



The

Seafarers Log

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

Supporting Our Troops

Photo courtesy Port of Tacoma

More than 2,000 SIU members are crewing military support ships as part of Operation Iraqi Freedom. At right, the SIU-crewed *Cape Intrepid*—one of more than 100 Seafarers-crewed vessels involved in the campaign—loads military trucks in Tacoma, Wash. As the war continued, General John W. Handy (inset), head of the U.S. Transportation Command, praised Seafarers and SIU President Mike Sacco in an inspiring letter. Page 3.



Gen. John W. Handy

More New Jobs for Seafarers



The SIU recently gained new shipboard job opportunities with the addition of the cable ship *Tyco Decisive* (above), plus a newly contracted Keystone tanker. Seafarers also were aboard the new TOTE containership *Midnight Sun* last month when the vessel successfully completed sea trials. Also, SIU-contracted Alaska Tanker Co. announced the keel laying for the first in a series of new builds. Page 2.

ITF Assists Crew

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MTD Charts Course For Continued Revitalization

During meetings of the AFL-CIO Maritime Trades Department's executive board, MTD officials and representatives from Congress, the administration and the U.S. fleet discussed ways to continue revitalizing the industry. Here, MTD (and SIU) President Mike Sacco (left) welcomes U.S. Rep. Don Young (R-Alaska) to the meetings in Bal Harbour, Fla. Pages 3, 8, 9.

President's Report

Supporting Our Troops

Even before the war in Iraq officially began, SIU members answered our nation's call.



Michael Sacco

Through the activation of dozens of Ready Reserve Force vessels and the mobilization of Military Sealift Command ships in the weeks and months leading up to the war, Seafarers readily climbed the gangways. They met their activation deadlines without fail. Despite the potential dangers, Seafarers essentially said, "Bring it on!"

For us, this is nothing new. Throughout our 65-year history, Seafarers always have delivered the goods for our troops. From World War II right through to today, the SIU proudly has provided vital sealift support—in the form of loyal, well-trained, reliable shipboard manpower. We do the job, wherever and whenever needed.

Words cannot do justice to the pride I feel in knowing that our members once again are demonstrating their rock-solid commitment to protecting our freedom and, in this case, to supporting the liberation of Iraqi civilians. I'm not the least bit surprised, and I thank each and every SIU brother and sister for their dedication.

I also want to extend my deepest, most sincere thanks, support and admiration for the U.S. and allied troops who are fighting the war. Credible polls consistently show that most Americans support the mission to disarm Saddam Hussein and free innocent Iraqis from the clutches of this terrible dictator. To our troops, make no mistake: Your country stands behind you and prays for your success.

In the midst of this conflict, I received a wonderful letter from General John Handy, the head of the U.S. Transportation Command, thanking Seafarers for their contribution to the war effort. The full letter is reprinted on the next page, and I urge you to read it.

General Handy's praise of Seafarers is not to be taken lightly. I've been around long enough to know that high-ranking military officials aren't in the habit of tossing out artificial compliments to unions or civilian mariners. You can bet that he means every word of praise for the SIU. His letter easily ranks among the most gratifying and humbling messages I've ever received. It's something every Seafarer should be proud of.

It's worth noting that even as we have devoted lots of resources to Operation Iraqi Freedom, the SIU in no way is neglecting our commitments to the commercial sector of the U.S. Merchant Marine.

Thousands of other Seafarers are handling the important job of keeping U.S.-flag commercial vessels operating here and abroad. We've been preparing for this situation for a long time, through stepped-up recruiting and training. We're ready for whatever lies ahead.

Along those same lines, we haven't rested in our ongoing efforts to secure new shipboard job opportunities for SIU members. The results speak for themselves. In the last month alone, we've crewed up a brand new cable ship for Tyco, helped see a new TOTE containership through successful sea trials, and welcomed new tonnage in the Keystone fleet. Also in the news is a keel laying for a new Alaska Tanker Company vessel that will be crewed by Seafarers.

Without a doubt, however, it's safe to say that a big part of the collective consciousness of the SIU is focused on our mission in Iraq. General Handy and the rest of the military already have seen the SIU's commitment to support our troops. That commitment will not waver—ever.

May God continue to bless our Seafarers, our troops and our United States of America.

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NOTICE:

NEW POLICY REGARDING VACATION APPLICATIONS

Effective immediately, original payroll vouchers must be submitted to verify employment—along with any Coast Guard discharges—for all vacation applications. These original documents will be returned to the applicant along with the vacation check.

Failure to submit original pay vouchers could delay the processing of vacation benefits.

SIU Gains More Jobs

March was a big month in terms of new shipboard job opportunities for Seafarers.

SIU members began crewing up a brand new cable ship (the *Tyco Decisive*), and they also helped successfully guide the new Totem Ocean Trailer Express (TOTE) containership *Midnight Sun* through sea trials.

Also, the union announced that SIU-contracted Keystone is adding new tonnage in the form of the tanker *Delaware Trader*.

Finally, SIU-contracted Alaska

Tanker Co. announced the keel laying for the *Alaskan Frontier*, the first of four double-hull oil tankers being built at the National Steel and Shipbuilding Company yard in San Diego. The new tanker will feature twin-shaft diesel-electric propulsion.

"These developments demonstrate the SIU's ongoing commitment to secure new, good jobs for the membership," stated SIU Vice President Contracts Augie Tellez. "The reliability and outstanding performance of Seafarers aboard

all types of vessels goes a long way toward achieving that goal."

The *Tyco Decisive* is a sister ship to the SIU-crewed *Tyco Dependable*, which was christened early this year in Honolulu. The *Decisive*, scheduled to enter service this month, is 456 feet long and 68 feet wide. It has a registered gross tonnage of 12,184 and a service speed of 14 knots.

The *Midnight Sun* is expected to enter the Alaska trade on April 14.



The SIU-crewed *Midnight Sun* undergoes sea trials off the coast of Southern California.

Privacy Rules Take Effect This Month

The privacy rules of the Health Insurance Portability and Accountability Act of 1996 (HIPAA) go into effect this month. The Seafarers Health and Benefits Plan has mailed its Notice of Privacy Practices to all participants and their families. (Seafarers who did not receive this notice are asked to contact the Plan office, or they may obtain a copy on the SIU web site at www.seafarers.org.)

This legal notice includes the Plan's privacy policies and procedures. The notice informs participants how the Plan will use and disclose private medical information. Plan professionals spent many months getting ready to implement the directives of this law and believe that the Plan will be in full compliance. All Plan staff have received formal instruction on the law and are ready to assist Seafarers with any questions or concerns pertaining to the new regulations.

Under HIPAA, except for treatment, payment or plan operations purposes, the Plan cannot release any "Protected Health Information" concerning any individual to any other person. Under the law, Protected Health Information includes Plan eligibility questions and claim status questions.

Therefore, after April 14, 2003, a participant will have to submit a written authorization if he or she wishes the Plan to release any claims information to another person. The Plan will have authorization forms available upon request, and they will be available at the port offices.

In the event a participant wants a spouse or other close relative to have continuing access to health information, that participant may wish to execute a limited Power of Attorney. This legal document will entitle another person (spouse, parent, child) to act on your behalf and submit claims to the Seafarers Health and Benefits Plan.

In addition, that individual would be entitled to have unrestricted access to your claim information including the status of your medical claims. Seafarers may want to consider whether they want to execute this instrument before shipping out. This may make it easier for someone to act on your behalf while you are away. The Plan has forms available in the event that you want to execute a limited medical Power of Attorney.

An authorization is more limiting than a Power of Attorney and is generally used for a specific purpose. For example, an authorization can be used to

find out the status of one particular claim. A Power of Attorney grants greater access, and the named individual can act in your place with regard to any matter concerning your medical claims.

While the Plan will maintain its membership services toll-free number, the Plan also is taking precautions to verify the identity of a caller. This will help ensure that private health information is not given to the wrong individual. The next time you call, you will be asked the following information to verify your identity: name, address, Social Security number and date of birth. Remember, however, the Plan can only release claims information to your spouse if it either has a signed authorization or a Power of Attorney on file in the Plan's office.

The Plan believes that the implementation of the new privacy rules will be smooth and will not cause any delay in claims processing or payment. Moreover, complying with the rules will not interfere with the Plan's mission of providing benefits to you and your family.

SIU LMSR Crews Earn Bonuses

Seafarers sailing aboard LMSRs operated by Maersk Line, Limited and Patriot Contract Services/American Ship Management, respectively, should be receiving performance bonuses based on government evaluations of their work for the year 2002.

Known as "award fees," the payments were approved after the U.S. Military Sealift Command (MSC) rated the work done by mariners aboard Maersk and Patriot/ASM ships as superior. The companies already have begun mailing bonus checks to eligible mariners who sailed aboard the following USNS vessels in 2002: *Bob Hope*, *Watson*, *Soderman*, *Sisler*, *Dahl*, *Watkins*, *Red Cloud*, *Pomeroy*, *Charlton*, *Yano*, *Shughart*, *Seay*, *Mendonca*, *Gordon*, *Gilliland*, *Fisher* and *Piililaau*.

For the Maersk ships, crew members must have completed a full 120-day assignment in order to qualify for the award fee.

LMSR stands for large, medium-speed, roll-on/roll-off vessel.

SIU Delivers for U.S. Troops

More than 2,000 Seafarers Crew Up Ships for 'Iraqi Freedom'

Upholding the tradition of their union as well as that of the entire U.S. Merchant Marine, SIU members are providing key support for allied troops involved in Operation Iraqi Freedom.

By late March, more than 2,000 Seafarers were sailing aboard military support ships involved in the war. That includes 46 ships from the U.S. Ready Reserve Force (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.

As the activations and mobilizations proceeded, SIU President Mike Sacco sent a letter to President Bush reaffirming the union's support for the president

and for the operation. "You have made it clear that this mission will benefit not only the oppressed citizens of Iraq, but also the entire free world. You can count on the SIU every step of the way," Sacco wrote.

By mid-March, several steps had been taken to help ensure both the safety of the civilian-crewed ships as well as their capacity to support allied forces. A large number of "Force Protection Teams" were being mobilized and sent in theater to provide shipboard security while vessels enter, unload, and depart the "hot" ports. According to knowledgeable sources, the teams will disembark once the vessel is out of port and ready to head out to sea. The teams are being creat-

ed from National Guard forces including over 300 from Puerto Rico who have law enforcement experience. These teams will board and ride all merchant ships entering the area.

Additionally, protective gear including chemical, biological and radiological defense equipment and medical kits have been sent and will be deployed in forward areas to be placed on board vessels entering the region. The gear will be loaded on the vessels in transit or in designated ports.

Finally, small pox and anthrax vaccines are being sent to forward areas to continue the inoculation program initiated by the Defense Department.

U.S. Transportation Secretary Norman Mineta, commenting on the current mission, noted that such operations are nothing new for the merchant marine. "The maritime community has served America with great distinction during every major crisis in our nation's history, and the mariners who crew the ships are the cornerstone of this effort," said Mineta. "From the Revolutionary War, through both World Wars and up to today, our mariners have willingly defended and served this nation with enthusiasm and valor."

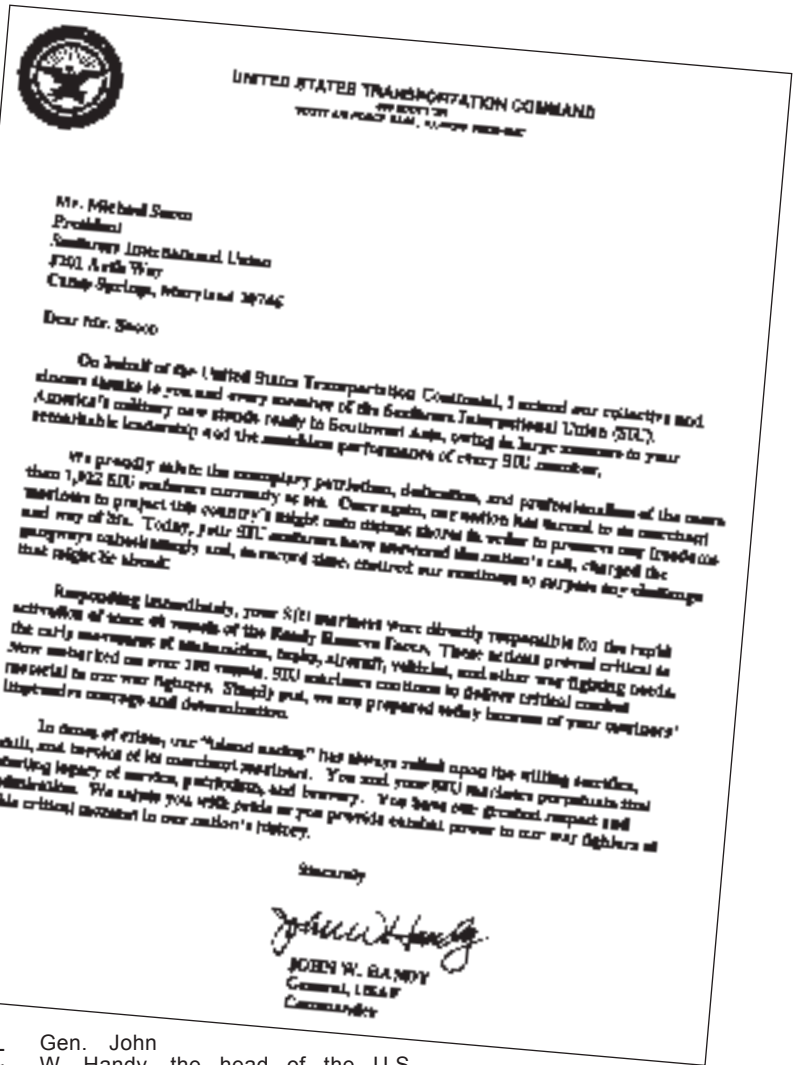


Photo courtesy U.S. Military Sealift Command
Helicopters and other material are loaded onto the SIU-crewed *USNS Bob Hope*, one of more than 100 Seafarers-crewed ships involved in the war.



