had met for consultations Dec. 7 with the help of a federal mediator.

St. Louis Hosts Yearly Union Industries Show

The St. Louis America's Center is scheduled to host this year's AFL-CIO Union Industries Show April 23-26.

As usual, numerous union-made goods and services will be on display, and admission is free.

"The AFL-CIO Union Industries Show has everything from union-raised, union-trained seeing-eye dogs to union-made wedding cakes, motorcycles and blue jeans, all under one roof," said Charles Mercer, president of the AFL-CIO Union Label and Service Trades Department, which produces and manages the event.

More than 300 exhibits covering an area equal to four football fields will bring to life the show's theme, "America at Its Best," Mercer said.

Except for a few years during World War II, the AFL-CIO Union Industries Show has visited one U.S. city each year since 1938. St. Louis last hosted the show in 1993.

The event features live demonstrations, such as "high iron" construction work, silk-screening, haircutting and other crafts and trades. The public may win free prizes including new cars, Harley Davidson motorcycles, ranges and refrigerators. Students and job seekers can meet training and apprenticeship coordinators and representatives from dozens of different industries.

The show features area unions and unionized employers, as well as national companies and labor organizations, to underscore their important contributions to the economic and social life of the community, Mercer explained.

"We work in close collaboration with the St. Louis Central Labor Council (in which the SIU participates) and affiliated unions and employers throughout the region to make this an entertaining, as well as an educational experience for the entire family," Mercer said.

Show hours will be 11 a.m. to 7 p.m. More information about the event, including how to become an exhibitor, is available at www.unionindustriesshow.org.

Report Cites Net Loss Of Nearly 900,000 Jobs

NAFTA Hammers U.S. Manufacturing Sector

A leading trade expert at the Economic Policy Institute (EPI) recently reported that since the so-called North American Free Trade Agreement (NAFTA) was signed in 1993, the United States has suffered a resultant net loss of 879,280 jobs—primarily in manufacturing.

The EPI's Robert Scott claimed that free-trade advocates "consistently gloss over the bottom line job loss figure by touting the jobs gained as a result of exports under NAFTA but ignoring the much larger losses caused by the rapid rise of imports under the agreement.... Ignoring imports and counting only exports is like balancing a checkbook by counting only deposits but not withdrawals."

In a thoroughly detailed "briefing paper" available on the EIP web site (<http://www.epinet.org/>), Scott also wrote, "The loss of these jobs is just the most visible tip of NAFTA's impact on the U.S. economy. In fact, NAFTA has also contributed to rising income inequality, suppressed real wages for production workers, weakened workers' collective bargaining powers and ability to organize unions, and reduced fringe benefits."

The labor movement vigorously fought against NAFTA and lost by the narrowest of margins, all the while warning of the very pitfalls that have materialized.

Scott describes the trade pact as "a free trade and investment agreement that provided in-

vestors with a unique set of guarantees designed to stimulate foreign direct investment in Mexico and Canada. It has facilitated the movement of factories from the United States to Canada and Mexico. Most of these jobs were high-wage positions in manufacturing industries."

Through its first nine years (1993-2002), NAFTA resulted in an increase in exports that created almost 800,000 jobs, but it displaced production that would have supported nearly 1.7 million jobs.

"These NAFTA-related job losses suggest that U.S. workers have good reason to be concerned that the proposed Free Trade Agreement of the Americas will threaten jobs and communities," Scott noted.

The EPI is a self-described nonprofit, nonpartisan think tank that seeks to broaden the public debate about strategies to achieve a prosperous and fair economy.

Freedom Sails Car Carrier Enters Service

The Seafarers-crewed car carrier *Freedom* recently set sail from Baltimore, marking its first voyage under the Stars and Stripes. The newly reflagged vessel started its first U.S.-flag run in early November.

"I like it. It's the first time I've sailed on a car carrier," said AB **Tim Vaefaga**.

QMED **Dean McFarland**, also part of the ship's first U.S. crew, said the mariners looked forward to sailing aboard a newly contracted vessel.

The *Freedom* is the fifth U.S.-flag car carrier in the American Roll-On Roll-Off Carrier (ARC) fleet. It joins the *Independence*, *Liberty*, *Resolve* and *Patriot*, and is under the technical management of Pacific-Gulf Marine.

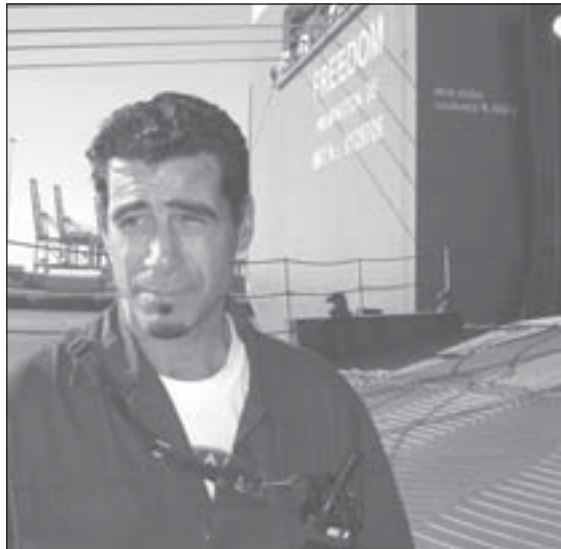
Built in 1996, the vessel previously traded under the Norwegian flag as the *Takamine*. The ship is 623 feet long, 106 feet wide and has a total capacity of 5,890 cars. It is ideally suited for roll-on/roll-off, project and "heavy lift" cargoes.

A sister ship to the *Tanabata*, the vessel is sailing in ARC's service between the U.S. East Coast and Northern Europe. Its ports of call include Baltimore; Charleston, S.C.; Brunswick, Ga.; Radicatel, France; Antwerp, Belgium; Bremerhaven, Germany; and Southampton, U.K.

The *Freedom's* service speed is 19 knots.



Pictured in the *Freedom's* crew mess following the reflagging ceremony in Baltimore are (from left) Captain **Craig Langford**, Chief Steward **Stephen Bird**, SA **Jarrold Pestana**, Chief Cook **Jim Kingsley** and SIU Baltimore Port Agent **Dennis Metz**.



Far left: QMED **Dean McFarland** (left) and QMED **Gary McDonald** were part of the *Freedom's* first U.S. crew.

Immediate left: AB **Tim Vaefaga** stands on the ship's ramp.

Right: **John Grayson** is the bosun on the *Freedom*.



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 seafaring 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.

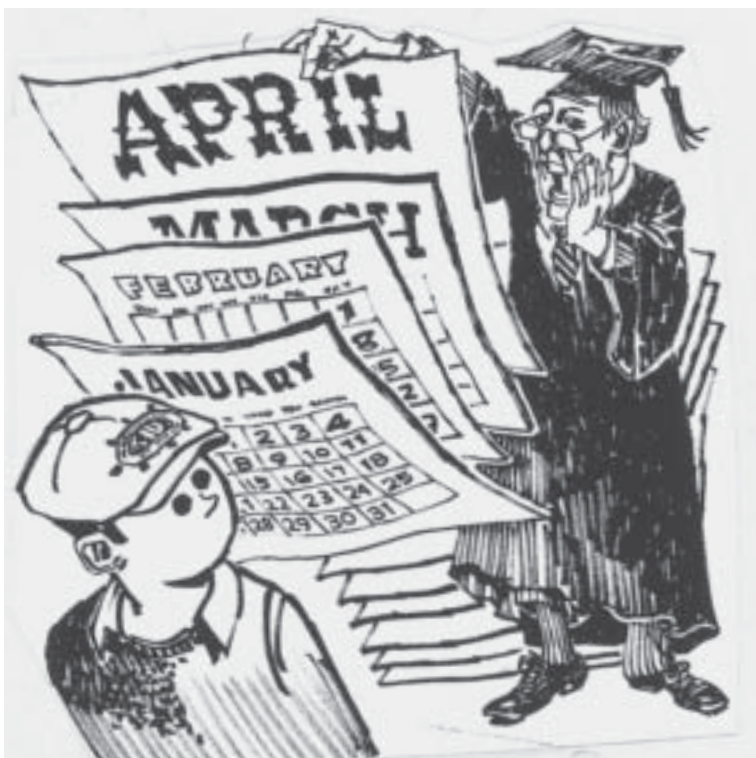
Full-time College Students

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

Don't Let the Scholarship Deadline Pass You By

The deadline for receipt of Health and Benefits Plan scholarship applications for the Seafarers ship program is April 15, 2004.



That is only three months away, so if you plan to apply for one of the eight monetary awards being given, don't put it off any longer.

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.

With the April 15, 2004 deadline, that leaves three 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

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!

arrange to take either the SAT or ACT no later than February 2004 in order to ensure the results reach the selection committee in

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.

1/04



ABOARD THE SEABULK MARINER — AB Timothy Jackson paints the mast from the bosun's chair while Recertified Bosun Ramon Castro stands by.



ABOARD THE SEABULK MARINER — Chief Cook Mariano Martinez prepares one of his specialties: shrimp fried rice. Recertified Bosun Ramon Castro sent this photo and the one at left to the LOG.



GUAM — SIU Guam Port Agent Jeff Turkus last November visited crew members aboard the *USNS Kilauea* at the naval facility at Kilo Wharf, Marianas in Guam. He met and spoke with the crew during lunch (photo directly above). In top photo, Turkus is flanked by AB Paul Kidd (right), who signed up as a new Government Services member at the meeting, and AB Tesfelt Mahari, who recruited Kidd into the union.

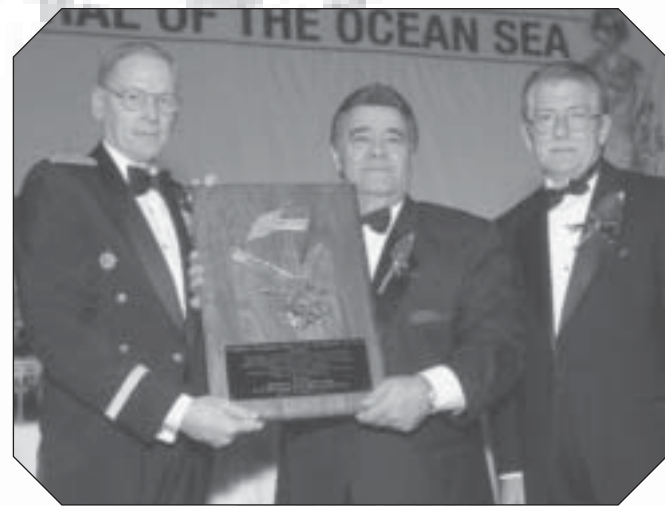
SIU Snapshots from Around the World



ABOARD THE USNS WATKINS — The *USNS Watkins* and its crew were presented with a certificate of appreciation for outstanding support in Operations Enduring Freedom and Iraqi Freedom from the Military Traffic Management Command, Southwest Asia. The *Watkins* was the first LMSR to arrive at the port of Ash Shuaiba, Kuwait and, to date, has made more port calls there than any other vessel. After receiving the certificate (inset), Bosun James K. Walker informed the captain that only one person had made all eight runs to Ash Shuaiba—AB Greg Brunson (left). Brunson joined the union in the port of Norfolk, Va. in 2001 through the veterans' program, after serving in the Navy for 20 years. With him is Captain Kurt Kleinschmidt, an SIU hawsepiper.



NEW YORK, N.Y. — At the United Seamen's Service 2003 Admiral of the Ocean Sea Awards dinner last November, SIU President Michael Sacco (center) accepts an Operation Iraqi Freedom plaque on behalf of the SIU membership for their support in the war effort. Presenting the award is U.S. Air Force General John Handy (left), commander, TRANSCOM. On the right is U.S. Maritime Administrator Captain William G. Schubert.



JACKSONVILLE, FLA. — The SIU-contracted Sea Star Corporation recently held a five-year celebration at Cummer Gardens in Jacksonville. Attending were SIU Jacksonville Port Agent Anthony McQuay (left) and SIU Vice President Dean Corgy.



ABOARD THE USNS ANTARES — Following a shipboard crane training course aboard the *USNS Antares*, some of the crew members pose for a group shot. From the left are AB Richard Hitchcock, Bosun Marc Marcus, Pete Bishop and Captain Robert Wattam.



ABOARD THE USNS CAPELLA — Crane operations training was recently held aboard the *USNS Capella*. From the left are Chief Mate John Hadley, OS Korron Richardson, AB Walter Holton Jr., Bosun Donald Gearhart and Cadet James Shade.

In the Port of Norfolk . . .

. . . Aboard the Gus W. Darnell



From left: AB Juan Machado, CPU Todd Moreland, QMED John Parkhurst, SIU Rep Sam Spain, AB Mikhail Lozlov and QMED Clarence Scott.



From left: Chief Cook Soriano Grande, GSU Eduardo Urbina, Chief Steward Exxl "Primo" Ronquillo and GSU Kenneth Huddleston.



AB Mikhail Kozlov, AB William Dukes and GSU Kenneth Huddleston

. . . Aboard the Gopher State

Thousands of Seafarers who sailed in Operation Iraqi Freedom have been receiving the Merchant Marine Expeditionary Medal at ceremonies throughout the U.S. One of those ceremonies took place recently aboard the SIU crewed *Gopher State*, when it returned to the port of Norfolk, Va. Below are some of the crew members who received awards that day. For a group photo, see page 19.



Wiper Ryan Neathery



AB Elmo Davis



From left: SA Paul Williams, SA Tony Grant, Chief Cook Wayne Webb and Chief Steward Tony Curran



Recertified Bosun Blair Baker



Chief Steward Tony Curran



OMU John Morrison



AB Jesse Osborne

. . . In the Norfolk Hall



Secretary Maryella McKenzie (above right) learns some of the intricacies of how to work the counter from SIU Rep Sam Spain.



Bosun Kevin Montiero



Waiting for a job call are (clockwise from right) AB/Bosun Derrick Hurt and Oiler Michael Jones, OMU Donald MacBride and new SIU member SA Teresa MacMartin.



Dispatchers' Report for Deep Sea

NOVEMBER 16— DECEMBER 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	3	1	2	0	0	1	1	4	3	3
Baltimore	8	5	2	6	4	1	3	7	11	2
Guam	0	2	1	0	2	1	0	2	7	4
Honolulu	4	6	1	6	6	1	3	12	10	2
Houston	41	12	20	20	14	13	20	52	20	38
Jacksonville	41	25	15	31	14	5	20	60	44	26
Joliet	0	1	1	0	0	0	0	0	2	1
Mobile	12	11	3	7	8	1	10	21	13	5
New Orleans	22	9	10	9	11	6	13	35	17	29
New York	36	19	13	24	19	5	20	51	29	29
Norfolk	10	22	4	9	16	4	6	22	29	9
Philadelphia	6	5	2	4	1	0	4	8	6	2
Piney Point	2	6	2	2	6	1	0	1	3	2
Puerto Rico	9	8	1	6	5	0	7	13	14	3
San Francisco	26	8	1	14	6	3	15	41	17	3
St. Louis	2	3	1	2	5	0	4	2	2	3
Tacoma	27	26	18	27	13	13	19	47	43	28
Wilmington	21	20	12	15	13	6	14	40	34	25
Totals	270	189	109	182	143	61	159	418	304	214
ENGINE DEPARTMENT										
Algonac	2	1	0	0	1	0	0	2	0	1
Baltimore	4	11	0	5	6	0	3	6	7	0
Guam	1	4	0	0	0	0	0	2	6	2
Honolulu	6	6	1	2	1	0	2	11	13	2
Houston	12	11	11	12	7	5	8	19	17	15
Jacksonville	26	22	7	13	17	6	18	38	37	12
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	14	2	3	5	6	1	1	22	4	4
New Orleans	8	9	2	4	3	1	3	12	22	9
New York	10	15	5	8	7	0	7	19	20	12
Norfolk	9	10	2	6	12	0	6	12	13	8
Philadelphia	0	2	1	1	4	1	0	3	2	0
Piney Point	1	3	2	2	4	1	0	3	5	4
Puerto Rico	4	1	0	2	1	0	4	6	5	0
San Francisco	6	2	4	9	1	1	3	18	7	4
St. Louis	0	2	1	1	2	1	1	0	0	1
Tacoma	18	16	7	17	11	3	11	20	22	10
Wilmington	5	6	4	0	6	1	0	11	11	10
Totals	126	123	51	87	89	21	67	204	191	95
STEWARD DEPARTMENT										
Algonac	0	0	0	0	1	0	0	0	0	0
Baltimore	3	1	0	2	0	0	0	3	1	0
Guam	1	2	0	0	0	0	0	1	3	1
Honolulu	10	2	0	6	2	0	3	21	5	2
Houston	14	3	1	17	4	0	11	21	5	2
Jacksonville	17	13	2	14	9	0	13	26	17	7
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	8	5	1	5	3	0	3	9	7	3
New Orleans	13	6	2	5	3	1	1	19	8	3
New York	20	8	5	9	5	1	10	22	14	12
Norfolk	10	8	6	7	7	4	6	15	11	5
Philadelphia	4	1	0	0	0	0	0	4	2	0
Piney Point	3	3	2	4	3	0	3	4	6	2
Puerto Rico	2	1	0	0	1	1	3	2	2	1
San Francisco	18	3	0	16	4	0	6	40	4	0
St. Louis	0	1	0	0	0	1	0	1	1	0
Tacoma	21	5	3	23	3	2	10	33	5	8
Wilmington	16	2	3	8	4	1	1	35	4	4
Totals	160	65	25	116	49	11	70	256	96	50
ENTRY DEPARTMENT										
Algonac	0	3	0	0	0	0	0	0	3	1
Baltimore	0	5	4	0	2	3	0	0	3	3
Guam	0	0	1	0	0	1	0	0	3	1
Honolulu	9	5	8	3	5	0	0	14	13	21
Houston	3	18	18	1	23	8	0	6	15	36
Jacksonville	4	15	20	4	11	14	0	5	27	31
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	0	5	2	0	1	0	0	0	10	4
New Orleans	1	9	9	0	5	2	0	2	10	16
New York	7	31	29	3	29	2	0	8	45	69
Norfolk	0	12	19	0	6	11	0	0	18	17
Philadelphia	0	2	1	0	1	0	0	0	3	1
Piney Point	0	6	20	0	4	23	0	0	10	20
Puerto Rico	0	3	1	0	1	0	0	1	4	5
San Francisco	4	10	5	3	11	4	0	3	19	10
St. Louis	0	0	1	0	0	0	0	0	1	3
Tacoma	6	20	23	5	10	8	0	7	40	35
Wilmington	2	3	15	0	2	3	0	6	18	32
Totals	36	147	176	19	111	79	0	52	243	305
Totals All Departments	592	524	361	404	392	172	155	930	834	664

**"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.

February & March 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: February 2, March 8

AlgonacFriday: February 6, March 12

BaltimoreThursday: February 5, March 11

Boston.....Friday: February 6, March 12

Duluth.....Wednesday: February 11, March 17

GuamThursday: February 19, March 25

HonoluluFriday: February 13, March 19

HoustonMonday: February 9, March 15

JacksonvilleThursday: February 5, March 11

JolietThursday: February 12, March 18

MobileWednesday: February 11, March 17

New BedfordTuesday: February 17, March 23

New OrleansTuesday: February 10, March 16

New York.....Tuesday: February 3, March 9

NorfolkThursday: February 5, March 11

PhiladelphiaWednesday: February 4, March 10

Port Everglades.....Thursday: February 12, March 18

San FranciscoThursday: February 12, March 18

San Juan.....Thursday: February 5, March 11

St. Louis.....Friday: February 13, March 19

TacomaFriday: February 20, March 26

WilmingtonTuesday: February 17*

.....Monday: March 22

.....*(change created by Presidents Day holiday)

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

Kudos for Ewa Galley Gang



The SIU steward department aboard Matson's *Ewa* kept crew members particularly happy on Thanksgiving. "We had a great Thanksgiving meal," noted *Ewa* Captain Tom Stapleton. "Our steward department also baked seven homemade pies for our great crew—consumed within 24 hours." Pictured above (from left) are Steward/Baker Robert Miller, Assistant Cook Phil Desett, Chief Cook Steve Bowmer and OBR/Utility Kasem Ali. Below, Desett, Miller and Ali serve up delicious hors d'oeuvres.

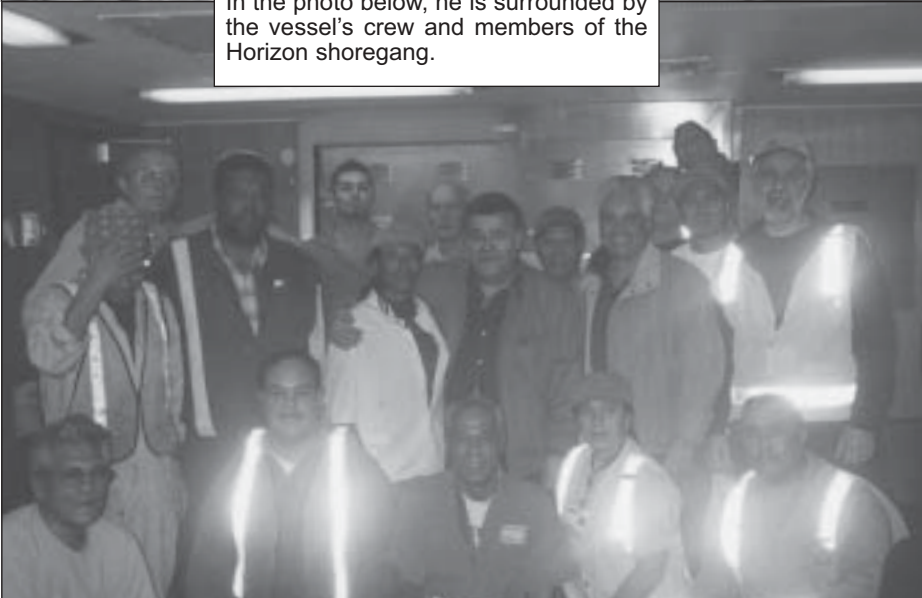


WITH THE SIU ON

... Aboard the Horizon Navigator



SIU President Michael Sacco (right) meets in San Francisco with some of the crew members (above) aboard the *Horizon Navigator*. In the photo below, he is surrounded by the vessel's crew and members of the Horizon shoregang.