Seafarer Mark Canada, pictured aboard the RRF vessel *USNS Wright* during a recent activation, is among the 2,000-plus SIU members sailing in support of allied forces.

On Brink of War, Merchant Marine's Defense Role is Obvious, Appreciated

MTD Board Addresses Key Maritime, Labor Issues

With the U.S. on the brink of war, the merchant marine's role in national defense understandably occupied much of the discussion Feb. 20-21 during meetings of the AFL-CIO Maritime Trades Department executive board in Bal Harbour, Fla.

Members of Congress and the administration as well as labor officials also examined other important issues, including short-sea shipping, workers' rights, shipbuilding, organizing, and safely exploring the coastal plain of Alaska's arctic national wildlife refuge (ANWR).

The MTD consists of 29 affiliate unions (including the SIU) representing an estimated 7.5 million members. Those unions participate in 24 port maritime councils located throughout the U.S. and Canada.

MTD President Mike Sacco, who also serves as president of the SIU, opened the meetings by noting that members of MTD unions were handling important jobs related to what became Operation Iraqi Freedom. "Our members are going about their jobs with efficiency, dedication and patriotism. The same is true of our brothers and sisters throughout the AFL-CIO," Sacco stated.

Board members approved a dozen policy statements covering subjects including the U.S. Maritime Security Program; shipbuilding; cargo preference; coastwise shipping; corporate responsibility; dredging; the U.S. industrial job base; the Jones Act; the campaign to organize Wal-Mart; marine transportation security; prescription drug benefits; Social Security; support for U.S. and allied troops; and other labor issues.

Addressing the executive board were (in alphabetical order) U.S. Rep. William Delahunt (D-Mass.); United Food and Commercial Workers President Doug Dority; Kvaerner Philadelphia Shipyard Vice President John Graykowski; U.S.



MTD President Mike Sacco (left) greets Horizon Lines President Charles Raymond at the MTD meetings.

Rep. Robert Menendez (D-N.J.); Alaska Governor Frank Murkowski; Horizon Lines President Charles Raymond; U.S. Maritime Administrator Capt. William Schubert; AFL-CIO President John Sweeney; AFL-CIO Secretary-Treasurer Rich Trumka; and U.S. Rep. Don Young (R-Alaska).

Virtually every speaker credited the U.S. Merchant Marine for its historic reliability and its current value. Schubert, noting the recent activations of U.S. ships for the war, observed, "As long

as I can remember, even back to my seagoing days, people have talked about why we need to have a U.S.-flag Merchant Marine. And it was always because that if we don't know who our friends are, we've got to have our own sealift capabilities manned with civilian

merchant mariners. Because we don't know what engagement we might be getting into where we don't know what kind of support we would get from our allies. Well, we are living that right now. One thing that this demonstrates is that we have to have a private, commercial U.S.-flag fleet."

**More MTD
Coverage
Pages 8, 9**

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, May 26, 2003 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.

ITF, SIU and Others Rally to Aid Mariners

Seventeen Ukrainian mariners are safely back in their country, thanks to the combined efforts of the SIU, the U.S. Coast Guard, the International Transport Workers' Federation (ITF) and local residents of Wilmington, N.C.

The sailors on Jan. 24 escaped certain doom when they were hoisted from the runaway-flag *White Seal* by a U.S. Coast Guard helicopter. The 600-foot freighter on which they were marooned was listing and taking on water after it developed engine problems. It was positioned off the North Carolina coast some 200 miles from Elizabeth City.

The vessel—registered in

Tonga and headed from Haiti to Bridgeport, Conn.—was not carrying any cargo at the time of the incident, according to the Coast Guard.

After receiving a distress call at about 8 a.m. the day of the rescue, the four-man helicopter crew arrived on the scene, where it faced 20- to 30-foot seas and winds of 30 to 50 miles per hour.

"The winds were so strong," said Aviation Machinist Technician Warren Adams. "The pilot was fighting to keep the aircraft over the vessel. The pilots did a phenomenal job keeping the helicopter steadied."

Once aboard the helicopter,

the mariners—ranging in age from 20 to 50—were flown to the airport in Wilmington, N.C. where they were turned over to U.S. Customs and the Immigration and Naturalization Service. After being processed, they were released to Tony Sacco, ITF inspector, who worked with the Red Cross and Salvation Army and arranged for their room and board in the local community.

"The word got around town (Wilmington) about the crew and their situation," Sacco said. "They had lost everything when their ship got in trouble, but people from the churches in Wilmington as well as other private citizens came to their aid.

"They provided them with clothing and other personal items," he continued. "My wife and I contacted local restaurants and hotels and secured free food and lodging for the Ukrainians until we could get them sent home."

Meanwhile, Sacco contacted Blue Ocean Line, the Bridgeport, Conn.-based operators of the *White Seal* in hopes of securing subsistence funds and wages for the crew. The sailors have not been paid since November. In addition to their wages, they should also be paid for lost property and distress, according to Sacco. The ITF is continuing strong efforts to secure compensation for the crew.

In the absence of such assistance from the vessel's company, Sacco turned to the SIU. After consulting with SIU Secretary-Treasurer David Heindel—who also serves as vice chairman of the Seafarers' Section of the ITF—the decision was made to repatriate all 17 of the mariners.

"We decided to transfer them to the Paul Hall Center for Maritime Training and Education in Piney Point, Md., where they could remain until arrangements could be made to fly them home," Sacco said.

A bus from the maritime training campus on Feb. 14 went to Wilmington, picked up the Ukrainian crew and transported them back to Piney Point. The SIU then began making necessary arrangements—including the purchase of airline tickets—to get the crew home. Following a five-day stay at the Southern Maryland facility—during which time the Ukrainian sailors interacted extensively with many of their American counterparts—they said their goodbyes and departed from Dulles International Airport for their home country.

As of press time for the



Tony Sacco, ITF inspector, consults with SIU officials via phone about the plight of the 17 Ukrainian sailors who were marooned in Wilmington, N.C. following the loss of their vessel, the *White Seal*. Listening in is Ukrainian Capt. Jake Y. Korniyuk, who piloted the doomed vessel.

Seafarers LOG, no final resolution had been reached with Blue Ocean Line regarding the sailors' back wages or subsistence pay, according to Sacco.

"We have put a lien on any insurance money which the

company may have coming," Sacco explained. "When obtained, it will be used to pay the sailors and reimburse the union for the airline tickets it purchased. The lawyers are still working on the particulars."

Labor Briefs

U.S. Coast Guard Moves to Homeland Security

In the midst of the largest reorganization of the federal government since World War II, the U.S. Coast Guard on March 1, 2003, became part of the new Department of Homeland Security.

During a Feb. 25 change of watch ceremony, Coast Guard Commandant Admiral Thomas H. Collins noted that when he first entered the Coast Guard Academy, the Coast Guard was part of the Department of Treasury. A year before he received his commission, it became a member of the Department of Transportation. He said that change is not new to the agency and that this "is just the latest in a long history of changes that we have undertaken in the course of the Coast Guard's history to remain always ready."

While the agency's homeland security mission is more visible today than it was prior to the tragic events of September 11, 2001, the commandant said, two things will not change: the character and the core values of the Coast Guard.

Adm. Collins said that the future will bring an increased demand for the services that the Coast Guard provides: a dependence on the oceans and waterways for natural resources, trade and recreation. He assured the American public that "the Coast Guard will remain a maritime, military and multi-mission service, performing each of our vital missions with as much diligence and devotion to duty as we have ever demonstrated in the past. Our dedication to the safety of life at sea and the security of American citizens will never change."

U.S. Trade Deficit Reaches All-Time High in 2002

Imports of cheaper foreign goods formerly made in the United States helped explain why the U.S. trade deficit reached a record high last year. According to the U.S. Department of Commerce, the nation imported \$435 billion more in foreign-made goods and services than it exported. This was \$59 billion more than the previous high in 2000.

AFL-CIO President John Sweeney called these statistics "a catastrophe for working Americans who are losing their jobs, health care and stable communities due to our nation's failed economic policies."

Sweeney pointed to three major causes for the trade deficit: U.S. trade and tax policies that encourage and reward companies that move jobs overseas; an over-valued dollar that puts domestic manufacturers at a disadvantage; and unfair trade practices by other countries that keep U.S.-made products out of overseas markets.

Union Membership Declines Despite Newly Organized Workers

Although half a million workers formed new unions last year, union membership still declined, mainly due to post-September 11 losses in traditionally unionized sectors like airlines, hotels, construction and manufacturing. According to figures recently released by the Bureau of Labor Statistics, union membership was 16.1 million in 2002 compared to 16.4 million in 2001 and 16.3 million in 2000. The United States has lost 1.85 million manufacturing jobs alone since January 2001.

New research indicates that, if given a chance, U.S. workers need and want unions. That means that 30-40 million workers would join a union if given a free choice. Unfortunately, few of them ever get that opportunity. Ninety-five percent of private-sector employers fight their workers' efforts to form unions, including a third who illegally fire union supporters.

At the AFL-CIO Executive Council meeting in Florida last month, the need for increased organizing efforts was discussed. The federation's unions also launched a comprehensive, union movement-wide campaign to expose the immoral and illegal tactics used by employers to prevent workers from forming unions.

Letter from Captain

Dear Friends:

Our emergency visit to the hospitable American land came to the end.

After long and difficult negotiations between International Transport Workers' Federation (ITF) and the shipowner the latter still did not agree to pay his debt to the crew. ITF will continue to fight for the crew's rights.

We are leaving for our homeland with a deep thanks to ITF, the respected and powerful organization, which protects sailors regardless of their origin and citizenship. We are leaving the United States with a great gratitude towards officials, charities, churches and people of Wilmington, for their generous help and immense sympathy. We really appreciate all your efforts, warmth, kindness, humanity and love to strange Ukrainian sailors, which made us sometimes to be moved to tears—though we are strong people, used to live harsh sea life.

After we were landed at Wilmington International Airport by Coast Guard helicopter, without money, without clothes and all necessary things, in a quite depressed mood after all we had survived and with unclear future, we were given absolutely everything we needed, and most of all—human kindness and love.

We are leaving for home with a great delight, which is mixed with bitterness for parting with our new friends. We hope that our being here was not accidental or wasteful—as we learned a lot about the US—not from propaganda from official sources, but just from long contacts with real people, adults and children.

We spent a lot of time in non-official friendly conversations. Everything we have learned here we will tell our children and grandchildren, all our friends in Ukraine. We are sure that many Ukrainians will much improve their attitude towards America and friendly American people, who are always ready to help a stranger in trouble.

We are sure also that our friendly ties will not cease with our departure, but will get stronger instead, as it is not easy for us to forget such hospitality. We offer our apologies to people of Wilmington for any inconvenience brought by our unexpected visit or for any accidental insult caused by our poor language skills, differences in background and mentality.

We believe that God would reimburse your humanity, your kindness, and your sympathy.

God bless America! God bless Ukraine!

Captain Jake S. Korniyuk



The 17-member crew from the *White Seal* prepares to board a bus in Wilmington, N.C. for transport to the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Schubert: Supporting National Defense Remains MarAd's 'Most Urgent Issue'

Maritime Administrator Also Highlights Mariners' Rights

U.S. Maritime Administrator Capt. William Schubert last month covered a wide range of key topics facing the industry as he addressed the Connecticut Maritime Association's Shipping 2003 Conference in Stamford, Conn.

Schubert discussed the critical importance of both the U.S. Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA). He also disclosed news of upcoming talks between the U.S. and China centered on a new bilateral maritime agreement. Additionally, Schubert talked about the importance of ensuring mariners' rights, enhancing America's maritime transportation system, creating a short-sea shipping initiative, and continuing the Maritime Administration's support of the war against terrorism.

From a list of vital topics, Schubert dubbed "supporting national defense and security requirements through the Maritime Security Program, the Voluntary Intermodal Sealift Agreement and the Ready Reserve Force (RRF)" as "the most urgent issue."

Illustrating both the value and importance of those programs, he noted that the U.S. Defense Department "estimates that a complete replacement of the VISA fleet with organic assets would be in excess of \$9 billion for initial construction costs alone, and additional costs for operations and maintenance would be in excess of \$1 billion. Certainly both MSP and VISA provide combined sealift capabilities that are not only critical to maintaining the United States' sealift readiness, but also (are) economical."

He added that U.S.-flag vessels activated from the RRF have provided more than 22 percent of the sealift capacity utilized to support Operation Enduring Freedom.

The maritime administrator began his remarks by announcing that a delegation from China is

scheduled to meet this month with MarAd officials in Washington to start discussions on a new maritime pact. "The U.S. objective in its maritime relations with China is clear: to ensure that U.S. shipping lines operating in China enjoy the same free market access that Chinese carriers enjoy in the United States."

Schubert also devoted a significant portion of his speech to highlighting the importance of the nation's maritime transportation system (MTS) and the expected surge in port traffic that is projected for the next 20 years.

"The MTS is a sub-system of the national transportation system that includes waterways, ports and their intermodal connectors," he explained. "An incredibly complex and diverse system, MTS ensures the United States can support the level of traffic expected in the future in a safe, secure, environmentally sound, and efficient manner."

He noted that the Transportation Department "recognized more than three years ago that the growth of trade and increased rail and highway traffic was inevitable and the government and industry needed to respond.... Thus we must investigate alternatives to our nation's transportation system that can be used more effectively to manage freight growth and ease congestion.

"One alternative is the development of a robust short-sea shipping system that would aid in the reduction of growing freight congestion on our nation's rail and highway systems, and lessen the damaging impact on our environment."

Additionally, Schubert recapped the extensive, collaborative efforts undertaken by the U.S. maritime industry to improve port and shipboard security while protecting mariners' rights. Those efforts have included meetings under the auspices of the International Maritime Organization as well as conferences in the U.S. involving labor, management and government.



U.S. Maritime Administrator Capt. William Schubert (right), pictured with SIU President Mike Sacco during last month's meeting of the Maritime Trades Department's executive board, said that while the industry faces many key issues, supporting national defense and security requirements remains the Maritime Administration's top priority.

Pa. Bill Directs Bonus For WWII Mariners

A pair of bills soon may be considered by the Pennsylvania legislature which, if passed, would benefit certain veterans in that state, including merchant mariners.

State Reps. Joseph Petrarca and John Maher are among those sponsoring the bipartisan legislation that would assist some of Pennsylvania's former service members. They are among the co-sponsors of House Bill 56, which would provide merchant mariners who served on active duty during World War II with a

\$500 bonus in recognition for their service.

"America's merchant mariners, while largely responsible for our country's success in World War II, are often forgotten when we talk about war veterans," Petrarca said. "These brave individuals did not receive veteran status until 1988; some even had to wait 10 years beyond that."

Because of the absence of veteran status, the elected official said, merchant mariners did not receive the financial bonus and other benefits given to men and

women in other branches of service during the war. More than 4 million World War II veterans currently live in the United States.

"Out of all of the branches of armed service during World War II, the U.S. Merchant Marine suffered the largest percentage of war-related deaths," Petrarca said. "One out of every 29 who served died for their country. The least we can do for those who survived is to compensate them for their service to Pennsylvania and America."

The merchant marine bill was also introduced during the 2001-02 legislative session and passed the House unanimously. The Senate, however, never voted on it.

Members of Pennsylvania chapters of the American Merchant Marine Veterans are encouraging other members and citizens throughout the state to contact their representatives and ask them to support House Bill 56.

Petrarca said he also will co-sponsor another bill from the past session that will soon be reintroduced. This legislation, which does not yet have a bill number, would help disabled Pennsylvania veterans to afford their prescription drugs.

Notice

USSM Ships - Chinese Visas

Effective immediately, Seafarers must possess a Chinese visa in order to sign on aboard any USSM vessel that calls on China. This change has been implemented to help ensure that, in the event of an injury or other medical emergency, prompt treatment can be rendered, along with repatriation if appropriate.

The company is providing letters to the crew concerning how to obtain the visa. USSM also is reimbursing crew members for the cost of the visa, if applicable.

According to USSM, a one-year, multiple-entry visa (C-Visa) is available at no fee to merchant mariners. To obtain a C-Visa, the following are required: visa application; passport-type photo; passport; confirmation letter. USSM will provide the confirmation letter.

Notice U.S. Coast Guard Advisory Concerning Merchant Mariner Documents (February 28, 2003)

The Coast Guard has implemented more thorough criminal record reviews for people seeking Merchant Mariner Documents (MMDs), and is now issuing the credentials on a more tamper-resistant and accountable card. The new security measures are part of the Coast Guard's overall efforts to improve port, waterway, and maritime security.

"The increased security concerns stemming from the Sept. 11th terrorist attacks have led us to scrutinize merchant mariner document applicants more closely, and change to a more secure type of card," said Capt. Joe Brusseau, Director of Field Activities for the Coast Guard's office of Marine Safety, Security, and Environmental Protection. "We'll be working closely with the maritime industry and individual mariners to implement these changes as smoothly as possible," he said.

The new MMDs—sometimes called "Z-cards," or by their form number "CG-2838"—will be similar in appearance to the old cards but include several improvements for increased security including features to deter counterfeiting.

Mariners with new applications or renewal requests already submitted will automatically be processed under the new system and will be notified if any additional information is needed. Mariners should know that while application procedures are essentially the same, mariners must now appear in person at a Coast Guard Regional Exam Center (REC) to prove their identity and provide fingerprints at some point in the process before receiving their new MMD. RECs, which issue MMDs, have been given guidance on prioritizing requests to ensure the fastest possible processing for mariners with a critical need for an MMD such as those directly involved in military loadouts and those actively engaged in sailing.

The change to a more tamper-resistant card will provide both U.S. and foreign officials with greater confidence that the credentials are genuine, and ensure that any expired or fraudulent cards will be more easily spotted. Changes to the MMDs complement recent modernization and security changes made to Coast Guard issued merchant mariner licenses. Licenses are generally issued for ship's officer positions such as master, mate, or chief engineer. MMDs are typically issued for crew positions such as qualified member of the engine department, able-bodied seaman or ordinary seaman. Both types of credentials are important for ensuring the safe and secure operation of U. S. merchant vessels.

Over 123,000 people hold MMDs, but not all of them are actively working aboard ships.

Note: As of February 4, Regional Exam Centers are prioritizing applications and requests for MMDs as follows:

1. Mariners who are, or are about to be, employed on a vessel directly involved with a military operation. A letter from the shipping company, labor union, ship management company, or government agency attesting to the ship's military purpose and the mariner's position is needed for this priority.

2. Mariners who are actively sailing. Evidence of current or scheduled employment on board a vessel, such as a letter or recent certificate of discharge is needed for this priority.

3. All other transactions based on date of receipt.

For additional information on the new MMDs please contact the Coast Guard's National Maritime Center at (202) 493-1006. The National Maritime Center website is:

<http://www.uscg.mil/hq/g-m/nmc/web/index.htm>

'A Very Big Honor'

Alaskan Lammers' Graduation Is Historic

Graduating from the Paul Hall Center's comprehensive unlicensed apprentice program is a laudable achievement under any circumstance, but for **Eileen Lammers**, the accomplishment is extra special.

Lammers, 19, completed the third and final phase of the curriculum in February. She is believed to be the first Alaskan Indian female to graduate from the program in Piney Point, Md.

"I take a lot of pride in this," stated Lammers, a member of Class 630. "I am very into my culture, and to be the first is a very big honor and also shows the next generation that anything is possible. Not many Alaskan Indian females do what I'm doing right now."

Lammers enrolled at Piney Point in May 2002, after learning about it through the non-profit recruiting and referral agency SEA Link Inc., based in Ketchikan, Alaska. Initially, she didn't realize that no other Alaskan Indian female had gone through the trainee program. "But it's a very big deal for my tribe and all the Indians in Alaska," Lammers said. Her tribe, Haida and Nishga, lives mainly in southeast Alaska.

The program itself—including an initial 12 weeks at the Paul Hall Center covering the basics, a 90-day apprenticeship aboard an SIU-contracted ship, and more advanced training back at the school—proved challenging but worthwhile. "The first phase was hard, getting used to the different cultures, but it was a good learning experience,"

said Lammers, who plans to sail in the steward department. "The second phase was really cool. I was on Alaska Tanker Company's *BT Alaska*. I like the on-the-job training, seeing what every department was like.

"The crew was very good," she continued. "They treated me like a crew member, not a trainee."

Lammers concluded that she enthusiastically would advise other Alaskans to consider enrolling in the unlicensed apprentice program. "I would recommend it. Everyone needs to learn responsibilities, have stability," she observed. "It's a good opportunity for people my age to expand their horizons and figure out what they want in life."

She added a word of praise for the instructors and staff at the Paul Hall Center, which opened in 1967. "People at school want to help. It's tough love, but they really want us to succeed.... I also was surprised by how much there is to learn. I started college when I was 17, was going into accounting but didn't like it, and figured this (Piney Point) would be a way to figure out what I want. I noticed a big difference right away. In college you're in the books all the time. Here, if you need help, they take time out and show you how things are done. I see that with a lot of students here, including academics. In college, you're on your own. Here, it's more of a family organization. We help each other."



Eileen Lammers says Paul Hall Center instructors and staff "really want us to succeed."

SPAD Makes Sense To Seafarer Buckowski

The slogans "Politics is Pork Chops" and "SPAD—It Takes a Four-Letter Word to be Heard" remind Seafarers that political action is essential for the U.S. Merchant Marine.

Seafarer **James Buckowski** gets the message.

"I look at SPAD (the union's voluntary political action fund) as protection of the merchant marine and support for our future," said Buckowski, who sails in the deck and engine departments. "SPAD is a means of looking out not only for yourself and your brothers and sisters, but also for future generations."

Buckowski, who entered the industry in 1991 as an NMU member, recently made a sizeable donation to SPAD, which stands for Seafarers Political Activity Donation. In return, he received a high-quality SPAD jacket that is part of a promotion introduced last year. He also signed a check-off authorization for regular contributions.

"This organization represents a great chance at succeeding in life for me, a man with no high school education," said Buckowski, 33. "In the big picture, I see that everybody in the SIU is working hard and it benefits the members. I want to give the opportunity I was given to future generations, and I know we need to have friends in high places to keep the industry strong."

The Jersey City, N.J. resident, who aspires to earn an engineer's license, pointed out that foreign-flag interests routinely lobby against the U.S. fleet, "so we have to be right in there, too. As the saying goes, money talks and b.s. walks. We have to make sure our voices are heard in Washington."

As previously reported, the union last summer began a SPAD promotion intended to boost the voluntary fund while also rewarding Seafarers (including those who were in the NMU at the time of the merger in 2001) for their participation. The promotion lasts until July 31. Before then, anyone who contributes to the fund through a check-off authorization found on the vacation application (and also available at the union halls) will receive a SPAD lapel pin (for contribution amounts of 50 cents per day); the pin plus a SPAD T-shirt (for contributions of \$1 per day); or the pin, shirt and a SPAD baseball cap (for \$1.50 or more per day). Additionally, a SPAD jacket is available to

members who make a one-time donation in addition to their check-off authorization.

Seafarer James Buckowski, displaying his new SPAD jacket, knows that political action is crucial for the SIU.



Pensioner Padu Passes Away

A much-loved and highly regarded SIU member has put out to sea for his final voyage. Pensioner **Aleksander "Al" Padu** of Piney Point, Md. passed away Feb. 13 at St. Mary Hospital in Leonardtown, Md. He was 91.

Born in Estonia, Brother Padu came to America shortly after the turn of the last century and was a naturalized citizen. He joined the union in 1942 in the port of New York.

His initial voyage under the SIU colors was aboard A.H. Bull Steamship Line's *Evelyn*. Brother Padu worked in the deck department and shipped as a bosun. He sailed primarily in the deep sea division, but spent several stints working on the inland waterways.

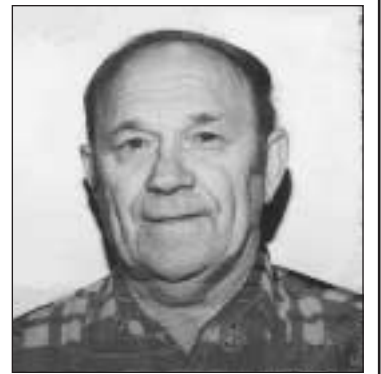
During his distinguished career—which spanned more than 30 years—Brother Padu visited numerous world ports of call while sailing for an array of vessel operators including SeaLand, Bull Lines, Wheeling Steel Corp, Calmar Steamship, CSX Lines, Moore-McCormack, Seatrains Lines, Inc., and Victory Carriers. He last went to sea aboard a Michigan Tankers vessel. Brother Padu came ashore in

1975 and began receiving compensation for his retirement in July of the same year.

"Al was one of the most positive and upbeat people you'd ever want to meet," said Andrea Conklin, who frequently was in the late mariner's company. "He was never judgmental about people and always had a warm smile for everyone he came into contact with."

Conklin is manager at the Paul Hall Center for Maritime Training and Education's TRC Hotel in Piney Point—one of Brother Padu's favorite locations on the Southern Maryland-based campus. As such, she had occasion to see Brother Padu almost on a daily basis. "He used to spend a lot of time around the hotel talking to people and sharing his experiences," Conklin said. "He had a very keen interest in the welfare and advancement of our young people."

Howard Thompson, a maintenance technician at Piney Point had similar memories of the late mariner and regarded Brother Padu as "a member of the family. He came to this area in 1990 and basically became part of the landscape here at the school," Thompson said.



Aleksander "Al" Padu

"Al devoted a lot of his time helping others, especially the trainees and upgraders who came through the school," Thompson continued. "He was a storehouse of knowledge about the merchant marine and he shared that wisdom freely and with a great deal of enthusiasm. Everyone here, as well as the numerous Seafarers he came into contact with during their training at the school has lost a dear friend and brother. Al was devoted to his profession and extremely proud to have been a mariner."

Padu was a World War II veteran with several transatlantic crossings to his credit. He escaped doom on two occasions when torpedoes from the same German U-boat sank vessels on which he was sailing.

NMU Benefit Plans Implement Privacy Regulations

In a mailing early last month, the NMU Benefit Plans advised participants that the implementation of the provisions of the Health Insurance Portability and Accountability Act of 1996 (HIPAA) was in its final stages and would be completed by the April 14, 2003 deadline.

The privacy rules issued under the law (HIPAA) give certain rights to participants regarding their personal health information. These rights were detailed in the mailing's Privacy Notice to Participants. Also included in the mailing were a cover letter explaining the contents, a statement by the Board of Trustees regarding privacy, copies of optical and other amendments to the NMU Welfare Plan adopted in 2002, revised claims and appeals

procedures for the NMU Welfare Plan, authorizations for phone inquiries, a blank beneficiary form to update our records (if necessary) and a new Pension Summary Plan Description (SPD).

Internally, procedures have been established to insure compliance with the privacy regulations. William J. Dennis, administrator, and Miriam Bove, benefits director, have been assigned the responsibility for administering the new procedures and providing training to staff and plan representatives.

These changes have been implemented as mandated by the U. S. Government and will not affect the processing of claims or other administrative functions.

Recertified Stewards Learn Lessons in Teamwork

The necessity of teamwork aboard ship was one of the themes stressed by the SIU's newest class of seven recertified stewards as they graduated last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Receiving their certificates at the March membership meeting were **Susano Cortez, Donald Dwyer, Douglas Hundshamer, Gregory Johnson, Warren Lombard and Tony Spain. Nee Tran**, a graduate who sails from New Orleans, shipped out before the meeting.