... At the Annual Thanksgiving Day Feast



San Francisco Mayor Willie Brown was a featured speaker at the luncheon. Brown, who has served eight years as mayor, cannot run again due to term limitations.



Members of the 4th Marine Division, 23rd Regiment present the colors. At far right is Bosun George Pino, carrying the U.S. Merchant Marine flag.

Many activities took place recently around the San Francisco area. These two pages capture a little of what was going on aboard various ships and in the union hall.

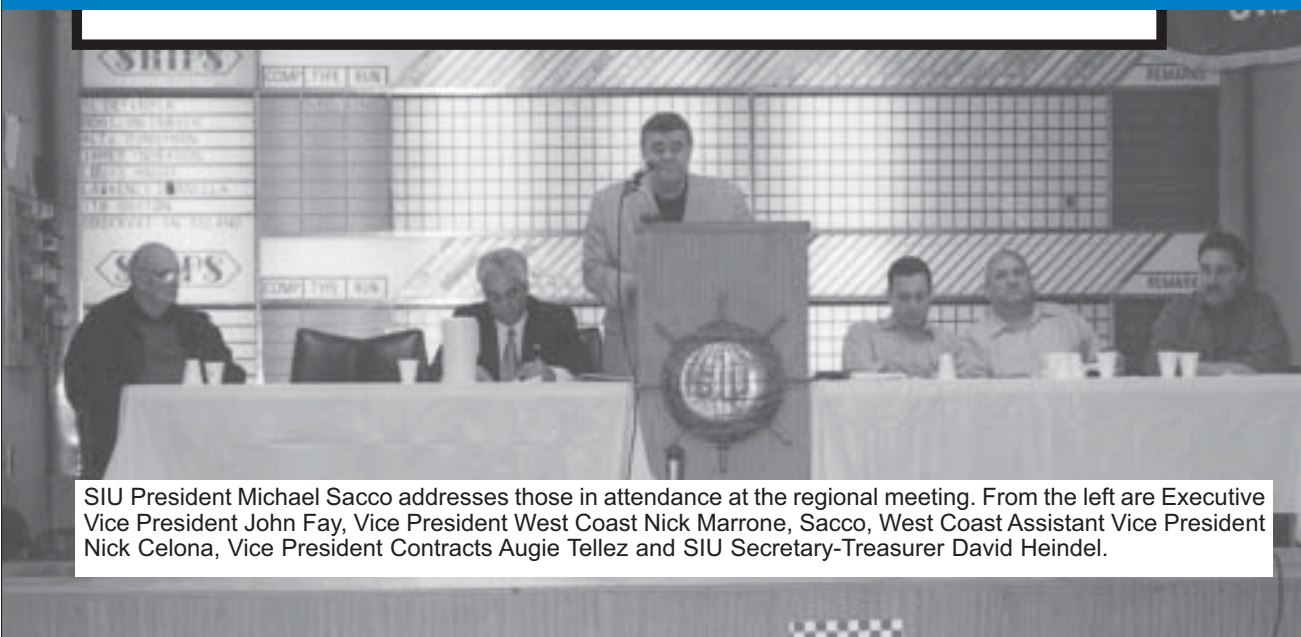
It was hard to top last year's pre-Thanksgiving Day feast at the union hall on Fremont Street, but they did it again . . . and then some! The 13th annual event was, without a doubt, the best yet, according to SIU West Coast Assistant Vice President Nick Celona, who now has another 12 months to plan for next year.

There was the traditional turkey dinner with all the fixings at the Nov. 25 luncheon, which was enjoyed by more than 400 Seafarers and their families as well as SIU retirees, friends, guests, dignitaries and representatives from local political, legal and labor groups as well as from shipping companies and the military.

Speakers included outgoing San Francisco Mayor Willie Brown and mayoral candidate Gavin Newsom. (Newsom won the election in December to take over from Brown, who governed for eight years and was prevented by term limits from running again). House Minority Leader Nancy Pelosi, a regular at the annual celebration, also was a guest speaker.

Thirty-two turkeys and 18 hams were donated for the event, and several Seafarers volunteered for additional meal preparation and presentation. Among those who lent a hand and deserve a vote of thanks were Recertified Chief Steward **Louella Sproul**, Chief Stewards **Mose Peacock** and **Peter Ciddio** and Chief Cooks **Gloria Holmes**, **Manuel Guanga** and **Daniel Maxie**.

... At the West Coast Regional Meeting in the San Francisco Hall



SIU President Michael Sacco addresses those in attendance at the regional meeting. From the left are Executive Vice President John Fay, Vice President West Coast Nick Marrone, Sacco, West Coast Assistant Vice President Nick Celona, Vice President Contracts Augie Tellez and SIU Secretary-Treasurer David Heindel.



Fatima Mimms, secretary to West Coast VP Nick Marrone, is flanked by SIU President Michael Sacco (left) and Tacoma Port Agent Bryan Powell.

Chief Steward Ka... a SPAD T-shirt... Port Agent Vince... to the fund.

THE WEST COAST



Hundreds of guests gather at the SIU hall in San Francisco for the 13th annual Thanksgiving luncheon.



Left: Gavin Newsom was a guest speaker. (The next month, he would be elected mayor to replace the outgoing mayor, Willie Brown.)



Right: House Minority Leader Nancy Pelosi is a regular at the annual celebration.



Enjoying the luncheon are (from left) Ret. Col. Hank Morris, civilian aide to the Secretary of the Army; Eddie Powell, Exec. VP Stage Theatrical Workers; Larry Mazzola Jr., business rep for Plumber's Local 38; Larry Mazzola Sr., senior rep for Plumber's Local 38 and president of Airport Commission; Michael Hardeman, secretary-treasurer of Sign Display Local 510 and president, San Francisco Port Commission; and Walter Johnson, secretary-treasurer, San Francisco Labor Council.



Former SIU West Coast Vice President George McCartney, San Francisco Port Agent Vince Coss, Chief Steward Peter Ciddio and SIU Asst. Vice President Nick Celona



Adding cocktail sauce to the shrimp appetizers are (from left) Chief Steward Peter Ciddio, Recertified Steward Louella Sproul and Chief Cook Manuel Guanga.



SIU VP West Coast Nick Marrone (left) and Asst. VP Nick Celona (right) present outgoing Mayor Willie Brown with a ship's wheel for helping steer the city in the right direction.



Horizon shoregang member George Pino (left) and Heidi McCartney, secretary in the San Francisco hall, take part in the festivities.



Lending their time and talents to the 2003 event are (from left) Chief Steward Mose Peacock, Chief Cook Gloria Holmes, Chief Steward Peter Ciddio and Chief Cook Daniel Maxie.

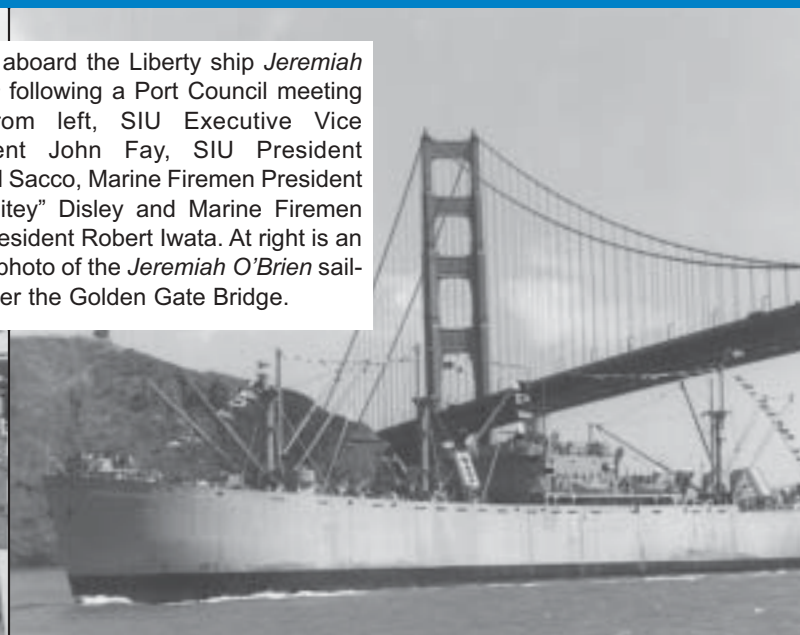
... At the San Francisco Port Council Meeting Aboard the Jeremiah O'Brien



Kathy Chester receives t-shirt from San Francisco Port Council for her donation



Posing aboard the Liberty ship *Jeremiah O'Brien* following a Port Council meeting are, from left, SIU Executive Vice President John Fay, SIU President Michael Sacco, Marine Firemen President H. "Whitey" Disley and Marine Firemen Vice President Robert Iwata. At right is an old file photo of the *Jeremiah O'Brien* sailing under the Golden Gate Bridge.



**Seafarers International Union
Directory**

Michael Sacco, President
John Fay, Executive Vice President
David Heindel, Secretary-Treasurer
Augustin Tellez, Vice President Contracts
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Kermett Mangram,
Vice President Government Services
René Lioeanjie, Vice President at Large
Charles Stewart, Vice President at Large

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

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

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

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

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

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

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

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

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

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

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

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

NOVEMBER 16 - DECEMBER 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	4	0	0	0
Houston	2	1	2	7	0	2	5	22	4	7
Jacksonville	5	1	1	5	1	0	2	18	4	4
New Orleans	5	2	6	6	1	0	4	12	4	15
New York	17	3	0	18	3	0	9	55	9	4
Norfolk	2	0	0	3	0	0	2	4	0	0
Tacoma	1	0	0	2	0	0	0	14	6	1
Wilmington	11	2	0	14	1	0	1	18	4	3
Totals	43	9	9	55	6	2	27	143	31	34

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
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	0	0	1	3	0	0	5	7	2	11
Jacksonville	1	4	1	3	1	1	5	6	8	11
New Orleans	1	0	4	0	0	1	0	9	1	9
New York	10	0	0	7	0	0	3	22	6	9
Norfolk	0	0	0	3	0	0	3	1	0	0
Tacoma	1	0	0	1	0	0	0	8	4	3
Wilmington	6	0	0	5	0	1	1	10	8	0
Totals	19	4	6	22	1	3	18	63	29	43

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
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	1	0
Houston	0	1	0	2	1	2	2	6	1	3
Jacksonville	2	1	1	9	0	0	2	5	2	10
New Orleans	4	1	4	4	1	0	0	9	2	4
New York	7	3	1	5	3	1	3	19	9	5
Norfolk	1	0	0	1	0	0	0	4	0	0
Tacoma	2	0	0	3	0	0	0	2	4	1
Wilmington	4	2	1	1	1	0	2	10	7	2
Totals	20	8	7	25	6	3	10	55	26	25

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
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	0	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	2	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	2	0	0	0
Totals	0	0	0	0	0	0	7	0	0	3

Totals All Departments	82	21	22	102	13	8	62	261	86	105
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PICS-FROM-THE-PAST

These photos were sent to the LOG by **Bob Kittelberger** of Pittsford, N.Y. They were taken in the spring of 1946.

The voyage was on Waterman Steamship's S.S. *Hastings*. The crew signed on in Baltimore, sailing to ports in the Orient and the Philippines. They signed off in New York.

According to Kittelberger, "we had a good captain, trip and crew."

In the near photo, crew members enjoy some shore time in Cebu, in the Philippines.

In the far photo, are (from left) Kittelberger, "Nick, Joe, the bosun and John."



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



GERASIMOS BALLAS, 64, was born in Greece. Brother Ballas began his career with the SIU in 1990 and initially

sailed on the *Sea-Land Achiever*. The engine department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 2000 and 2002. Brother Ballas last worked aboard the *Cape Horn*. He lives in his native country.

MICHAEL BRENNAN, 64, joined the SIU in 1970 in the port of Wilmington, Calif. after serving in the U.S. Marine



Corps. The San Diego-born mariner shipped in the engine department and enhanced his skills a number of times at the Paul Hall Center. A resident of Houston, Brother Brennan last worked on the *LNG Virgo*.



FRANK P. CAMMUSO, 64, started sailing with the SIU in 1967 in the port of Wilmington, Calif. A veter-

an of the U.S. Navy, Brother Cammuso sailed in the deck department and was a frequent upgrader at the Seafarers training school in Piney Point, Md. He last went to sea on the *Sea-Land Liberator*. Brother Cammuso makes his home in Long Beach, Calif.

ROGER T. CASH, 45, joined the Seafarers in 1987 in the port of Wilmington, Calif. Born in Kentucky, Brother Cash



was a member of the deck department. He upgraded his skills in 1998 and 2002 when he attended training at the Paul Hall Center. Brother Cash now calls San Pedro, Calif. home.



EDMUNDO D. CRUZ, 67, launched his seafaring career in 1981, joining in New Orleans. His first ship was the *Costal Kansas*. Born in Santiago, Chile, Brother Cruz worked in the deck department, last sailing aboard the *Liberty Grace*, a Liberty Maritime Corp. vessel. Brother Cruz lives in New Orleans.

BENNIE FREELAND, 65, embarked on his profession with the SIU in 1990 in the port of Norfolk, Va. after serving in the U.S. Marine Corps. Brother

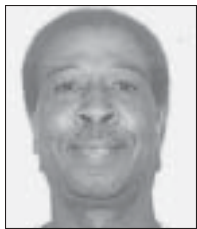
Freeland's first voyage was on Westchester Marine's *Charleston*. The Chapel Hill, N.C. native sailed in the deck department and enhanced his skills on three occasions at the Seafarers Piney Point, Md.-based training school. A resident of Mabane, N.C., Brother Freeland last worked on the *Maersk Alaska*.



AUDLEY GREEN, 65, joined the SIU in 1980 in the port of Piney Point, Md. His first voyage was on the *Cove Ranger*.

Born in Puerto Rico, Brother Green worked in the steward department. He enhanced his skills in 1988 at the Seafarers training school. A resident of LaCeiba, Honduras, Brother Green last sailed aboard the *Horizon Consumer*.

JERRY K. MILLER, 56, hails from Florida. Brother Miller



began his seafaring career in 1968, first sailing aboard Consolidated Mariners' *Wingless Victory*. An engine department member, Brother Miller upgraded his skills in 1996 and 2001 at the Paul Hall Center. He last sailed aboard the *USNS Capella*. Brother Miller makes his home in Jacksonville, Fla.



LOTHAR G. RECK, 66, started his career with the Seafarers in 1966 in San Francisco aboard an Isthmian Lines

vessel. Born in Germany, he shipped in the deck department as a bosun. Brother Reck completed the bosun recertification course in 1973 at the Seafarers training school. He last worked aboard the *Horizon Pacific*. Brother Reck lives in Port Orchard, Wash.

GILBERTO SERRANO, 65, started his SIU career in 1961 in the port of New York. Brother Serrano first sailed aboard the *Alcoa Pilgrim*. Born in Puerto Rico, he worked in all three departments. Brother Serrano upgraded his skills at the Paul Hall Center in Piney Point, Md., in 2002. He was last employed on the *Horizon Hawaii*. Astoria, N.Y. is his home.

GILBERT TEDDER, 71, was born in Daphne, Ala. He began his SIU profession in 1990 in the port of Mobile, Ala.



after serving in the U.S. Navy. Brother Tedder's first ship was the *OMI Ranger*. The engine department member upgraded his skills on four occasions at the Seafarers training school. Brother Tedder now resides in Grand Bay,

Ala. He last sailed on the *Richard G. Matthiesen*.

WILLIAM H. TINDALE, 73, began his seafaring career in 1979 in the port of New York. His first vessel was the *Ogden Traveler*. Born in Australia, Brother Tindale worked in the deck department, last working on the *Sea-Land Motivator*. Brother Tindale now makes his home in Miami Beach, Fla.



NICHO-LAOS TSGIOUNIS, 65, embarked on his SIU career in 1966 in the port of New York. Brother

Tsigounis initially went to sea aboard an Isco Inc. vessel. Born in Greece, he worked in both the steward and engine departments. Brother Tsigounis' final voyage was on the *Sea-Land Pacer*. He makes his home in Astoria, N.Y.

FREDERICK WASHINGTON, 58, joined the SIU in 1965 in San Francisco. His initial voyage was on Waterman Steamship Corp.'s *Antinous*. Brother Washington shipped in the steward department and was a frequent upgrader at the Paul Hall Center for Maritime Training and Education. He completed steward recertification training at the Piney Point, Md.-based facility in 1987. Brother Washington lives in New Orleans. He last worked on the *Liberty Wave*.

INLAND

WILLIAM COEFIELD, 59, launched his profession with the Seafarers in 1990. Born in Alabama, Boatman Coefield worked primarily aboard vessels

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.

operated by G&H Towing. A deck department member, he shipped as a master. Boatman Coefield lives in Corpus Christi, Texas.

NORMAN GIFFORD, 62, embarked on his career with the SIU in 1972 in the port of Baltimore after serving in the U.S. Army Reserve. The Maryland-born mariner worked in the deck department. Boatman Gifford upgraded his skills in 2000 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and last worked aboard a McAllister Towing Co. vessel. Boatman Gifford still lives in Maryland.

EARL KIDDER, 62, joined the SIU in 1977. Born in Louisiana, Boatman Kidder sailed in the deck department, working primarily aboard vessels operated by Dravo Basic Materials. Boatman Kidder lives in his native state.



RICHARD McMULLEN, 63, joined the ranks of the SIU in 1990. Born in Lansing, Mich., Boatman McMullen shipped in the deck department as a captain, working mainly aboard vessels operated by McAllister Towing of Va. Boatman McMullen is a resident of Norfolk, Va.

CLAUDE MURPHY, 57, initiated his profession with the Sea-

farers in 1969 in the port of Houston after serving in the U.S. Marine Corps. The Texas-born mariner shipped in the deck department as a master and worked primarily on vessels operated by G&H Towing. Boatman Murphy makes his home in Buffalo, Texas.



GREAT LAKES

RONALD J. LAS, 62, began his seafaring career in 1963. A veteran of the U.S. Navy, Brother Las worked in both the Great Lakes and inland divisions. He first worked aboard a Tomlinson Fleet Corp. vessel. The engine department member was born in Illinois, where he continues to live in the city of Lynwood.

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

Name	Age	EDP
Denson, Larry	55	Oct. 1
Mustillo, Edmundo	61	Dec. 1
Quiles, Antonio	81	Nov. 1
Schreib, Emil	72	Nov. 1
Shields, William	61	Oct. 1
Wallace, Ivan	65	Sept. 1

Reprinted from past issues of the Seafarers LOG.

1942

Early on the morning of January 25, the ore carrier *SS Venore* was torpedoed off the Carolina coast and went down with the loss of the skipper, the radio operator and 18 SIU crew members. The 21 survivors of the

Venore, after spending 38 hours in an open lifeboat, were picked up by a rescue vessel and taken to Norfolk, Va.

The submarine masqueraded as a lightship and blinked a coded message for the *Venore* to come closer. When the unsuspecting ship got within range, the submarine fired two torpedoes and then shelled her with a deck gun.

In spite of recent promises that all (Allied) ships would be armed, this ship did not even have a cap pistol aboard. She was a sitting duck.

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in sup-

port of the league by all Seafarers.

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

1990

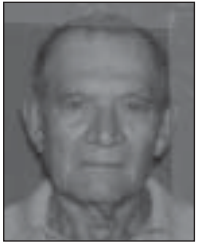
A prime example of SIU seamanship and attention to detail at sea was demonstrated when the crew of the union-contracted *LNG Gemini* rescued Taiwanese seamen whose Panamanian-flagged vessel had sunk in the South China Sea. The *Gemini* picked up a distress call from the *Kao Hwa III* and switched course to the direction of the troubled vessel.... Two lifeboats carrying 16 of the *Kao Hwa III's* crew members were seen bobbing up and down in the rough seas.... The occupants were assisted aboard and members of the steward department provided blankets and hot tea. The Taiwanese seafarers were sent to the ship's hospital and cadets' room for hot showers while crew members washed and dried their clothes.



Final Departures

DEEP SEA

CARLOS CORNIER



Pensioner Carlos Cornier, 80, passed away Oct. 19. Brother Cornier began his seafaring career in 1942 in the port of Baltimore. Born in Ponce, P.R., Brother Cornier sailed in the deck department. He resided in his native commonwealth and began receiving retirement stipends in 1975.

ARSENIO CORTEZ

Brother Arsenio Cortez, 66, died Oct. 5. The Philippine-born mariner joined the SIU's ranks in 1989. Brother Cortez worked in the engine department and sailed chiefly aboard vessels operated by American Hawaii Cruises, including the *Independence*. He made his home in Honolulu.

BRANTLEY FOWLER



Pensioner Brantley Fowler, 73, passed away Oct. 12. Brother Fowler joined the Seafarers in 1951 in the port of Baltimore after serving in the U.S. Army. Brother Fowler's first vessel was Alcoa Steamship's *Peter V. Daniel*. Born in Durham, N.C., he sailed in the engine department. Brother Fowler last worked on the cable ship *Long Lines*. He lived in his native state and began receiving his retirement income in 1987.

JACINTO GUILLES



Pensioner Jacinto Guilles, 80, died Oct. 26. He joined the SIU in 1954 in the port of New York and was a veteran of the U.S. Army. Born in the Philippines, Brother Guilles first sailed aboard Isco's *Steel Maker*. He worked in both the steward and deck departments. Brother Guilles made his home in Warrenton, S.C. and began receiving his pension in 1988.