The month-long course, which



Presentation of food is part of the complete culinary experience. Above, Susano Cortez artistically arranges the delicious meal onto several plates.



Left, Recertified Stewards Susano Cortez (center) and Greg Johnson (right) watch a bakery worker mix the filling for cannoli while, below, Nee Tran looks over fresh fish at a market in Baltimore. The bakery and fish market trips are a regular part of the school's recertified steward program curriculum.



took place during one of the snowiest winters on record, is considered the Paul Hall Center's top curriculum for steward department Seafarers. It covered many topics, including fire fighting and basic safety training, various lessons in the galley labs, union education and meetings with SIU department representatives at the union's headquarters. Each student is expected to take what he has learned during the program and pass the information on to his fellow mariners aboard ship.

The educational session led by Leo Bonser was particularly informative to Donald Dwyer, who sails from Wilmington, Calif. Dwyer, 47, thanked the union for giving him the opportunity to attend the recertification program.

Gregory Johnson, 45, said it took him 20 years to get to this point in his life. Johnson, who joined the union in Jacksonville and now sails from Mobile, said it probably could have been done a little quicker if he had listened to the advice he then offered to the unlicensed apprentices in the audience; namely, think about where you came from and where you want to go. He advised them to have a goal and save their money, and then, jokingly added, "I need you to help pay my pension."

Susano Cortez, 47, joined the union in 1985. He began sailing as a messman on the American Hawaii Cruises ships and worked his way up to cook and now



Recertified stewards and SIU officials meet on stage after last month's membership meeting in Piney Point, Md. Pictured from the left are SIU Plans Administrator Lou Delma; SIU VP Atlantic Coast Joseph T. Soresi; Donald Dwyer; Douglas Hundshamer; SIU President Michael Sacco; Aliyah Lombard (wife of Warren Lombard); Warren Lombard (back); Susano Cortez (front); Gregory Johnson; SIU VP Contracts Augie Tellez; Don Nolan, VP Paul Hall Center for Maritime Training and Education; Tony Spain; and SIU Asst. VP Contracts George Tricker. Not pictured is Nee Tran, who had already headed out to catch a ship.



Warren Lombard (left) and Tony Spain (above) practice their culinary skills in the school's modern galley lab.

recertified steward, still sailing from the port of Honolulu.

He thanked everyone involved for giving him the opportunity to reach his goals. He told the trainees that when they go aboard a ship, they should work hard, ask questions, learn all they can—and be part of a team.

Shipping from the port of Brooklyn is Douglas Hundshamer. The 43-year-old recertified steward noted that it was a privilege to have had the opportunity to be part of the steward recertification program and thanked all the instructors and members who helped him along the way.

Warren Lombard, 47, began his seafaring career as a 1979 graduate from class 295 in Piney Point and has upgraded his skills six times since then. He thanked the union officials for their hard work on behalf of all seamen.

Lombard, who sails from the port of Mobile, directed the rest of his remarks to the unlicensed apprentices, telling them of when he first started sailing. "Back then [in 1978]," he noted, he was "lean and mean." He went aboard ship with the attitude of helping anyone and everybody. He was young and in good shape and never hesitated to help some of the older guys. They, in return, taught him a lot of things about sailing and shipboard life, skills he might never have learned if he had not

helped out. It turned out beneficial for all sides. "I learned a lot by helping others, and I'd like you guys to do the same thing," he concluded.

Last up to the podium was Tony Spain, who ships from the port of Norfolk, Va. Spain, 43, graduated from class 261 in 1978. Inspired by his father, who sailed for 20 years with the union, Spain said that when he started sailing, he knew it was the right fit for him. He has been at it for 24 years already, sailing 280 days every year since he started, including 18 years in Diego Garcia!

"The span of my career has taken me to many places near and

far—to diverse cultures and exotic lands," he stated. He started working in the deck department, but found it too cold. So he switched to the steward department and has sailed in every position within that department.

Spain expressed his gratitude to the SIU, its officers and staff members. "The union has allowed me to have a wonderful career doing something I like, and it has afforded me great opportunities and support over the last 24 years."

He encouraged the trainees to remember that "everything we do on the ship involves teamwork."

A Wife's Point of View



Warren and Aliyah Lombard

Following the presentation of certificates to the newly graduated recertified stewards, Aliyah Lombard, wife of Recertified Steward Warren Lombard, came to the microphone and expressed "a wife's side" of seafaring life. The mother of three said that the SIU has been good to her and to the families of its members and added that, while it is often a difficult life, the wives stand behind their husbands who go to sea. She urged Seafarers, as well as the unlicensed apprentices, to think of themselves as representatives not only of the union but also for their families. She recognized that it's easy to get distracted while at sea for months at a time, but advised them to take their jobs seriously and "show a lot of integrity."



'Short-Sea' Shipping Offers Many Benefits

Speakers Cite Merchant Marine's Importance, Reliability



U.S. Rep. Robert Menendez (D-N.J.)



Kvaerner Philadelphia Senior VP John Graykowski

Members of Congress and the administration, along with top management officials from the U.S. maritime industry, voiced passionate support for the U.S. Merchant Marine and the U.S.-flag fleet during the AFL-CIO Maritime Trades Department executive board meetings.

U.S. Reps. Robert Menendez (D-N.J.) and William Delahunt (D-Mass.), Maritime Administrator Capt. William Schubert, Horizon Lines President Charles Raymond and Kvaerner Philadelphia Shipyard Senior Vice President and General Counsel John Graykowski described how America benefits from a strong U.S. fleet. They cited the reliability and patriotism of U.S. citizen mariners and also noted the benefits of laws and regulations including the Maritime Security Program, the Jones Act, cargo preference and the Title XI shipbuilding loan guarantee program.

Several speakers also devoted much of their respective talks to "short-sea" shipping—a system which could relieve congestion

on the nation's highways while providing a substantial growth opportunity for the maritime industry.

"Congestion threatens our current transportation system," Menendez stated. "Major metropolitan areas like mine are seeing increasing freight traffic, especially on trucks, while automobile travel also increases. This is occurring even before projections of a doubling of our international trade take hold.

"I believe that waterborne transportation is a means to solve some of our growing highway and road congestion problems," Menendez continued. "Creating a stronger and more viable marine transportation network to move our goods won't create competition for goods movement by trucks or rail. Rather, our maritime transportation efforts can enhance and supplement our efforts to improve goods transportation on land."

Delahunt noted that his district includes abundant coastline—and crowded roads. "Our economic



Maritime Trades Department President Mike Sacco (left) greets Maritime Administrator Capt. William Schubert on the first day of the recent MTD executive board meetings.

growth will depend on an expanded coastal transportation system," he said. "For those of you who have visited Boston and traveled to Cape Cod, it's really a distance of maybe 70 miles. And on a busy summer weekend, it can take anywhere from three to four hours to [drive] there....

"The answer is an expanded coastal transportation system. We can't build anymore highways in Massachusetts. We're running out of space. They are clogged and they are congested. And I don't have to tell you, it's a lot cheaper building a boat than it is building a highway."

Delahunt pointed out that greater reliance on short-sea shipping also would boost national security by "expanding the supply of civilian maritime forces. It will mean more shipbuilding, more mariners, more longshoremen."

Schubert said the U.S. should look to Europe as a model for successful domestic shipping. "They move about 40 percent of that cargo going around the different European nations by water, and we need to do the same," Schubert declared. "Today in the United States, it costs \$32 million a mile just to add another lane of highways and by the year 2020 we're going to double and triple our trade. Now where are all these trucks going to go? We are not taking any business away from the truckers, but we won't be in a position to build our way out of congestion."

Raymond pointed out that America's domestic waterways system includes 12,000 navigable miles. "We've got a maritime highway and it doesn't cost any more money. It's expected that by the year 2010, there will be 10,000 more trucks per day on the I-95 corridor alone. Remember that corridor is the one that goes down through Massachusetts and New York and New Jersey, Philadelphia, down through Richmond, etc. That place is jammed. You try getting on I-95 today and get from one city to another and predict your time, you can't do it."

He also noted that the looming war underscores the ongoing need for a strong U.S. Merchant



U.S. Rep. William Delahunt (D-Mass.)



Horizon Lines President Charles Raymond

Marine. "We continue to resurrect a merchant fleet and call up workers to operate our aging ships in times of international conflict. This need is basic and of no different cause than ever before in our history. Specific surface and technical needs are the only things that have changed. We need better logistics overall, but the core need for people and for assets has not changed."

Graykowski, who formerly served as acting maritime administrator, pointed to Kvaerner Philadelphia as proof that U.S. shipbuilding can be revitalized. "There is nothing that would prevent our industry, the shipbuilding industry, from stepping forward and becoming a real player in the world shipbuilding market," he said. "Walk through and see what we've got up there. It rivals anything you would see in Northern Europe or in Korea, in terms of the type of robotics, and the way the whole blueprint has been designed with one thought in mind—maximize the efficient movement of materials and maximize the flow of materials in processing."

UFCW's Dority Sheds Light On Crucial Organizing Drive

American workers—union and unrepresented alike—are suffering from the downward pressure on wages and benefits exerted by the giant retail chain Wal-Mart, said the head of the United Food and Commercial Workers.

Doug Dority, whose union is attempting to organize Wal-Mart, told the other members of the MTD executive council that the U.S. "is the greatest consumer nation in the world because it was made that way by people in the labor movement. We negotiated a standard of living. We negotiated health insurance. We negotiated pension plans for people. And now companies like Wal-Mart,

and particularly Wal-Mart, are trying to take that away."

The UFCW president noted that Wal-Mart "has three times as many employees as any other private operation in this country. They are the biggest retailer in the world." But, at least in the U.S., employment at Wal-Mart apparently isn't a long-term proposition for many. "They have a total employment in this country of over a million people. And every year they turn over about 500,000 people," Dority stated.

No stranger to difficult organizing drives—40 years ago he organized the Virginia grocery



UFCW President Doug Dority

Continued on page 10



The AFL-CIO Maritime Trades Department consists of 29 affiliate unions (including the SIU) representing an estimated 7.5 million members. Those unions participate in 24 port maritime councils located throughout the U.S. and Canada. The articles on this page and page 9 are based on remarks presented Feb. 20-21 during the MTD executive board meeting in Bal Harbour, Fla.



AFL-CIO Leaders Sweeney, Trumka Stress Solidarity, Organizing, Politics

Top officials from the AFL-CIO, in addition to voicing their support of the U.S. maritime industry, urged MTD unions to pour their resources into organizing and political action. Federation President John Sweeney and Secretary-Treasurer Rich Trumka also told the MTD executive board that solidarity will remain fundamental to progress within the labor movement.

"Our organizing figures are up but our membership figures are down," Sweeney said. "We orga-

nized more members last year than we did the year before. Many unions are showing net membership increases, even at a time when unemployment is so high. Unfortunately, the AFL-CIO had a net loss of some 73,000 members last year. That net loss came about because our big manufacturing unions continue to lose members because of our disastrous trade policies, our lack of any sort of industrial policies and the rotten economy which has also hit the retail and hospitality sectors very hard."

Sweeney noted that a number of AFL-CIO affiliates recently formed an industrial union council that aims to boost organizing and "stop this hemorrhaging (of jobs), especially in the industrial sector. We're also revving up a more comprehensive Voice at Work campaign to expose the immoral and illegal tactics employers are using to thwart union drives and destroy the hopes of workers. I know many of the unions in this room support our efforts because of the efforts you are taking to organize mariners in the Gulf Coast region as one example."

He added, "If we can stand against brutality and tyranny in foreign countries then we can also stand against tyranny in our own workplaces. The freedom to form a union is a sacred right. And working together, we will demand that it be honored and protected."

"Our goal is to build a public outcry against employers that violate the spirit as well as the letter of our labor laws and build majority support in Congress [for] labor law reform."

Trumka asked the MTD affiliates to examine their respective organizing and political programs and identify what works and what needs improvement. He said that, because of the sizeable challenges facing America's working families, unions must maximize their resources.

"As brothers and sisters, the onslaught that faces us and the challenge that faces us and the threat that faces us is every bit as great today as it was following the Great Depression, if not more so," Trumka said, "because our enemies are more powerful. They are more sophisticated and they are more determined to rub us out because we are the last line of defense that [won't let] them take the field unabated, uncontrolled. Today, more than ever, we need solidarity, we need to be together, we need to act in unison, we need to prevent anybody and everybody from trying to peel us apart one by one for their own advantages."

He stated that workers and their unions also must succeed in their efforts to ensure corporate responsibility and fair treatment from legislators. "We have to change the way business is done, on Wall Street and in Washington. We've already seen the results of 'business as usual' when it comes to the tremendous loss of jobs in our industrial sector, and what it's done to the membership of our industrial unions. Nothing could be more important than reversing that trend."

Underscoring some of the problems, Trumka told the audience about his 83-year-old mother, who "lives on Social Security



AFL-CIO President John Sweeney

and one half of my dad's Mine Worker's pension. She doesn't end up at the end of the year with a lot of money. Yet, my mother paid more taxes last year than 53 percent of the corporations in America. My mother paid more taxes than many of the Fortune 500 companies. Is that not disgraceful? Isn't this a system that has stood on its head?"

Citing another regrettable example, Trumka noted that Bethlehem Steel recently "moved to renege on pension and health retiree benefits for 95,000 retirees. Think about that: 95,000 people who did everything that was asked from them. They worked hard. They produced millions, billions of dollars in profit and they were given two promises—you get a pension and you get health care. Well, Bethlehem reneged on both of those. That demonstrates that we have more to worry about than just the wholesale changes from defined benefit to defined contribution, pension plans and the stock market damage to 401Ks."



MTD President Mike Sacco (left) welcomes AFL-CIO Secretary-Treasurer Rich Trumka

The Case for ANWR Young, Murkowski Deliver Strong Points for Exploring Coastal Plain

Two powerful voices offered compelling reasons why the U.S. should open the coastal plain of the Arctic National Wildlife Refuge (ANWR) for safe oil exploration.