BURT HANBACK



Pensioner Burt Hanback, 74, passed away Oct. 26. A U.S. Navy veteran, Brother Hanback joined the SIU in 1956 in the port of New York. He last worked on the *Sugar Islander* and began receiving his retirement income in 1989. Brother Hanback made his home in Columbia, N.C.

MARCEL JETTE



Pensioner Marcel Jette, 83, died Oct. 3. Brother Jette began his career with the SIU in 1947 in the port of New York. The Canadian-born mariner's first ship was the *Mankato Victory*. Brother Jette shipped in the deck department and last worked aboard Cities Service's *Winter Hill*. He began receiving compensation for his retirement in 1968 and resided in his native country.

JACK KENNEDY

Pensioner Jack Kennedy, 81, passed



away Oct. 31. He started his career with the Seafarers in 1942 in the port of Mobile, Ala. Brother Kennedy's first ship was Waterman Steamship Corp.'s *Fair Hope*. Born in Alabama, he shipped in the deck department as a bosun. Brother Kennedy's final ocean voyage was on the *Cove Trader*. He lived in his native state and started receiving his retirement income in 1984.

GEORGE ROWLAND



Pensioner George Rowland, 77, died Oct. 15. Brother Rowland joined the SIU in 1956 in the port of New York after serving in the U.S. Navy Reserve. His first ship was Ore Navigation's *Marore*. Born in Elbert, Ga., he sailed in the engine department. Brother Rowland last went to sea on the *Sea-Land Galloway*. He resided in Dunwoody, Ga. and began receiving his pension in 1982.

JAMES SMITH



Pensioner James Smith, 74, died Oct. 13. He began his seafaring career in 1957 in the port of New York. Born in Suffolk, Va., he served in the U.S. Navy and U.S. Coast Guard. Brother Smith first sailed aboard A.H. Bull's *Edith*. The deck department member resided in New York. He began receiving his pension in 1989.

EARL YOUNG



Pensioner Earl Young, 85, passed away Oct. 4. Brother Young joined the Seafarers as a charter member in 1938 in the port of Norfolk, Va. His first ship was Waterman Steamship Corp.'s *Phillipp Barbara* and he last sailed on the *Overseas Alice*. Brother Young worked in the deck department. He was born in Delaware and made his home in Mobile, Ala. Brother Young started receiving compensation for his retirement in 1982.

INLAND

WILLIAM ANDERSON



Pensioner William Anderson, 68, passed away Oct. 20. Boatman Anderson launched his career with the Seafarers in 1961 in the port of Philadelphia. He shipped in the deck department as a docking pilot. Boatman Anderson worked mainly aboard vessels operated by Taylor Marine Towing Co. He began receiving his pension in 1997. Boatman Anderson was born in Alden, Pa. and lived in Ocean City, Md.

WALTER BEDGOOD

Pensioner Walter Bedgood, 78, died Oct. 20. He joined the Seafarers in 1977 in the port of Jacksonville, Fla. after serving in the U.S. Navy. Born in Mt. Vernon, Ga., Boatman



Bedgood first worked for Allied Towing. The steward department member began receiving his pension in 1989. He made his home in Ocala, Fla.

SOLOMON SANDERS



Boatman Solomon Sanders, 29, died Oct. 20. He began his career with the Seafarers in 1992 in the port of Piney Point, Md. Boatman Sanders first worked on a Delta Queen Steamboat Co. vessel. Born in Birmingham, Ala., he shipped in the steward department. Boatman Sanders was last employed on the *USNS Fisher*. He made his home in New Orleans.

MACON SQUIRES

Pensioner Macon Squires, 68, passed away Oct. 30. Boatman Squires joined the Seafarers in 1972 in the port of Philadelphia after serving in the U.S. Army. Boatman Squires sailed in the deck department as a captain and worked primarily aboard vessels operated by Mariner Towing. A native of North Carolina, he made his home in Tampa, Fla. He started receiving compensation for his retirement in 1997.

ALFRED D. THOMPSON



Pensioner Alfred D. Thompson, 79, died Oct. 12. He joined the SIU in 1947 in the port of New York. Born in Honduras, he worked in the deep sea as well as inland divisions. The deck department member was last employed on a Crowley Towing & Transportation Co. vessel. He resided in Flomaton, Ala. and retired in 1989.

THOMAS WHITE



Boatman Thomas White, 44, passed away Oct. 22. Boatman White joined the Seafarers in 1978 in New Orleans. Born in Louisiana, he sailed in the deck department as a captain. Boatman White worked primarily aboard vessels operated by Crescent Towing & Salvage. He resided in his native state.

ATLANTIC FISHERMEN

GIUSEPPE LOGRASSO



Pensioner Giuseppe Lograsso, 87, passed away Oct. 17. Brother Lograsso began his seafaring career in Boston with the Atlantic Fishermen's Union before it merged with the AGLIWD in 1981. Born in Italy, Brother Lograsso worked in the deck department. He started receiving compensation for his retirement in 1978 and lived in Gloucester, Mass.

Editor's Note: The following brothers, all members of the NMU and

participants in the NMU Pension Trust, have passed away:

DOMINGO ACOSTA



Pensioner Domingo Acosta, 80, died Sept. 9. Brother Acosta began his career with the NMU in 1944. The Cuban-born mariner initially sailed out of the port of Norfolk, Va. aboard the *William S. Healthier* as a member of the deck department. He last worked on the *Sheldon Lykes*. Brother Acosta began receiving his pension in 1982.

SALVADOR ALVAREZ



Pensioner Salvador Alvarez, 65, passed away Oct. 14. Brother Alvarez joined the NMU in 1974 and initially sailed out of the port of New York. His first ship was the *Great Republic*. Born in Honduras, he began collecting stipends for his retirement in 1988.

JULIAN AVILA



Pensioner Julian Avila, 86, died Oct. 10. He joined the NMU in 1947. Brother Avila first sailed from the port of Baltimore aboard the *Arunes Avol*. Born in Ecuador, he shipped in the engine department. Brother Avila last went to sea aboard the *Texaco Massachusetts*. He began receiving compensation for his retirement in 1982.

LONNIE CANTRELL



Pensioner Lonnie Cantrell, 78, passed away Aug. 21. Brother Cantrell launched his profession with the NMU in 1943 in the port of Houston. His first ship was the *Sweep*. Born in Sunset, Texas, Brother Cantrell worked in the steward department. He began receiving retirement stipends in 1967. He last worked on the *Texaco Mississippi*.

OTIS FERRIS



Pensioner Otis Ferris, 74, died Oct. 20. Born in Louisiana, he initiated his NMU career in 1946. Brother Ferris first went to sea aboard the *George M. Verity*. The engine department member upgraded his skills often and began receiving his pension in 1973. Brother Ferris' last voyage was aboard the *Texaco Nebraska*.

ARMAND HERRERA



Pensioner Armand Herrera, 79, died Oct. 13. Born in Cuba, he started his career with the NMU in 1963. Brother Herrera worked in the deck department as a bosun and initially went to sea aboard the *Ruth Lykes*.

He last went to sea on the *Cygnus* and began receiving his pension in 1986.

JOHN KARSANAC



Pensioner John Karsanac, 90, passed away Oct. 23. Brother Karsanac embarked on his career with the NMU in 1978. Born in Philadelphia, he worked in both the deck and steward departments and sailed for more than 30 years. Brother Karsanac began receiving compensation for his retirement in 1996.

HRISTOS LIKIARDOPOULOS



Pensioner Hristos Likiardopoulos, 69, died Oct. 4. He joined the NMU in 1958. Brother Likiardopoulos first sailed from the port of New York aboard the *Albatross*. Born in Romania, he sailed in the engine department. Brother Likiardopoulos began receiving his pension in 1990. He last worked on the *Patriot*.

LUIS POSSE



Pensioner Luis Posse, 79, passed away Oct. 12. Brother Posse began his NMU career in 1943. His first ship was the *Alexander Mitchell*. The Honduras-born mariner shipped in the engine department and frequently upgraded his skills. Brother Posse started collecting compensation for his retirement in 1968. He last worked aboard the *Catawba Ford*.

EFRAIM RIVERA



Pensioner Efrain Rivera, 80, died Sept. 24. Brother Rivera started his career with the NMU in 1941. The engine department member's first ship was the *Abangarez*. Brother Rivera last sailed on the *James Lykes*. A native of Puerto Rico, he began receiving stipends for his retirement in 1988.

FRANCISCO SANCHEZ



Pensioner Francisco Sanchez, 86, passed away Aug. 26. Brother Sanchez began his NMU career in 1945. His first vessel was the *Glinpol*. Born in Puerto Rico, Brother Sanchez sailed in the steward department. He began receiving his pension in 1980 and last worked on the *Austral Patriot*.

FRANK SHAIRA



Pensioner Frank Shaira, 89, died Oct. 29. Brother Shaira joined the NMU in 1941 and initially went to sea from the port of New

Continued on page 16

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.

COAST RANGE (Intrepid), Oct. 26—Chairman **Terry D. Cowans Sr.**, Secretary **Donna M. De-Cesare**, Educational Director **Robinson A. Venezuela**, Deck Delegate **Moises Ramos**, Steward Delegate **Eduardo R. Elemento**. Secretary reminded crew members to check expiration dates on merchant mariners' documents. He noted that if STCW basic safety training has expired, halls will not register you. Educational director spoke about excellent training facilities available for upgrading skills at Paul Hall Center in Piney Point, Md. Some disputed OT reported in deck department; no beefs or disputed OT noted in engine or steward departments. Clarification requested on contract. Suggestions made to lower retirement age and increase retirement and medical benefits. Requests also made for standard contract on all tankers, increase coffee break time to 30 minutes, renegotiate taxi fare and hotel reimbursements and have port standbys ready. Vote of thanks given to steward department for fine job. Next ports: Port Everglades, Fla.; Garyville, La.

ENDURANCE (USSM), Oct. 3—Chairman **Romeo L. Lugtu**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Carlos Bonilla**, Engine Delegate **Teddie Carter**, Steward Delegate **Willie Toomer**. Chairman noted smooth voyage and that due to ship's schedule, port time is short. He thanked crew for excellent cooperation. Secretary asked seafarers to turn in dirty linen when getting off vessel and to clean rooms for next person. He thanked everyone for helping keep common areas clean. Educational director encouraged crew to upgrade skills at Paul Hall Center and make sure all training requirements and necessary shipping documents are updated. No beefs or disputed OT reported. Request made for contracts department to look into tax status for seamen, especially those aboard military ships. Next port: Long Beach, Calif.

HORIZON CRUSADER (Horizon Lines), Oct. 28—Chairman **Antonio M. Mercado**, Secretary **George Vorise Jr.**, Chairman announced payoff Oct. 30 in Jacksonville, Fla. He thanked steward department for hard work and reminded unlicensed crew to continue training at Piney Point. Educational director echoed advice about upgrading, and secretary thanked daymen for helping load stores. Some disputed OT reported by engine delegate.

HORIZON ENTERPRISE (Horizon Lines), Oct. 19—Chairman **Rickie N. Burgess**, Secretary **Francesca D. Rose**, Educational Director **Michael J. Wells**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Paul M. Russell**, Steward Delegate **Alejo A. Fabia Jr.** Chairman announced arrival in Tacoma, Wash. Oct. 25. Secretary discussed upcoming sanitary inspection and noted arrival of new mattresses. He reminded those getting off to have pay vouchers available since they will be needed when filing for vacation.

Educational director urged crew members to take advantage of courses at Paul Hall Center. No beefs or disputed OT reported. Urgent request made for new garbage disposal. Crew asked that during room inspection by customs in any port, representative of unlicensed crew be present. Request also made for fans in all rooms due to continuing problems with air conditioner. Vote of thanks given to steward department for great food and barbecues. Steward department, in turn, thanked deck and engine departments for their help.

HORIZON TACOMA (Horizon Lines), Oct. 26—Chairman **Joseph Artis**, Secretary **Rang V. Nguyen**, Educational Director **Angel M. Mercado**, Deck Delegate **Michael Willis**, Engine Delegate **Al Hansen**, Steward Delegate **Alan E. Hollinger**. Chairman reported smooth sailing. Ship to pay off Oct. 28 in Tacoma, Wash. There will be blanket relief for crew Oct. 29. Crew members encouraged to pay dues on time and support SPAD. Secretary reminded those getting off to leave rooms clean and get new linen for next person. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported. Vessel scheduled for shipyard at end of November. Captain to let crew know about layoffs. Vote of thanks to steward department for job well done.

INNOVATOR (USSM), Oct. 12—Chairman **Dirk W. Adams**, Secretary **Jose M. Bayani**, Educational Director **James P. Meyers**, Deck Delegate **James D. Morgan**, Engine Delegate **Mohamed M. Mohamed**, Steward Delegate **Kristen M. Swain**. Chairman thanked crew for job well done and reminded those getting off to clean rooms and leave keys before departing. He also thanked Chief Cook Swain for her super cuisine. Secretary thanked chairman, ABs, riding gang, two unlicensed apprentices and engine department for helping keep ship house clean. He also thanked everyone for making trip pleasant and enjoyable. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Suggestion made for yearly cost of living allowance for vacationers. Request made for new vacuum cleaner and pillows.

INTEGRITY (USSM), Oct. 10—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Michael E. Thompson**, Engine Delegate **Carlos Bonifont**. Chairman reported excellent trip with smooth sailing. He reviewed situation involving dayment standing 12-4 watch. Secretary asked crew members leaving ship to get clean linen for next person. Educational director noted problems with drains aboard vessel. No beefs or disputed OT reported. Suggestion made for next contract to specify coffee break for day workers after certain period of time. Everyone asked to work safely. Crew requested more timely medical assistance. Vote of thanks given to steward depart-

ment for job well done. Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami, Fla.; Houston.

LIBERATOR (USSM), Oct. 26—Chairman **Joel G. Miller**, Secretary **Wilfredo S. DeLeon**, Educational Director **Elwyn L. Ford**, Deck Delegate **William P. Foley**, Steward Delegate **Ernest Polk**. Chairman announced upcoming payoff in Long Beach, Calif. Coast Guard inspection to take place upon arrival. Secretary encouraged crew to take advantage of upgrading courses offered at Piney Point facility. Educational director stressed importance of contributing to SPAD and of making sure all documents are up to date. No beefs or disputed OT reported. Vote of thanks given to crew members for keeping ship clean and safe. Thanks also given to steward department for job well done.

MAERSK ARIZONA (Maersk Line, Ltd.), Oct. 6—Chairman **John A. Coleman**, Secretary **Lloyd C. Hall**, Educational Director **Brian W. Monnerjahn**, Deck Delegate **Larry Martin**, Engine Delegate **Francisco Bonilla**, Steward Delegate **Antonio H. Hall**. Chairman announced payoff Oct. 12 in Beaumont, Texas. Educational director encouraged members to attend upgrading courses at Paul Hall Center. No beefs or disputed OT. Clarification requested about paying dues during "unfit for duty" periods. Request made for repair or replacement of refrigerator in crew mess. Thanks given to steward department for good job and "excellent chow."

MAERSK VIRGINIA (Maersk Line, Ltd.), Oct. 31—Chairman **Boyce E. Wilson**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins Jr.**, Deck Delegate **Juan I. Arzu**, Engine Delegate **Alexandr Koroteyev**. Chairman announced payoff Nov. 3 in Newark, N.J. He passed along thanks from captain to crew for job well done. Educational director reminded everyone to make sure shipping documents are up to date and to upgrade skills at Piney Point. Treasurer stated \$1,800 in ship's fund. No beefs or disputed OT reported. Suggestions made for day off after trip and improved dental plan.

MARINE COLUMBIA (ATC), Oct. 15—Chairman **Eric A. Berry**, Secretary **John F. Huyett**, Educational Director **Winfred W. Opere**, Deck Delegate **Ramon T. Guimba**, Engine Delegate **Detricke R. Kelly**, Steward Delegate **Albert Sison**. Chairman reported all going well. Secretary pointed out that pay vouchers are needed in addition to discharges when filing for vacation. Educational director suggested crew take advantage of Paul Hall Center facilities to upgrade skills. He noted company training videos available for anyone to watch and encouraged their use. Treasurer stated \$2,512 in ship's fund. Suggestion made to spend \$215.90 from fund to purchase videos. No beefs or disputed OT reported. Crew computer to be moved to lounge and networked for e-mail purposes. Crew reminded that lounge is non-smoking area. Next ports: Long Beach, Calif.; Valdez, Alaska.

OVERSEAS JOYCE (OSG), Oct. 6—Chairman **Ayhan Unlusu**, Secretary **Jack A. Hart Jr.**, Educational Director **Alex Oliva**, Deck Delegate **Anto Tunjic**, Steward Delegate **Julito C. Crodua**. Chairman announced ship arriving in Portland, Ore. Oct. 10 with payoff three days later in Long Beach, Calif. Secretary expressed thanks to SIU and President Sacco for new ships and

jobs. "Keep up the good work. God bless all of you and your families." Educational director advised crew members to upgrade skills as often as possible at Piney Point school. Treasurer stated \$240 in ship's fund. No beefs or disputed OT reported. Recommendation made for crew to get time off or extra pay for every 30 days worked. Request made for access to e-mail. Vote of thanks given to steward department for great cook-outs and good food. Steward thanked crew for safe trip and clean ship.

OVERSEAS NEW ORLEANS (OSG), Oct. 18—Chairman

members take advantage of time on the beach to upgrade skills or ratings at Paul Hall Center. No beefs reported; some disputed OT noted in engine department. Vote of thanks given to steward department for job well done.

SEABULK CHALLENGE (Seabulk Tankers), Oct. 30—Chairman **Harold Sebring**, Secretary **Tyrell N. Thabit**. Chairman announced payoff Nov. 1 in Port Everglades, Fla. He reminded those crew members getting off to have rooms ready and clean for next person. Educational director encouraged everyone to contribute to SPAD and attend

Gratitude Shown to the Gopher State Crew



When the *Gopher State* recently returned to Norfolk, Va. from the Middle East, its crew members were awarded Merchant Marine Expeditionary Medals and certificates of appreciation. They join thousands of other Seafarers who served aboard U.S.-flag ships in support of operations involving American and allied military forces. See additional photos from the *Gopher State* on page 8.

Thomas R. Temple, Secretary **Jonathan White**, Educational Director **John E. Trent**, Steward Delegate **Antonio Martinez**. Chairman announced ship heading to Corpus Christi, Texas. He urged crew members to enroll in upgrading courses at Paul Hall Center and make sure z-cards are not due to expire soon. He further advised mariners not to wear short pants when ashore. Educational director encouraged members to attend Piney Point courses and read *Seafarers LOG*. Some disputed OT reported in engine department. Suggestion made for crew members to have access to direct deposit. Thanks to steward department for good job.

PETERSBURG (IUM), Oct. 15—Chairman **James T. Martin**, Secretary **Wendy G. Fearing**, Educational Director **Jeffrey T. Fields**, Deck Delegate **David M. Pratt**, Steward Delegate **Christopher M. Green**. Chairman stated SIU VP West Coast Nick Marrone visited ship in Guam and updated crew members on possibility of new cruise ships. Secretary asked that all dishes be returned to mess hall and not left in lounge. Educational director talked about upgrading opportunities at Piney Point and reminded everyone to keep documents current. He also stressed importance of contributing to SPAD. Treasurer stated \$383 in ship's fund. No beefs or disputed OT reported. Request made to improve dental benefits and lower requirements for pension. Next port: Guam.

QUALITY (USSM), Oct. 31—Chairman **Eddy E. Stwaeard**, Secretary **Franklyn J. Cordero**, Educational Director **Richard G. Williams**, Deck Delegate **Simeon Rivas**. Chairman thanked all departments for safe trip. Secretary added thanks to all departments for helping keep house clean. Educational director suggested crew

upgrading classes at Piney Point. No beefs reported; some disputed OT noted in deck department. Steward department praised for good job.

USNS LOYAL (Maersk Line), Oct. 5—Chairman **Christopher E. Brady**, Secretary **Robert C. Langdon**, Deck Delegate **Allen Faulks**. Chairman reminded crew members to be cautious at payoff with receipts and other paperwork from company and union as these may be needed for vacation applications. Secretary requested those getting off clean rooms and provide fresh linen for relief person. Educational director advised crew to take advantage of all possible opportunities available at Piney Point. No beefs or disputed OT reported.

USNS PAUL BUCK (OSI), Nov. 2—Chairman **Donley R. Johnson**, Secretary **Kevin Marchand**, Educational Director **Peter E. Joseph**, Deck Delegate **Albert K. Wambach**, Engine Delegate **Orlando V. Pajarillo Jr.** Chairman announced payoff Nov. 3 in Charleston, S.C. Stores will be taken then; shoregang and crane will be standing by. Secretary led discussion on results of SPAD donations. He asked everyone to help keep mess halls and lounges clean and talked about changes in prescription drug benefits. He noted that security checkpoints may soon be in place and that vessel may lose its gym to make room for security office. He also asked that crew keep TV volume down during meal times. Educational director spoke about upgrading courses available at Paul Hall Center. No beefs or disputed OT reported. New TV, DVD player and 135 DVDs recently purchased. Everyone asked to keep movies in order. Sign-out for movies is between 1500 and 1700 hours daily on bridge. Steward department given vote of thanks for great meals.

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.)

In Search of Identity Of SOS Paper Notes

I belong to a group which collects military related coins and paper money.

We have been trying for many years to identify a series of paper notes which were printed for a group called the Seamen's Overseas Service (SOS). They were printed by the American Bank-note Company, are of excellent quality, and virtually nothing is known about the notes or the SOS organization.