U.S. Rep. Don Young (R-Alaska) and Alaska Governor Frank Murkowski told the MTD executive board that ANWR exploration potentially offers substantial benefits for the entire nation.

"If we get ANWR, we will have, in fact, developed more merchant marine jobs than any other time in the last 25 years, ever since we built the pipeline," stated Young, who chairs the House Resources Committee as well as the Committee on Transportation and Infrastructure.

Young said that ANWR exploration would not impact the "pristine area in Alaska. We have 147 million acres now that are still pristine and will always be pristine—and we're talking about 2,000 acres (for potential exploration, all of it essentially and arctic desert). That will deliver us 1 million barrels of oil for the next hundred years. That's the same amount of oil we're buying from Saddam Hussein right now. And the idea that we're thinking that we can't drill there, yet people will say, 'All right, we'll go there and take the oil from Iraq,' is ridiculous."

Young added, "As our economy grows, we've got to have a good transportation system in place. Because without that, the economy will not grow and all those programs that everybody talks about—Social Security, prescription drugs, education—none

of them can succeed because the economy shrivels."

Murkowski credited MTD (and SIU) President Mike Sacco for his work in the ANWR campaign. "Mike has, over an extended period of time, guided the efforts of the maritime trades towards realities of job creation and opportunities for membership. That's what this issue is all about. Jobs for Americans. Jobs here in the United States. Good-paying jobs—and I don't think there's anybody that's been more open and committed to developing the Arctic coastal plain than Mike."

The former U.S. senator cited the support of many Alaska citizens who favor ANWR exploration. He also highlighted some enlightening statistics about America's energy use. "We're importing over 63 percent of the total supply of oil that we consume. That's over 10 million barrels a day that we're bringing from outside the United States.... We're exporting more than \$125 billion of our U.S. economy to strengthen other economies where we are purchasing this oil. And who are they? Iraq, Saudi Arabia, Kuwait.... So we simply have to act now and a comprehensive ANWR legislation, which is pending, to secure an affordable, reliable supply of energy for this country is certainly in the national interest. It may contain up to 16 billion barrels of oil. That would be enough to offset what we import from Saudi Arabia over the next 30 years."

Murkowski continued, "When you really think about it, these are jobs building new ships. These



U.S. Rep. Don Young (R-Alaska)



Alaska Governor Frank Murkowski

are jobs crewing new ships built in U.S. yards with U.S. crews. We shouldn't be shy about this because we're talking about using it to the advantage of the country. ANWR will create good-paying jobs. It will reduce our dependence on foreign imported oil and create revenue for the federal government. Now I ask you, what's wrong with that kind of formula? It's a winner all the way."

He concluded that exploration of the coastal plain will be safe. "We love this land and we're going to protect it. I wouldn't be here if science hasn't convinced me that opening ANWR can be done safely."

Donating to IAFF '9/11' Fund



On behalf of crew members from the *ms Patriot* and the *Independence*, MTD President Mike Sacco (left) presents a \$25,000 check to International Association of Fire Fighters President Harold Schaitberger during the MTD executive board meetings. The check goes to the New York Firefighters 9/11 Disaster Relief Fund. Crew members from the two cruise ships unanimously voted to donate all of their crew funds (totaling \$50,000) to the IAFF fund and the New York State Fraternal Order of Police (FOP) Foundation. The FOP check was presented late last year.

LNG Crews Aid the Needy

Seafarers and officers aboard Pronav's LNG vessels historically have provided charitable assistance to poor and needy populations near ports of call where they anchor.

Members of the SIU and American Maritime Officers (AMO) aboard three LNG vessels on Feb. 12 were recognized for their humanitarian efforts and continued support of the local people who live near the port of Bontang in Borneo, Indonesia. According to Chief Mate John Gomard, an SIU hawsepiper aboard the *LNG Virgo*, SIU and AMO members from the *LNG Capricorn*, *LNG Taurus* and his vessel collected donations totaling \$3,300 for dispersal to the people of Borneo. The funds are being distributed to assist rural schools, public health centers and

to provide food and clothing for the poor.

Gomard represented the crews from the three vessels at a ceremony which took place at a local public health center where food packages would be distributed. It was followed by a visit to a local school where previous donations had been sent.

"When I arrived (at the health center), it was amazing to see hundreds of people gathered ... clinic doctors, nurses, local people, a news spokesperson and lots of children," Gomard said, "I couldn't help but notice that many of the children were wearing Osama bin Laden T-shirts."

Shortly after his arrival, he toured the facilities. "I had the pleasure of handing out about 150 food packages to the poor and needy," Gomard said. "Each bag

contained about 4½ pounds of rice, 1¼ pounds of sugar, three bags of noodles, one quart of cooking oil and meat from sacrificed livestock. The people all were very thankful and the children were all smiles. It was a great feeling to know that we (crew members from the LNG vessels) were helping those who had so very little."

After talking with doctors, nurses, some of the locals at the facility and playing soccer with the children, Gomard was off to see the school, located some 18 miles from town.

Following an eventful journey—which among other things included getting their vehicle stuck in the mud on a dirt road—Gomard and his guide arrived at the school. They were greeted both by teachers and children; no classes were in session because it was a holiday.

"They showed me the desks, books and supplies that crew members from the ships had helped to provide and gave me a tour of the school and classrooms," Gomard said. "The school was not much to look at in contrast to our schools back home, but it was a school nonetheless. Who knows what will blossom in the students' young minds."

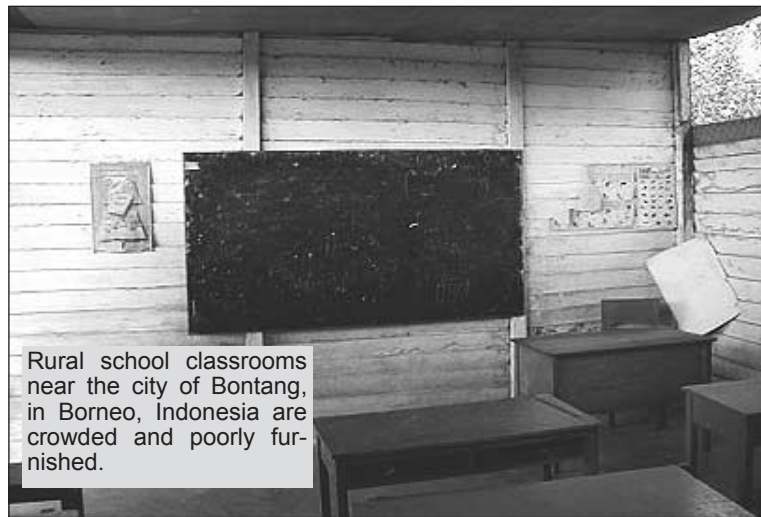
The former Seafarer concluded, "As I left the school and waved goodbye to the teachers and small group of children, I felt very proud to have represented the LNG ships and their combined and continuing humanitarian aid. It was rewarding to have seen some of the many people that were helped."



Chief Mate John Gomard, an SIU hawsepiper aboard the *LNG Virgo*, gives a food package to a needy elderly citizen in Borneo, Indonesia. Gomard helped local officials distribute the packages—each of which contained rice, sugar, noodles, cooking oil and meat—during a ceremony to honor LNG vessel crew members for their humanitarian deeds.



Chief Mate John Gomard, center, kneeling, places leaves and sticks under the wheels of a stuck vehicle in hopes of resuming his journey. Gomard and his party were en route to a rural school near the port of Bontang, Indonesia for a visit and tour.



Rural school classrooms near the city of Bontang, in Borneo, Indonesia are crowded and poorly furnished.

Dority Stresses Organizing

Continued from page 8

store where he was working as a clerk—Dority explained that Wal-Mart today "is setting a different kind of standard. Years ago, some of the biggest employers used to be leaders. They were usually the leaders because they were organized. You look back at General Motors when they were the leading company in this country. The people at General Motors make good money. And they make good money because of the United Auto Workers. They set a (fair) standard, and other people moved toward that standard."

Now, Wal-Mart's size and influence makes it an essential organizing target. "They're such a trend setter that there's no question they're going to define the wages in the retail food industry," Dority said. "They're going to define the health benefits. They're going to define the pension benefits. They're going to define the whole standard for the food industry and that's our problem."

He added that despite its reputation as a discount operation, Wal-Mart has been quite profitable for its owners. While the average Wal-Mart wage is \$7.62 an hour, the UFCW president stated, and only a third of the employees have health insurance (for which they pay anywhere from \$113 to \$230 out of their

paycheck), five of the world's 10 richest people are Wal-Mart heirs.

"What we see in our own negotiations in the food industry," he continued, "is the employers come in and say Wal-Mart is such stiff competition that we have to push our wages down. We have to have cuts in our health and welfare. We can't continue to do this pension thing. We can't continue to pay people overtime. We can't continue to give them premium pay on Sunday. We can't continue to have any restrictions in the contract where people only do work in their particular department or whatever. We can't have any of those things. And those things are going to have a severe impact on our members. But Wal-Mart is doing something else because corporate America follows the lead. We're going to have a situation where other employers are saying, Hey, we need to operate the same way Wal-Mart does."

Dority urged union members to shop at union stores. "But if they can't shop at a union store and they have to go into Wal-Mart then we want you to go in as proud union members and wearing your jackets and wearing your hats and wearing your T-shirts that have something about the union. We want union members to go in and talk to people at Wal-Mart about their union—what the benefits of their union are."



Days after UFCW President Doug Dority urged fellow trade unionists to support the organizing campaign at Wal-Mart, officials from the SIU-affiliated United Industrial Workers in Columbus, Ohio demonstrated at a store there. Pictured at the rally in Columbus are (from left) UFCW Local 1059 President Becky Berroyer, UIW Asst. VP Bob Love, UIW VP Great Lakes Bill Ellis, and Local 1059 Secretary-Treasurer Greg Behnke.



An Indonesian youth is all smiles as he receives a food bag from John Gomard.

Union Reaches Agreement On MSC Carpenter Duties

After months of negotiations regarding the carpenter position aboard certain Military Sealift Command (MSC) vessels and the related duties that CIVMARS will perform, the union's Government Services Division has reached a final settlement with MSC. The grievance was filed after several members notified the union that they were performing traditional carpenter work (i.e., replacing wood decks, building cabinets, maintaining the carpenter shop, etc.) while being paid the lesser able-bodied seaman rate of pay. The union filed grievances seeking compensation at the appropriate ships' carpenter rate of pay.

The matter became further complicated when MSC issued manning scale revisions in 2002. This change eliminated the carpenter position from West Coast vessels and incorporated the traditional carpenter duties into normal routine maintenance duties

for the AB(M) position.

When the manning change occurred, the union filed a request to negotiate the impact and implementation of the manning scale changes. The union's effort to negotiate and resolve the grievance has resulted in a Memorandum of Agreement between the parties. This Memorandum contains the following provisions:

- All grievances are settled through the Memorandum of Agreement and the grievants received cash awards as compensation for pay they were denied for performing carpenter work.
- All West Coast carpenters will retain their permanent title, pay rate and status of CPO until such time as they are either promoted/demoted or no longer employed by MSC. CIVMARS doing this work may be assigned AB work as well.
- On those ships currently

assigning residual carpenter duties (oiler vessels known as AOs, ammo ships known as AEs, and fast combat support ships known as AOE's), MSC agrees to assign an additional boatswain mate, at the appropriate rate of pay, whose job it will be to perform any carpenter duties.

● On those ships not designated to carry an additional boatswain mate, (East Coast only) an AB(M) assigned to perform finished or rough carpenter work shall be paid the applicable penalty rate.

The union believes this settlement justly compensates our members. The Memorandum of Agreement protects MSC CIVMARS and clarifies this issue for those who are called upon to perform shipboard carpenter duties.

Additionally, the union strongly encourages all CIVMARS who have been performing these duties to make application for promotion to boatswain mate if they wish to continue performing these duties. If there are any questions on this matter, please contact your Government Services union representatives.

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

COURIER (Intrepid Ship Mgmt.), Jan. 18—Chairman **David M. Graves**, Secretary **Rudolph D. Shields Jr.**, Educational Director **Jorge A. Turcios**. Chairman announced payoff Jan. 21 in Carteret, N.J., but no shore leave available. Educational director talked about taking advantage of facilities at Paul Hall Center in Piney Point, Md. for upgrading skills and education. Some disputed OT reported in engine department. Recommendation made for contracts department to look into improving medical and dental coverage for dependents. Crew also requested e-mail privileges, video cassette rewinder and new movies.

GOPHER STATE (IUM), Jan. 16—Chairman **Nathaniel Leary**, Deck Delegate **Jeff P. Stuart**. Chairman announced vessel leaving Guam for Southampton, England Feb. 1. He asked that crew continue good job of separating plastic items from regular trash. Everyone advised to keep z-cards and other shipping documents up to date and continue advancing skills at Paul Hall Center. No beefs or disputed OT reported. Recommendation made for members to get day off after every 30 days, as was in previous contract.

GREEN DALE (Waterman Steamship Corp.), Jan. 6—Chairman **David N. Martz**, Secretary **Charles E. Curley**, Engine Delegate **Joseph G. Krajnik**, Steward Delegate **Teresito O. Reyes**. Chairman read minutes from last meeting, including list of needed repairs. He stressed importance of separating plastic items from regular garbage and asked that everyone do his part. Crew members were asked to keep noise down in passageways and to be careful when going into car decks. Flashlights should be taken since there is no emergency lighting there. No beefs or disputed OT reported. Suggestion made for reduction in sea time needed for retirement and to bring all companies under one standard agreement. Recommendation also made for adding more unlicensed positions on board. Ship headed to Persian Gulf and will return to Baltimore March 12.

INDUSTRIAL CHALLENGER (Pacific Gulf Marine, Inc.), Jan. 25—Chairman **Kyle F. Schultz**, Secretary **Edward J. O'Reilly**, Steward Delegate **Mailli W. Seegers**. Chairman spoke about fax received from Seafarers Appeals Board regarding war zone pay and hazardous cargo pay. He also noted crew is waiting for TV antenna and availability of e-mail. Educational director urged crew members to upgrade skills at Piney Point. No beefs or disputed OT reported; deck delegate requested clarification on moving cargo. Requests from crew included repair of air conditioner, purchase of eye wash stations and first aid kits as well as a water cooler and short wave radio. Fans are coming aboard in next port, Norfolk, Va.

INTEGRITY (Maritrans), Jan. 29—Chairman **Lonnie J. Porchea**, Secretary **Grant H. Armstead**, Educational Director

Erik Bradshaw, Deck Delegate **Rodney S. Roberson**, Engine Delegate **Michael T. Joel**, Steward Delegate **Hazel Johnson Jr.**. Chairman advised crew members that due to recent military build-up, seafarers can extend tours of duty. He mentioned that in some U.S. ports, crews are restricted to ship without compensation. Secretary stated that vessel is due in Delaware City Jan. 30. Payoff will take place upon arrival, and fresh milk will be loaded at that time. Educational director reminded everyone to take advantage of upgrading facilities at Paul Hall Center. No beefs or disputed OT reported. Clarification requested on penalty pay for deck gang working on deck under certain conditions. Request made for new carpet and drapes in mess hall. Vote of thanks given to steward department for good service and food preparation.

INTEGRITY (USSM), Jan. 11—Chairman **Eddy E. Stwaerd**, Secretary **Douglas A. Hundsamer**, Educational Director **Peter G. Murtaugh**, Deck Delegate **Alex Nicholson**, Engine Delegate **Carlos Bonafont**, Steward Delegate **Jorge Ellis**. Chairman announced payoff upon arrival Jan. 12 in Port Elizabeth, N.J. Departing crew members should be ready to go. Educational director encouraged everyone to attend upgrading courses at Piney Point. No beefs or disputed OT reported.

LIBERATOR (USSM), Jan. 6—Chairman **Abdulla R. Alwaseem**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Abdul H. Mohamed**. Chairman announced payoff Jan. 8 in Los Angeles. Secretary reported good trip, and educational director stressed importance of contributing to SPAD and of checking expiration dates on all documents necessary for shipping. Treasurer stated \$70 in movie fund. No beefs or disputed OT reported. Deck delegate requested clarification on wages for extra work done when crew member is injured. Steward delegate asked everyone to chip in and help keep lounge area clean. Request made for new chairs for crew rooms. Steward department given vote of thanks for good meals.

MAERSK COLORADO (Maersk Lines Ltd.), Jan. 19—Chairman **Juan Castillo**, Secretary **Michael M. Amador**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **Dirk W. Adams**, Steward Delegate **Carlos Sierra**. Chairman informed crew of payoff Jan. 23 in Algeciras, Spain; talked about the reflagging of the vessel; and wished everyone a pleasant trip home. Secretary stated \$1,300 in ship's fund. Educational director advised crew members of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Chairman thanked everyone for jobs well done and expressed sorrow at loss of *Maersk Colorado*—"one of the finest ships around." It is being replaced by a newer ship.

MAJ. STEPHEN W. PLESS (Waterman Steamship Corp.), Jan. 14—Chairman **Robert E. Ha-good**, Educational Director **Luis A. Soto Amadeo**, Deck Delegate **Darryl Brice**, Engine Delegate **Brian W. Monnerjahn**, Steward Delegate **Linda L. McPhetridge**. Chairman announced vessel to arrive Jan. 15 in Augusta Bay, Sicily. It will remain at pier for one hour—just long enough to pick up U.S. Marines and their gear and for reliefs to board. It will then sail in convoy for Suez Canal and then on to Kuwait City. Treasurer announced \$100 in ship's fund. Donations are being accepted. No beefs or disputed OT reported. Members were reminded that any negotiated changes in contract with company should go through SIU contracts department.

MARINE COLUMBIA (ATC), Jan. 23—Chairman **Gregory L. Hamilton**, Secretary **Mark S. Scardino**, Educational Director **Wayne E. Naysnerski**. Chairman talked about recycling effort and of separate bins for plastic and paper. Vessel also collecting aluminum cans for Boy Scouts in Ferndale, Wash. Memo from ATC received and read regarding remaining on ship until reliefs come aboard. Treasurer stated \$2,522 in ship's fund. No beefs or disputed OT reported. Bosun will purchase new DVDs, TV and X-Box. Next ports: Valdez, Alaska; Long Beach, Calif.

OVERSEAS NEW YORK (ATC), Jan. 26—Chairman **Chris Kicey**, Secretary **Nancy Heyden**, Educational Director **Edward Self**, Deck Delegate **Richard R. Grubbs**, Engine Delegate **Dennis S. Riley**, Steward Delegate **Randy Proctor**. Chairman announced vessel stopping in Ferndale, Wash. for 14 hours and then heading to Martinez, Calif. Rough weather expected southbound. He stated deck department is proceeding with painting of shower decks. Anyone wanting shower deck painted should clean it first and then tell bosun. Steward thanked crew for helping keep common areas clean (and asked that they try a little harder in laundry room). Educational director urged crew members to support job security through SPAD and upgrade at Piney Point whenever possible. Bosun, steward and chief pumpman received vetting books. After they read information, they will pass it on to rest of crew to be prepared for vetting. No beefs or disputed OT reported. New chairs ordered for crew mess hall. Clarification requested from headquarters on length of tours for group 3 members. Vote of thanks given to steward department and to bosun.

PATRIOT (USSM), Jan. 25—Chairman **Mohamed S. Ahmed**, Secretary **Michael R. Fields**, Educational Director **Lane A. Schroeder**, Deck Delegate **Rodriguez C. Gonzales**. Chairman thanked crew for good job in spite of weather. He announced payoff Jan. 27 in Long Beach, Calif. and advised crew not to depart until reliefs are aboard. No beefs or disputed OT reported. Letter from VP Contracts Augie Tellez read clarifying questions about sea time and confirming that company must provide required uniforms. Recommendation made for contracts department to look into reducing time needed for pension and increase pension benefits. Thanks given to steward department for keeping ship clean and for excellent cuisine. After Long Beach, ship heading to Oakland, Calif. and Yokohama, Japan.

RICHARD G. MATTHIESEN (Ocean Ships, Inc.), Jan. 3—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational

Director **Kelly L. Mayo**, Deck Delegate **Frederick C. Meier**, Engine Delegate **Mario Delacruz**. Chairman announced vessel has gone 890 days without accident or injury and that in 17-year history of Ocean Ships, Inc. (OSI), this has never been done before. He also stated that four OSI ships have been purchased by U.S. government as of Jan. 15. This ship will change hull name to *USNS Richard G. Matthiesen*. Secretary said 90-day stores will be taken aboard on arrival in port of payoff, Brisbane, Australia. Educational director advised crew members

Egan, Steward Delegate **William Bryley**. Chairman announced first payoff of year—Jan. 8—upon arrival in Tacoma, Wash. Reliefs were ordered for day off. Secretary asked that everyone tidy up rooms and leave fresh linen for next person. He said that as a courtesy, steward department serves meals 10 minutes before serving hour for watchstanders. He asked that the courtesy be returned by coming to meals on time. Educational director reminded crew members to upgrade at Paul Hall Center, keep all merchant mariners' documents up to date, and contribute to

Security on the West Coast



As part of an effort to beef up security in the nation's ports, members of the LAPD Labor Relations Division got a good look at the Los Angeles waterfront. While they were there, SIU Wilmington Patrolman Jeff Turkus (third from left) gave them a tour of the *Liberator*, a USSM vessel.

upgrading at Paul Hall Center contact school at least two weeks in advance if wishing to be reimbursed for travel expenses. Treasurer stated \$1,500 in ship's fund. No beefs or disputed OT reported. Suggestion made that dependents of seafarers working for OSI get optical, dental and prescription benefits. All members asked to sign out DVDs when taking them from bridge. Bosun stated that ship will be at anchor for two weeks in Australia and everyone must conserve water while on the hook. Vote of thanks given to Steward **Ray Jones** and his department for outstanding holiday meals. Ship heading to McMurdo Station in Antarctica in February.

SEALAND COMMITMENT (USSM), Jan. 5—Chairman **Frank Lyle**, Secretary **Jerome Jordan**, Educational Director **Michael A. Scinto**, Engine Delegate **Moses A. Adegunwa**. Chairman announced payoff Jan. 12 in Houston. He thanked all hands for helping keep vessel clean. Educational director urged crew members to upgrade at Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks for job well done.

SEALAND PRIDE (USSM), Jan. 7—Chairman **Jessie L. Thomas Jr.**, Secretary **James H. Rider**, Educational Director **Christos Tsipliareles**, Deck Delegate **Raygene E. Banks**, Engine Delegate **Darryl S. White**, Steward Delegate **Ruben Padilla**. Bosun announced arrival Jan. 8 in Houston. Payoff to take place following morning. He stated that with current tensions around world, shipping appears to be picking up. No beefs or disputed OT reported. On behalf of entire crew, bosun thanked steward department for delicious Christmas and New Year's meals and for job well done.

SPIRIT (CSX Lines), Jan. 5—Chairman **Gregory A. Agren**, Secretary **Scott A. Opsahl**, Educational Director **Roger M. Wasserman**, Deck Delegate **G.B. Carter**, Engine Delegate **Joseph**

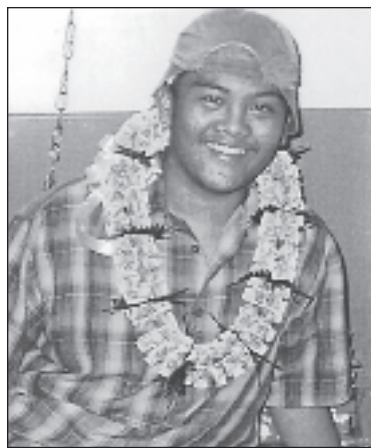
SPAD. Treasurer stated four DVDs purchased last trip, leaving \$190 in movie fund. No beefs or disputed OT reported. Suggestion made for 5 percent increase in base wage for crew since workers are not offered to turn to for OT every day. Damaged TV was returned for new one at no charge. Chairman will ask captain if video shelf partition can be built in crew mess/lounge. Vote of thanks given to steward department for job well done, especially holiday meals.

INNOVATOR (USSM), Feb. 2—Chairman **Mauro G. Gutierrez**, Secretary **Jose M. Bayani**, Educational Director **David Gordius**, Deck Delegate **James D. Morgan**, Steward Delegate **Benedict N. Opaon**. Chairman announced payoff Feb. 6 upon arrival in Los Angeles. He praised steward department for good food and great weekly cookouts and reported very pleasant voyage. Secretary thanked chairman and all ABs and engine department members for helping keep ship clean. Two unlicensed apprentices on board this trip—one in engine department and one in steward department. Both doing good jobs. Educational director talked about taking advantage of upgrading opportunities at Paul Hall Center. Clarification of OT requested by steward delegate. Request made for new water fountain in gym on 03 level.

OVERSEAS HARRIETTE (OSG), Feb. 2—Chairman **Michael Hester**, Secretary **George Quinn**, Deck Delegate **Floyd Patterson**, Engine Delegate **William E. Marino**, Steward Delegate **Aquilino Fernandez**. Chairman reported smooth voyage with very personable crew. Payoff scheduled Feb. 5 in New Orleans. Ship then heading to Maputo, East Africa. All departments reported everything running well. Recommendation made to have contracts department look into increasing pension benefits and decreasing sea time needed. Also suggested having union work with company to bring about allotment change or institute direct deposit system.



Chief Steward Patrick D. Helton (center) and members of the Waterman Steamship Corp.'s Pfc Eugene A. Obregon relief team take a break as the vessel transits the Suez Canal on its way back from a download in Kuwait. From the left are Carlo Rosales, Jessie Burnett, Helton, Ahmed Elshabassy and Durlas Ruiz.



Congratulations to Troy Laureta, the 14-year-old son of Recertified Steward Joseph Laureta. Troy was the first place winner in a recent high school musical competition in Hawaii. Accompanying himself with just a piano, Troy performed a song he wrote entitled, "Where Were You?" and blew the quiet audience into a fiery applause. In mid-May, he will enter a state competition. His proud father, Joseph, has been an SIU member for nearly 19 years.



Matthew D. Smith, who sails on the Great Lakes, has everything under control as he shows off his baby daughter, Elise Katharine, born Jan. 23.

Even while Seafarers answer the call for Operation Enduring Freedom and the looming war with Iraq, SIU members and representatives around the world also remain involved with other important activities. Upgrading, recruiting, community service, learning about foreign cultures, welcoming new family members and memorializing old ones—all of these actions are part of the routine in the SIU.

Of course, and especially lately, nothing has taken precedence over providing skilled, dependable sealift for U.S. forces overseas. The massive activation which started early this year has involved all types of military support ships, and well-trained, loyal SIU members from coast to coast dutifully have answered

the call.

Such service is nothing new. From its earliest days, the SIU has delivered the goods wherever and whenever needed—fulfilling its role as a key part of America's fourth arm of defense.

Never was this more evident than during World War II, when the U.S. Merchant Marine (including thousands of Seafarers), despite enduring a casualty rate second only to the Marine Corps, carried the troops and ammunition and other supplies that helped make victory possible. As Gen. Dwight D. Eisenhower put it in May 1944, "When final victory is ours, there is no organization that will share its credit more deservedly than the Merchant Marine."



Odyssey Maritime Discovery Center in Seattle, Wash. recently held a "Maritime Career Day," which brought more than 1,000 attendees to learn about different job options in the maritime profession (photo above). Trebion Dixon (seated at right), SIU patrolman in Tacoma, staffed a booth, explaining the role of the merchant marine. This was the fifth year that Odyssey Maritime Discovery Center has held its career day, which was given "two thumbs up" by the students, teachers and counselors in attendance.