I've attached a scan of one of these notes [above right] from a book about World War II, in the hope that someone in your organization may be able to shed some light on this mystery. These notes are somewhat similar to the military payment certificates used by the U.S. military from 1946 until 1972.

Thanks for any information you may be able to provide about the SOS.

David Klinger
CAPT USN, Ret.
2klinger@cox.net



Can anyone identify these notes or the SOS organization?

Thankful Retiree

I am 85 years old and wish to thank the Seafarers Health and Benefits Plan for helping me and

my family over the years. I sailed from July 1946 to December 1981 on more than 50 ships and to more than 50 countries. I walked the strike lines in 1946 and made two round-the-world trips.

I never can say enough thanks to the SIU for all they've done for me.

Lester J. Moore
Livingston, Texas



Retiree Lester J. Moore celebrated his 85th birthday last summer. Inset: Moore as a serviceman in 1942.

Final Departures

Continued from page 14

York. The Leechburg, Pa. native worked in the deck department and upgraded his skills in 1943. Brother Shaira retired in 1968.

EDWARD SHERMAN

Pensioner Edward Sherman, 75, passed away Sept. 29. Brother Sherman embarked on his profession with the NMU in 1945. His first ship was the *Martha E. Allen*. Born in St. Louis, Brother Sherman worked in the deck department. He began collecting retirement stipends in 1965.

EDWARD STEWART

Pensioner Edward Stewart, 92, died



Oct. 7. Brother Stewart was a charter member of the NMU, joining the union at its inception. A native of Highlands, N.C., he first sailed

aboard the *Thomas Tracy*. Brother Stewart shipped in the deck department and began receiving his pension in 1976.

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

NAME (Last, first)	AGE	DOD
Atkociunas, Joseph	87	Oct. 25

NAME (Last, first)	AGE	DOD
Bell, Joseph	71	Nov. 21
Butler, Kenneth	65	Nov. 23
Canada, Victor	75	Nov. 19
Feliciano, John	83	Oct. 24
Flowers, Linberg	76	Nov. 17
Gordon, Arthur	85	Sept. 15
Karsanac, John	90	Oct. 23
Marketos, Kostas,	79	Oct. 13
Morano, Alejandro	92	Feb. 6
Perry, Sylvester	82	Oct. 21
Petrie, Robert	77	Oct. 28
Prosser, Victor	77	Nov. 1
Renteria, Bernardo	73	Oct. 3
Shockley, David	76	Nov. 6
Wolf, Ingram	77	Oct. 26

Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: () _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally. 1/04

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. for the first few months of the new year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 19	February 13
	March 1	March 26
	April 12	May 7
	May 24	June 18
Automatic Radar Plotting Aids * (ARPA) (*must have radar unlimited)	February 9	February 13
	March 8	March 12
Celestial Navigation	January 12	February 5
	March 29	April 23
GMDSS (Simulator)	January 5	January 16
	March 1	March 12
Lifeboatman/Water Survival	January 5	January 16
	February 16	February 27
	March 29	April 9
	May 10	May 21
Navigation Fundamentals	February 9	February 20
	April 26	May 7
Radar	February 23	March 5
	May 10	May 21
Specially Trained Ordinary Seaman (STOS)	February 9	February 20
	April 5	April 16
	May 31	June 11

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning December 22, 2003.

Recertification

Steward	February 9	March 8
Bosun	(to be announced)	

Engine Upgrading Courses

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

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	January 26	February 6
	February 23	March 5
	April 19	April 30
Basic Safety Training (BST)	January 5	January 9
	February 9	February 13
	February 16	February 20
	March 15	March 19
	March 29	April 2
	April 19	April 23
	May 10	May 14
May 24	May 28	
Fast Rescue Boat	May 3	May 7
	June 7	June 11
Government Vessels	February 23	February 27
	March 22	March 26
	April 5	April 9
	May 17	May 21
Medical Care Provider	February 9	February 13
	March 8	March 12
	February 9	February 20
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	March 29	April 9
	May 17	May 28
	January 12	January 16
Tankerman (PIC) Barge* (*must have basic fire fighting)	March 15	March 19

Academic Department Courses

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

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 seatime 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 seatime 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: _____

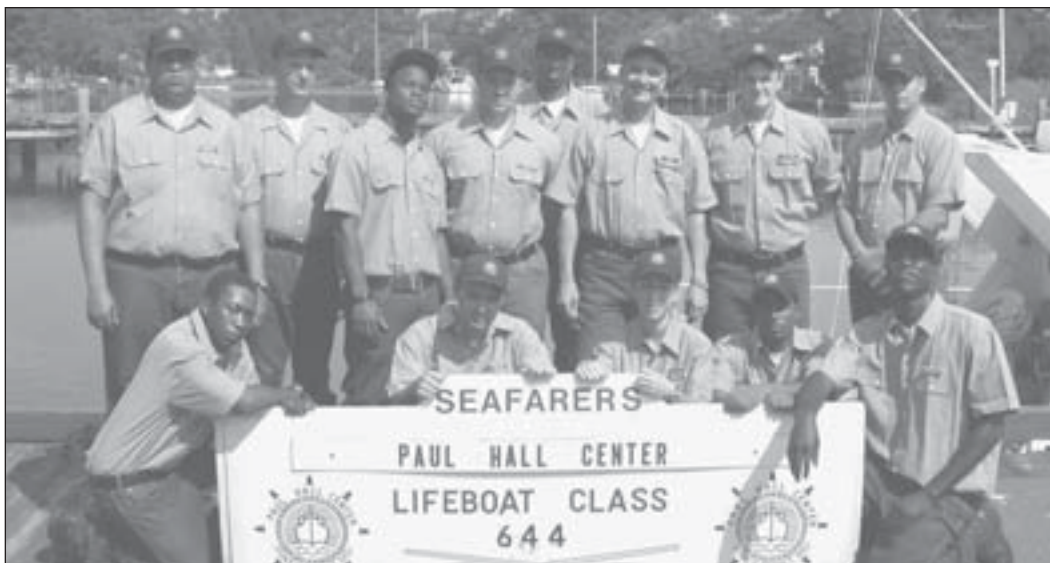
SIGNATURE _____ DATE _____

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.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 644 — Graduating from the water survival class are unlicensed apprentices from class 644 (in alphabetical order) Hakim Christian, Jess Cooper, Jerome Culbreth Jr., Jason Evora, Owen Gallagher, Kevin Goode, Julius Fenwick, Jacob Harlow, Phillip Maxfield, Stacy Murphy, Alexander Rhodes, Henry Sanchez Jr. and Alexie Vazquez.



Advanced Fire Fighting — Earning their advanced fire fighting endorsements Nov. 7 are (in alphabetical order) Albert Bharrat, Leo Bonser, Caesar Delgreco, James Diamond, Gregory Dixon, Alexander Fyodorovkyh, Karl Mayhew, Micah Miller, Robert Murray Jr., Dasril Panko, Philip Perry, Sherman Sakatani and David Steinberg. Their instructor, Tom Cessna, is at far left.



Tankerman (PIC) Barge — Successfully completing the tankerman (PIC) barge course Nov. 21 are (in alphabetical order) James Diamond, James Enah, David Harris, Paul Halmeta, John Lamprecht, Charles Pomraning, Nicholas Serritella, Joseph Stephens, Craig Waldo and their instructor, Mitch Oakley.



Government Vessels — Upgrading Seafarers graduating Nov. 7 from the government vessels course are (in no particular order) Miles Souders, Richard Cannady, Julio Alvarez, Donna Taylor, Walter Wise, Jason Simon, Eric Kjellberg, John Kissanis, Joseph Slater, Kosar Iqbal, Lawrence Abrams, DeCarlo Harris, Scott Bowmer, Stephen Hammelman, Lepotre Jasper, Roy Lopez, Abel Vazquez, Juan Hernandez, Aleksandr Stadnik, Milan Taigan, Agustin Arriaga, Larry Whitmore and Sam Baffoe.



Junior Engineer — Graduating Dec. 12 from the junior engineer course are (in alphabetical order) Therman Ames, Philip Ayotte, Norman Dauphin, George Deasy, Michael Drost, Hugo Infante, Charles Jones, Kevin Nattoo, Andrew Peprah, Rolando Romanillos, Kenneth Ross, Wade Rudolph, Rene Vazquez and Emanuel Washington.

STOS — Completing the STOS course Nov. 21 are Alaska fishermen (in alphabetical order) Peter Angasan, Francis Burke, Jon Henson, Jeffrey Leman, Jeffery Martin, Jim Moore, Cary Pitcher, Stephen Riedel, John Scudero, Justin Stahl and Maryellen Titus. Their instructor, Tom Gilliland, stands second from right.



Computer Lab Classes



Oct. 31 graduates of the computer lab at the Paul Hall Center include (in no specific order) Agustin Arriaga, Saul Suarez, Lamont Robinson, Milan Taigan, Eric Kjellberg, Abel Vazquez, Stephen Hammelman, Karl Mayhew, Julio Alvarez, Jason Simon and Rudy Lopez. Instructor Rick Prucha is at far left.



Above, left and right: Instructor Rick Prucha stands behind computer course graduates Jose Clotter and Trevor Robinson and Capt. Jake Joyce. At right are (front row) Rene Hallasgo, Emily Soriano, Walter Wise, (back row) Prucha, John Kissanis and James Diamond.

Paul Hall Center Classes



Welding — Certificates of graduation for completion of the welding course were given Dec. 5 to (in alphabetical order) Alex Caneda, Edward Douville, Christian Hernandez, Noel Magbitang, Michael Papaioannou, Trevor Robinson and George Velez. Their instructor, Buzzy Andrews, is in the back row.

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.



ARPA — Under the instruction of Mike Smith (far left) are Seafarers who completed the ARPA course Oct. 31. They are (in alphabetical order) Alexander Fyodorovkyh, Tom Grose, Glen McCullough, Michael Moore, Sherman Sakatani, Jennifer Senner and William Sholley.

Oil Spill Containment

— Boatmen from Penn Maritime and Inland Lakes Management successfully completed the oil spill containment course Nov. 14. They are (in no specific order) Kevin David, Capt. Patrick David, Glenn Staub, Michael O'Brien, D. Hunter Reed, Kenneth Johnson, Etienne Vidal, Lonnie Warren, Trevor Robinson, Perry Keene, Ernest Walsh Jr., Donald Walsh, Austin Reed and John Stegeman. Their instructor, Jim Shaffer, is at right.



Oil Spill Containment — Seated from the left are Nov. 21 graduates of the oil spill containment course. The Penn Maritime boatmen are Robert Leija, Stephan Rusin, Richard Herrington, Bartley Lane and Virgil Walls. Their instructor, Jim Shaffer, is standing at left.

Basic Safety Training Classes



STCW — Oct. 31: Aaron Anderson, Janine Averka, Mary Bado, Dionisio Bermudez, Scott Bowmer, Jonathan Buffington, Richard Cannady, Shawn Deloach, Jonathan Duncan, Howard Gibbs, Louis Green Jr., Paul Gross, Vicki Haggerty, DeCarlo Harris, George Jodry, Stephen Johnson, Brian Jones, Edgard Martinez, Gerard McGovern, Jeff McPherson, James Osborn, Stephen Roseberry, Joseph Slater, Miles Souders, Jose Telles and Hezekiah Williams.