Around the World Wit



This photo of Bosun Raymond "Skip" Yager, taken Nov. 23, 2002 during a trip ashore from the Sea-Land Explorer, may well be his last. He passed away in early December aboard the ship, bound from Long Beach to Oakland, Calif. Pictured are (from left) AB Frank Cammuso, Electrician Jimmie Robles, Yager, AB Bill Horton, 3rd Engineer Thomas McKenzie and QMED Horst Baetzer.

In many a shipboard discussion with Gregory M. Tylawsky, captain aboard the Sea-Land Explorer, Yager had said he would like his final voyage to be out on San Francisco Bay—not a somber occasion, but a real salty Irish wake to celebrate his life.

Those wishes were carried out Jan. 4, where, with a burial ceremony performed by Capt. "OB" O'Brien, his ashes were scattered in a cove near the Golden Gate Bridge.

Seafarers continue to take advantage of the upgrading benefits available to them at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. These students are part of the CBRD (chemical, biological and radiological defense) class that graduated last November. From the left are Kris Piper, Stan Beck (instructor), Chris Sykes (in the suit), Velicia Williams and Charles Miller.

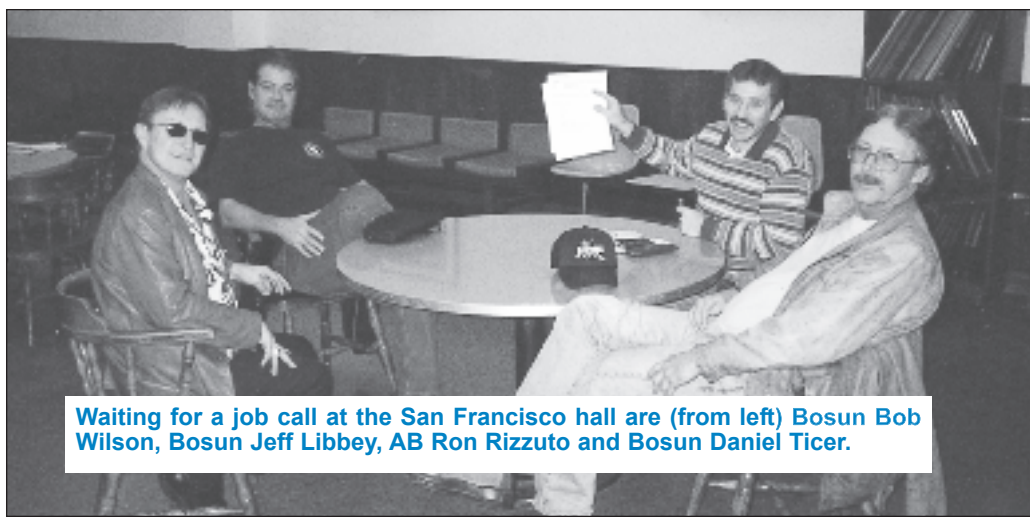


QMED Michael Rueter, a strong union supporter, recently worked aboard the 1st Lt. Jack Lummus, his Labor Council T-shirt at the SIU hall in Guam photo, he helps replace lights in the Red Cross headquarters building, an old facility in need of much repair.

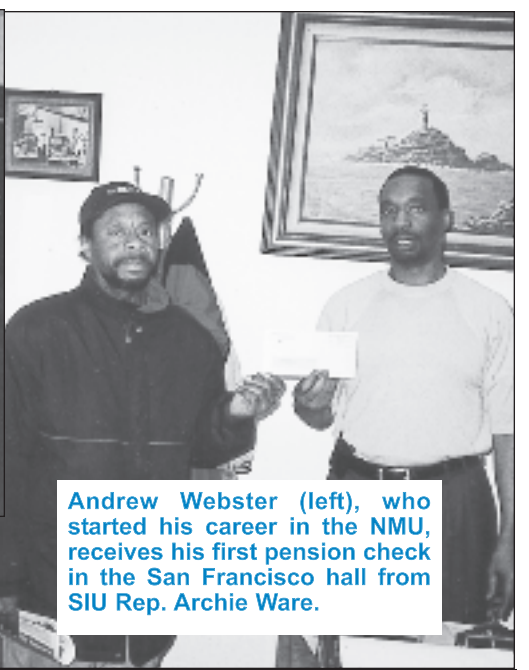
AB Michael McErlean (below right), was waiting to reclaim his job aboard the USNS Dahl when a typhoon hit the island of Guam. Here, he volunteers his time with the Red Cross to pick up trash. With him is Jerry Sirk, the AFL-CIO representative to the Red Cross, who was sent to Guam to assist with typhoon damage and recovery.



SA Therese Pinaula d union hall in Guam to vacation. She just g Gopher State.



Waiting for a job call at the San Francisco hall are (from left) Bosun Bob Wilson, Bosun Jeff Libbey, AB Ron Rizzuto and Bosun Daniel Ticer.



Andrew Webster (left), who started his career in the NMU, receives his first pension check in the San Francisco hall from SIU Rep. Archie Ware.



Donna More is a steward aboard the USNS Cape Girardeau, a Ready Reserve Force ship.

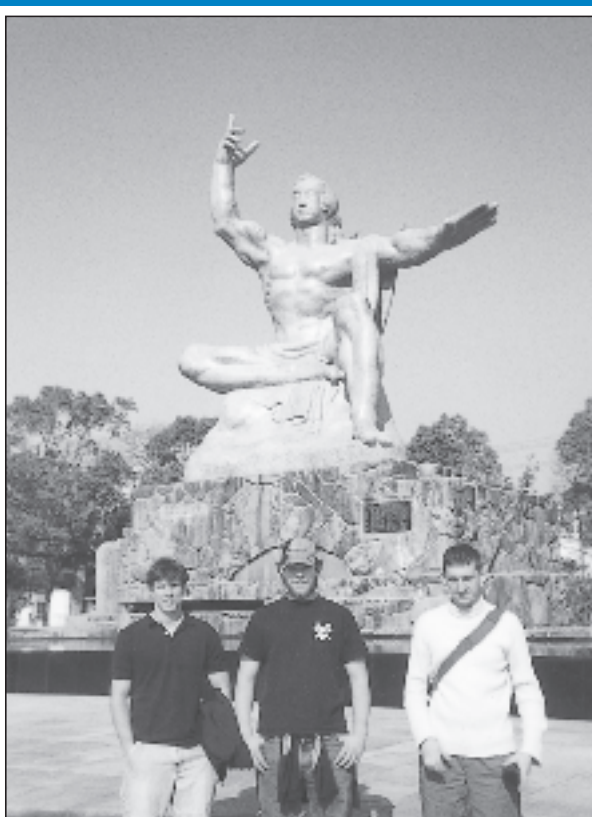


Steward Donna Taylor works in the galley aboard the USNS Cape Borda, an American Ship Management vessel.



Crew members attend a union meeting aboard the Seabulk Pride, which was recently in San Francisco.

e SIU



With time for a side trip to Peace Park in Nagasaki, Japan, these crew members from aboard the *Montauk*, a T-1 chartered tanker, are (from left) AB Kevin Piotrowski, DEU Zach Sullivan and AB Cezary Poninski.



The crew of the tug *Enterprise* recently flew to Mexico for a crew change. From the left are AB Donald Willis, Chief Eng. Ottis Howerin, Cook Fay Perez, Asst. Eng. Tim Wilkins, Chief Mate David Ellis, AB David Lupton, Captain Gary Robson, OS Cameron Peterson and Cargo Mate Rich Butrim.



After a meeting on the *Innovator*, this photo was snapped by AB Bill Burke. Seated from the left are Chief Electrician David Gordius, UA Melvin Kennedy, UA Christopher Samuel, GUDE Muthana Koraish, BR Fernando Onativia, AB Norm Taylor, Chief Cook Benedict Opaon and AB Ahmed Baabbad.

Standing from left are QMED Mark Savage, Bosun Mauro Gutierrez and Steward/Baker Pepe Bayani.



AT PINEY POINT

As many Seafarers, pensioners and their families already have discovered, the Paul Hall Center for Maritime Training and Education in Piney Point, Md. offers just about everything one could possibly want to make a memorable summer vacation—and at a great value!

Each summer, the center opens its doors to vacationing Seafarers and their families. For up to two weeks, SIU members and their families can enjoy a dream vacation of their own, spending their hard-earned time off in an excellent location.

The facility offers affordable accommodations and three meals a day plus a health spa, tennis courts, sailboats, Olympic-sized swimming pool, a maritime museum and beautifully landscaped grounds.

There also are plenty of opportunities for fishing, boating, jogging and sunbathing at nearby beaches.

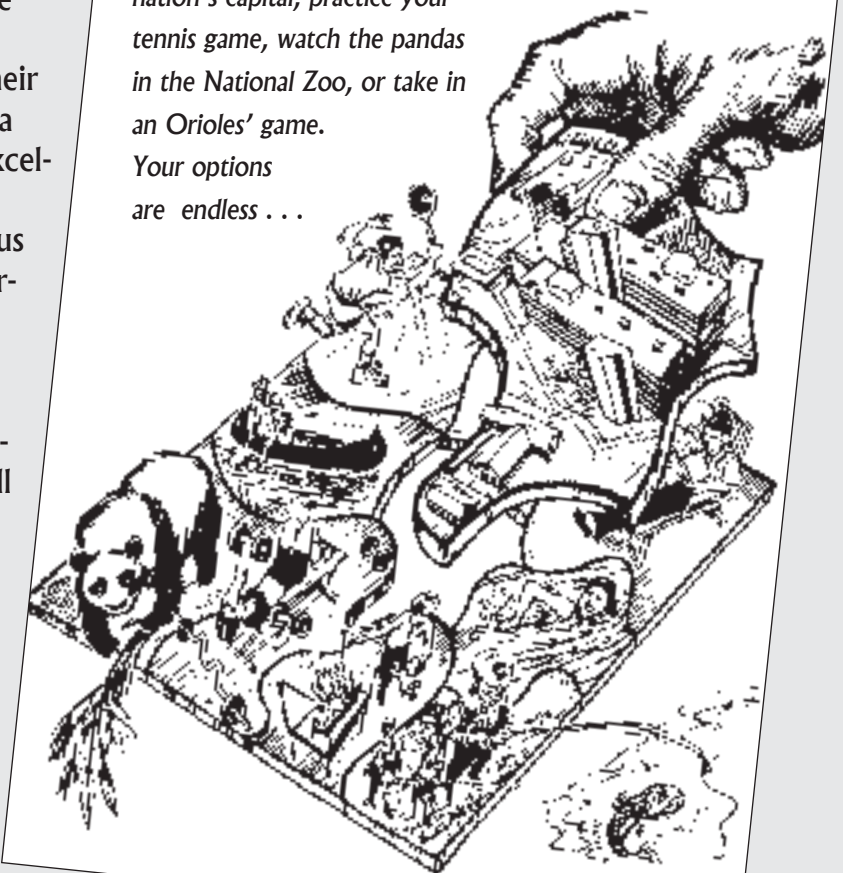
The summer months in Southern Maryland are filled with festivals, celebrations, fairs and craft shows. And that doesn't even begin to mention all the museums, historic sites, baseball games and other activities in Washington, D.C., Alexandria and Arlington, Va. and Baltimore and Annapolis, Md.—all within an easy hour-and-a-half drive from Piney Point.

If you missed out on this vacation benefit in past years, start a new tradition this summer . . . in Piney Point. With so much to do, it's a good bet that everyone in your family will love it and want to keep coming back.

The first step is to decide when you want to arrive. Then, fill out the reservation form below and mail it to the Paul Hall Center.

That's all there is to it. Happy vacation!

. . . do some sightseeing in the nation's capital, practice your tennis game, watch the pandas in the National Zoo, or take in an Orioles' game. Your options are endless . . .



PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
(Stay is limited to a maximum of two weeks)

Date of departure: _____

4/03

Send this completed application to the Seafarers Training & Recreation Center, P.O. Box 75, Piney Point, MD 20674-0075.

UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center is limited to two weeks per family.

Member	\$40.00/day
Spouse	\$10.00/day
Child	\$10.00/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals but do not include tax.