STCW — Nov. 7: With instructor Tom Gilliland (right) are Stephen Ackley, Peter Angasan, Leonard Benton, Francis Burke, Edward Dandy, Richard Cruz, Jon Henson, Erik Ivey, Jeffrey Leman, James Macklin, Jeffery Martin, Marshall McCumsey, Jim Moore, Kenneth Nash, Cary Pitcher, Stephen Reidel, John Scudero, David Simpson, Justin Stahl, Maryellen Titus and Denis Villalobos.

STCW — Nov. 14: Angelie Avila, David Correa, Rickey Hoshino, Crystal Leyba, Jarret Rogerson, Jennifer Salcacion and SIU member Saul Lopez. At far right is Shawn Lopes, environmental officer at NCL.



STCW — Nov. 21: Diego Hatch, Joshua Mensah, William Tanksley, Walter Wise, Shawn Lopes and instructor Tom Cessna (second from right). Not pictured is Kenneth Nash.



Volume 66, Number 1 January 2004
The Seafarers Log
 Official Organ of the Seafarers International Union - Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

Attention Seafarers:
 The deadline for receipt of scholarship applications is April 15, 2004.
 See page 6 for additional information.

The Year in Review

New Jobs, Support of U.S. Troops, MSP Expansion Highlight 2003

Patriotic shipboard service in support of U.S. troops, numerous new job opportunities and a major legislative victory highlighted the year 2003 for the SIU.

The year started with Seafarers crewing up more than two dozen U.S. Ready Reserve Force (RRF) vessels and mobilizing a number of prepositioning ships for Operation Iraqi Freedom (OIF).

By late March, more than 2,000 Seafarers were sailing aboard military support ships involved in the war. That included 46 ships from the RRF and 47 vessels that compose part of the U.S. Military Sealift Command (MSC) fleet, plus at least 10 ships from the Government Services Division. Included in the latter group was the hospital ship *USNS Comfort*, which treated 650 patients during the war.

As OIF transitioned from all-out combat to the uncertain process of establishing a new government in Iraq, the performance of the U.S. Merchant Marine as America's "Fourth Arm of Defense" was unquestioned. At least 3,000 civilian mariners had mobilized for OIF, with Seafarers crewing more than 100 vessels that delivered the troops, tanks, fuel and other materiel that helped coalition forces achieve swift and decisive victory.

Their efforts were appreciated. For instance, U.S. Maritime Administrator Capt. Bill Schubert called it the most efficient sealift operation in history.

The U.S. Maritime Administration (MarAd) made exceptional efforts to recognize mariners who sailed in support of OIF. The U.S. Department of Transportation (DOT) and MarAd hosted shipboard and pier-side ceremonies for dozens of U.S.-flag ships that sailed during the war. Crew members were presented with Merchant Marine Expeditionary Medals and certificates.

SIU President Michael Sacco

was a guest speaker at several of those ceremonies. He credited Seafarers for their safe, reliable and dedicated service. He also cited the excellent cooperation across all segments of the industry for helping ensure the sealift mission's success.

A sampling of other comments on the merchant marine's service:

"The role of the U.S. Merchant Marine once again proved critical to victory in 2003." — DOT Secretary Norman Y. Mineta

"A strong U.S.-flag fleet was essential to support Operation Iraqi Freedom." — U.S. Department of Labor Secretary Elaine L. Chao.

"Merchant mariners have risked their lives for democracy and for our country. The unsung heroes of the merchant marine are not just a part of history. They're a vital part of our joint force today." — Gen. Richard B. Myers, USAF, chairman of the Joint Chiefs of Staff.

"Victory was made possible by America's dedicated merchant mariners." — Gen. John W. Handy, USAF commander, U.S. Transportation Command.

"The U.S. Merchant Mariner has played a vital role in support of Operation Iraqi Freedom." — Vice Adm. David Brewer, commander, MSC.

MSP Extended, Expanded

In light of such well-earned accolades, it seemed fitting that as the year ended, President Bush signed a Defense bill that included a 10-year extension of the U.S. Maritime Security Program (MSP).

The original MSP, enacted in 1996, has bolstered U.S. sealift capabilities in many ways—chief among them, helping maintain a manpower pool of well-trained, dedicated U.S. seafarers and a fleet of militarily useful U.S.-flag commercial ships.

The new MSP begins as the

current one expires in 2005, and it also increases the MSP fleet to 60 ships (from the current 47).

New Jobs

Throughout OIF, the SIU unflinchingly upheld its obligations in the commercial sector. The union also aggressively secured new shipboard job opportunities for Seafarers. In 2003, the SIU made no fewer than 20 additions to its contracted fleet.

The list of new vessels included the cable ships *Tyco Dependable* and *Tyco Decisive*; trailerships *Midnight Sun* and *North Star*; prepositioning ships *USNS Benavidez* and *USNS Roy Wheat*; car carrier *Freedom*; Great Lakes vessel *George A. Stinson*; container ship *Manukai*; ATBs *Ocean Reliance/550-3* and *Coastal Reliance 550-4*; tanker *Delaware Trader*; missile range instrumentation vessel *Observation Island*; and passenger ferries *Freedom*, *Admiral Richard E. Bennis*, *Bayonne*, *Governor Thomas H. Kean*, *Congressman Robert A. Roe* and *Jersey City*.

The possibility of even more new jobs surfaced as Norwegian Cruise Lines (NCL) unveiled plans to start a U.S.-flag cruise division.

The union's Government Services Division also expanded its fleet, adding the former Navy vessels *Oscar E. Sette* and *USNS Rainier*.

Additionally, cooperation and hard work between the Government Services Division and MSC yielded an historic decision that benefits CIVMARS and the agency. On March 31, the Federal Labor Relations Authority issued a decision and order granting the union's and MSC's joint petition requesting consolidation of the east and west coast CIVMAR units. The union also requested and was granted recognition at the MSC headquarters level.

Progress in Piney Point

The SIU's affiliated Paul Hall Center for Maritime Training and Education made history as the union, school and Secretary Chao developed and approved the first ever National Apprenticeship Standards for the maritime industry.

The SIU, the Paul Hall Center and the administration of Alaska Governor Frank Murkowski teamed up to recruit and train dislocated workers from Alaska for careers in the U.S. Merchant Marine.

Also, the Paul Hall Center added three courses and opened a new facility next to its fire fighting and safety school in Piney Point, Md. MSC approved the school's small arms range along with two new curriculums—MSC Initial Small Arms Instruction and Qualification, and MSC Annual Small Arms Instruction and Re-Qualification. The U.S. Coast Guard approved the school's new



White House photo by Paul Morse
 President George W. Bush signed the National Defense Authorization Act at the Pentagon late last year.

70-hour Navigation Fundamentals course.

Health Care, Contracts, Plans

The nation's health care crisis manifested itself with nearly 80,000 trade unionists striking over employers' unfair demands on medical benefits. The strikes covered five states, and some were ongoing through last month.

Despite the health insurance woes, SIU officials and rank-and-file Seafarers teamed up at Hannah Marine, Higman, and Crowley Towing and Transportation to negotiate new (respective) contracts that either secured or maintained top-of-the-line medical benefits while increasing wages.

Near the end of the year, the Seafarers Health and Benefits Plan (SHBP) was finalizing an agreement with a medical company to provide pharmacy benefits to all eligible participants. The pact is expected to save money for participants and for the Plan.

The SHBP also made it easier for Seafarers to qualify for prescription benefits.

And, the Plan announced that six scholarships had been awarded. One Seafarer and five dependents of SIU members received grants worth a total of \$120,000.

Early in the year, the Seafarers Pension Plan announced the Plan's Board of Trustees approved an increase of \$100 in the basic Deep Sea Pension benefit, retroactive to Jan. 1, 2002.

Internationally Active

As usual, the SIU stayed active in the International Transport Workers' Federation's (ITF) fight against runaway-flag shipping. SIU ITF inspectors assisted crews from several so-called flag-of-convenience ships, securing hundreds of thousands of dollars in back pay for mariners from the *White Seal*, the *Ousto* and *Regal Voyager*.

The SIU also remained active in international and domestic forums pertaining to mariners' rights, shipboard security and port security, including participation in meetings at the International Labor Organization and International Maritime Organization, and in submitting detailed comments to the U.S. Department of Homeland Security.

SIU ITF inspectors participated in an ITF seminar March 11-15 in Limassol, Cyprus.

And, the union played a role in the International Bargaining Forum's securing a new global

agreement covering wages and working conditions of more than 50,000 mariners.

Many More Gains

The union's ranks expanded as mariners at Starlight Marine in San Francisco and Buffalo Industrial Diving Company voted to join the SIU.

The SIU opened a new union hall at 10 East Clinton Street in Joliet, Ill., while the Houston hall was given a facelift.

The Department of Labor inducted the late SIU President Paul Hall into its Labor Hall of Fame.

The Seafarers International Union of North America welcomed the American Maritime Officers as its newest autonomous affiliate.

The AFL-CIO Maritime Trades Department continued to stand up for the MSP, the Jones Act and other maritime programs vital to the U.S.-flag fleet.

Rescues, Recognition

SIU crews upheld the finest traditions of the Brotherhood of the Sea. The *American Mariner* crew rescued four fishermen; the *Horizon Hawaii* crew rescued three people in the Atlantic; and the *LNG Libra* crew rescued two Filipino fishermen in the Celebes Sea.

SIU-contracted Alaska Tanker Company reached several safety milestones, including one year without any of ATC's ships spilling any oil to sea.

SIU crews from the *Faust*, *Mokihana*, *Northern Lights* and *USNS Concord* were honored at the annual Admiral of the Ocean Seas ceremony for rescues performed in the previous year.

Three Seafarers Government Services Division ships earned safety awards: the *USNS Leroy Grumman*, *USNS San Jose* and *USNS Navajo*.

Other News

SIU ferry crews helped transport commuters from New York City during the Aug. 14 power failure which forced the evacuation of office buildings and stranded thousands of commuters.

Hurricane Isabel caused damage at the Paul Hall Center, knocked out electricity at SIU headquarters for several days and also caused power outages at SIU halls in Baltimore, Brooklyn and Boston.

Finally, the union mourned the passing of retired officials Joe Goren, Roy "Buck" Mercer and Steve Troy.



Unlike in some prior conflicts, the key role of the U.S. Merchant Marine in Operation Iraqi Freedom was readily and enthusiastically acknowledged. Pictured at a ceremony aboard the *Cape Washington* are (from left) SIU VP Contracts Augie Tellez, Bosun Rick James, SIU President Mike Sacco, Transportation Deputy Secretary Michael P. Jackson and Electrician Randy Clark. Inset shows the Merchant Marine Expeditionary Medal, awarded to those who serve on U.S.-flag ships in support of operations involving American and allied military forces.