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 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	0	3	1	0	3	1	3	0	1
Baltimore	2	2	3	1	3	1	2	5	2	3
Guam	0	3	0	0	0	1	1	0	3	0
Honolulu	4	3	0	8	6	0	2	17	13	0
Houston	20	13	15	12	8	7	5	46	19	31
Jacksonville	25	19	12	18	13	3	9	58	27	16
Mobile	8	1	8	8	2	6	3	13	6	9
New Orleans	6	8	8	9	4	4	5	20	15	14
New York	26	14	11	19	10	7	9	44	25	30
Norfolk	13	7	12	8	6	11	3	20	20	5
Philadelphia	5	1	2	2	2	1	1	5	4	1
Piney Point	0	2	15	0	7	7	2	0	6	8
Puerto Rico	6	6	2	3	5	0	4	15	6	2
San Francisco	14	4	3	15	3	1	4	21	6	3
St. Louis	1	0	7	1	0	6	0	0	0	6
Tacoma	22	11	15	20	14	13	16	50	20	18
Wilmington	15	18	12	13	7	4	14	38	29	20
Totals	170	112	128	138	90	75	81	355	201	167
ENGINE DEPARTMENT										
Algonac	0	0	1	0	0	0	0	0	0	2
Baltimore	2	3	1	1	2	0	1	4	3	2
Guam	0	4	2	0	2	3	0	0	2	1
Honolulu	6	4	0	4	3	1	3	7	8	1
Houston	17	4	7	4	3	1	2	23	11	12
Jacksonville	20	12	2	15	11	3	8	35	25	9
Mobile	5	1	4	2	3	1	0	12	3	3
New Orleans	7	3	1	6	8	0	3	9	9	2
New York	11	10	2	7	5	4	3	15	15	11
Norfolk	10	8	3	6	5	2	1	10	11	2
Philadelphia	2	3	0	2	2	0	3	1	2	1
Piney Point	1	4	2	2	2	4	3	2	5	2
Puerto Rico	2	2	1	2	6	1	1	7	1	0
San Francisco	8	5	0	8	6	0	6	12	4	3
St. Louis	1	2	1	1	1	0	0	1	3	2
Tacoma	6	9	4	7	10	3	7	14	12	9
Wilmington	6	6	4	7	4	1	1	15	10	10
Totals	104	80	35	74	73	24	42	167	124	72
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	0	0	0	0	4	2	0
Guam	0	2	0	1	0	0	0	1	2	1
Honolulu	6	2	1	8	4	1	2	14	3	2
Houston	13	3	0	12	0	0	8	26	3	3
Jacksonville	11	4	0	13	5	1	9	23	6	2
Mobile	6	3	3	3	1	1	0	11	5	3
New Orleans	11	4	4	7	4	0	2	14	5	6
New York	9	2	3	11	4	3	3	24	5	5
Norfolk	6	6	4	4	6	4	1	11	7	5
Philadelphia	1	1	0	0	0	0	0	2	1	0
Piney Point	3	8	2	1	4	0	2	3	6	2
Puerto Rico	2	1	0	1	1	1	0	5	1	0
San Francisco	24	2	1	19	2	1	8	39	5	1
St. Louis	0	0	0	0	0	0	0	2	0	1
Tacoma	16	3	1	15	3	1	6	38	2	2
Wilmington	14	5	2	11	4	1	8	36	5	4
Totals	124	47	21	106	38	14	49	253	58	37
ENTRY DEPARTMENT										
Algonac	0	0	2	0	0	0	0	0	1	3
Baltimore	0	1	2	0	1	3	0	0	4	3
Guam	0	4	0	0	1	0	0	0	4	2
Honolulu	3	10	6	3	4	4	0	11	23	26
Houston	3	16	13	2	6	9	0	4	21	29
Jacksonville	1	13	18	1	11	16	0	2	22	24
Mobile	0	4	1	0	3	1	0	2	7	0
New Orleans	0	6	7	0	3	4	0	1	10	12
New York	4	28	22	6	15	9	0	9	48	53
Norfolk	1	8	10	0	3	6	0	1	14	8
Philadelphia	0	1	0	0	1	0	0	0	1	2
Piney Point	0	4	13	0	10	12	0	0	10	30
Puerto Rico	1	2	2	0	2	1	0	3	4	2
San Francisco	5	15	9	2	4	4	0	7	28	9
St. Louis	0	0	0	0	0	0	0	0	0	1
Tacoma	2	17	15	3	9	7	0	6	38	32
Wilmington	2	5	9	1	4	6	0	7	8	18
Totals	22	134	129	18	77	82	0	53	243	254
Totals All Departments	420	373	313	336	278	195	172	828	626	530

*"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.

May & June 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

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

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

Personals

FRIENDS OF JAMES M. DOOLEY

James M. Dooley, retired business agent of the Sailors' Union of the Pacific and a former local official with the Maritime Trades Department, would like to hear from old friends and "anyone affiliated with the MTD." He may be reached at (425) 778-0107; or write to him at: Edmonds Rehabilitation
21808 76th Ave. West
Edmonds, WA 98026

FRIENDS OF JACK R. UTZ

Jack R. Utz would like to hear from former shipmates from years on Bull, Alcoa and Isthmian vessels. You may write him at P.O. Box 6, Spring Valley, IL 61362; e-mail: ariangman@msn.com. His web site is www.ariang.com.

KNEALAND STONE

Anyone knowing the whereabouts of Knealand Stone is asked to contact his niece, Ramona Bennett, at 538 MacDonough Street, Brooklyn, NY 11233; or telephone (718) 443-4876.

OLMEDO JOSE ALVAREZ

Anyone knowing the whereabouts of Olmedo Jose Alvarez is asked to contact his son, Dr. Travis Gee. Alvarez worked for Imperial Oil on the Great Lakes in the 1950s and '60s and was last known to be in Miami, possibly working for Texaco. Dr. Gee may be contacted at: Centre of National Research on Rehabilitation and Disability
School of Medicine
University of Queensland
Herston, Queensland 4029, Australia
e-mail: sigmax@uqconnect.netqqa

BOSUN MARK WAIN

OS Ralphie Alvarez requests that Bosun Mark Wain of Wilmington, Calif. call him at (410) 537-6567.

ALVIN JACK CUPP

Brother Jimmy Stevens would like Brother Alvin Jack Cupp or anyone else from the gang who worked in Lafollette, Tenn. to contact him at (320) 245-2570. Correspondence may be sent to Stevens at Rural Route 1, Box 127, Sandstone, MN 55702.

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgay, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

350 Fremont St., San Francisco, CA 94105
(415) 543-5855
Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

FEBRUARY 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	3	0	0	7	0	0	2	0	8	0
Houston	7	1	5	6	0	0	10	6	6	22
Harvey, LA	1	2	1	1	0	2	2	4	4	18
New York	7	0	0	9	0	0	5	7	5	19
Norfolk	5	0	0	3	0	0	0	0	0	0
San Pedro	9	0	0	5	0	0	4	29	32	0
Tacoma	6	0	0	0	0	0	1	30	11	3
Totals	37	3	6	31	0	2	24	76	66	62
ENGINE DEPARTMENT										
Boston	1	1	0	3	0	0	0	2	0	1
Houston	2	0	1	0	0	0	5	1	3	19
Harvey, LA	0	1	0	1	0	0	1	5	2	7
New York	6	0	0	5	0	0	3	19	8	13
Norfolk	3	0	0	3	0	0	0	0	0	0
San Pedro	5	1	0	3	0	0	6	37	65	0
Tacoma	3	0	0	3	0	0	2	19	4	6
Totals	20	3	1	18	0	0	17	83	82	46
STEWARD DEPARTMENT										
Boston	1	0	0	1	0	0	0	3	3	0
Houston	4	0	2	2	0	0	5	5	1	8
Harvey, LA	0	0	1	0	0	1	1	4	0	3
New York	1	0	0	0	0	0	1	15	4	9
Norfolk	3	0	0	4	0	0	0	0	0	0
San Pedro	3	3	0	2	0	0	1	43	35	22
Tacoma	0	1	0	0	0	0	2	6	3	2
Totals	12	4	3	9	0	1	10	76	46	44
ENTRY DEPARTMENT										
Boston	1	0	0	0	0	1	0	8	17	0
Houston	1	2	4	0	0	0	6	10	28	53
Harvey, LA	1	0	3	0	0	1	0	4	0	13
New York	2	7	5	0	0	1	4	30	50	89
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	1	2	1	2	0	0	4	131	81	56
Tacoma	0	1	0	0	0	0	2	3	10	12
Totals	6	12	13	2	0	3	16	186	186	223
Totals All Departments	75	22	23	60	0	6	67	421	380	375

PIC-FROM-THE-PAST

This photo is from the archives of the *Seafarers LOG*. It was taken in the port of Seattle during an election of delegates to the Piney Point, Md. Educational Conference, May 12-22, 1971. Seated at the table are (from left) Dispatcher Ronald A. Eden, Port Agent Steve Troy and Patrolman Harvey Mesford.

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





A recertified bosun and one recertified steward are among the 13 Seafarers who are announcing their retirements this month.

Bosun **Nelson Sala** mastered the highest level of training available to Seafarers who sail in the deck department in 1984 when he completed the bosun recertification course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.. Chief Cook **Sylvester Mason** completed the top level of instruction obtainable to steward department members in 1991 when he graduated from the steward recertification program at the Paul Hall Center. Eleven of the retirees—including Sala and Mason—sailed in the deep sea division. The remaining two navigated the inland waterways.

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

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

DEEP SEA



EUSEBIO GONZALES, 60, hails from Ponce, P.R. He started his career with the SIU in 1966 in the port of New York.

Brother Gonzales initially sailed aboard a Pan Cargo Shipping Corp. vessel. The steward department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1975, 2000 and 2001. He last worked on the Sea-Land Discovery and makes his home in Guayama, P.R.

NORMAN HADDAD, 65, joined the Seafarers in 1990. The LaCrosse, Wis. native first sailed on the Overseas Joyce, an OSG Carriers Inc. vessel. Brother Haddad enhanced his skills often at the Seafarers training school in Piney Point, Md. The deck department member last went to sea on American Overseas Marine's 2nd Lt. John P. Bobo. Brother Haddad resides in Hernando, Fla.



KARL H. HERMANSEN, 65, was born in Norway. He embarked on his SIU career in 1966 in San Francisco.

Brother Hermansen first went to sea on the Steel Apprentice, an Isco, Inc. vessel. A member of the deck department, he lives in his native country.

REEVES HORNBY, 75, launched his profession with the Seafarers in 1990 in the port of Philadelphia. Before donning the

SIU colors, Brother Hornsby served in the U.S. Marine Corps. The Plainfield, N.J.-born mariner initially sailed aboard the Sgt. Matej Kocak. A frequent upgrader at the Paul Hall Center, Brother Hornby shipped in the deck department. His final voyage was on the Sea-Land Integrity. Brother Hornby is a resident of West Creek, N.J.



DIONISIO MARTINEZ, 65, started his career with the Seafarers in 1966 in the port of New York. Before joining the

SIU, Brother Martinez served in the U.S. Army. He worked in all three departments while at sea. His last voyage was aboard Puerto Rico Marine Management's Northern Lights. Brother Martinez calls Baymon, P.R. home.

SYLVESTER MASON, 64, joined the Seafarers in 1967 in San Francisco. Brother Mason first sailed aboard



a States Steamship Co. vessel. Born in Birmingham, Ala., he worked in the steward department. Brother Mason upgraded his skills at the Paul Hall Center and in 1991 completed steward recertification training there. He last worked on the President Roosevelt, an American President Lines vessel. Brother Mason lives in Reno, Nev.

ALTON T. POLLOCK, 77, began his profession with the SIU in 1969, joining in the port of Houston. Brother

Pollack first went to sea aboard the Overseas Explorer, a Maritime Overseas vessel. The Arkansas native shipped in the steward department and last worked on the Cove Liberty. Brother Pollack makes his home in Bastrop, La.

NELSON SALA, 68, hails from Puerto Rico. Brother Sala joined the Seafarers in 1974 in the port of New York. His initial voyage was aboard Moore-McCormack Lines' Robin Shrew. The deck department member frequently upgraded his skills at the Paul Hall Center. He completed the bosun recertification course in 1984. Brother Sala last sailed on the Sea-Land Discovery. Haledon, N.J. is his home.



Welcome Ashore

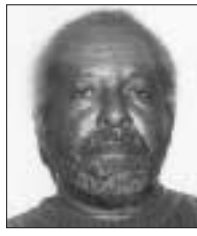
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



MANUEL T. TAN JR., 64, commenced his career with the Seafarers in 1980, joining in Seattle. His initial trip

was on the Sea-Land Mobile. Born in the Philippines, he now lives in Lancaster, Calif. Brother Tan worked in the steward department and enhanced his skills at the Seafarers training school in 1995 and 2002.

ALPHONSE THOMAS, 58, started his SIU career in 1964. Brother Thomas' first sea voyage was aboard the Transwestern



Associates' Transyork. Born in Louisiana, he worked in the engine department. A frequent upgrader, Brother Thomas honed his skills at the Paul Hall Center for Maritime Training and Education on seven occasions. The Metairie, La. resident last shipped on Waterman Steamship Corp.'s Atlantic Forest.



JOHN A. YOUNG, 64, launched his career with the Seafarers in 1988 in the port of Houston. Brother Young

initially sailed aboard the USNS Algal, operated by V. Ships Marine, LTD. The Ohio native shipped in the deck department. His final voyage was aboard the

Sulphur Enterprise, a Sulphur Carriers, Inc. vessel. Brother Young resides in Menard, Texas.

INLAND

EARL HERMAN, 66, embarked on his career with the Seafarers in 1980 in Houston. Boatman Herman



shipped in the engine department and upgraded his skills in 1990 in Piney Point. He worked primarily aboard vessels operated by G&H

Towing. Boatman Herman is a resident of Cleveland, Texas.



RICHARD E. SORENSEN, 62, is a native of New Haven, Conn. Boatman Sorensen

joined the SIU in 1973 in the port of Jacksonville, Fla. Prior to becoming a Seafarer, he served in the U.S. Navy. Boatman Sorensen shipped in the engine department, last sailing aboard a Crowley Towing & Transportation Co. vessel. He lives in Deland, Fla.

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

Name	Age	Date
Nicolas Aponte	70	Oct. 1
Melvin Dishman	59	Feb. 1
George Farnum	64	Feb. 1
Sergio Giusti	72	April 1, 2002
Mohamed Hadwan	49	Dec. 1
James Hodge	55	Feb. 1
Darden Hudgins	64	Jan. 1
Caesar Lozada	65	Feb. 1
Antonio Monteiro	65	Feb. 1
Stella Payne	92	Dec. 1
John Petrus	52	Nov. 1
Andrew Webster	55	Dec. 1

Reprinted from past issues of the Seafarers LOG

1960

An SIU man and four children of Seafarers have been awarded four-year \$6,000 SIU scholarships at the annual meeting of the SIU Scholarship

Committee. George F. Johnson, 34, an SIU member, was one of the five winners. Johnson has been sailing SIU since 1947 in the steward department. He intends to use this scholarship in pursuing a medical career.

The other winners of the scholarships were Miss Meredith Reid, daughter of Paul E. Reid; Miss Carole S. Garrigues, daughter of Dale H. Garrigues; Stanford Smith, Jr., son of Stanford Smith; and William Besselievre, Jr., son of Bill Besselievre. The winners are chosen by high school records and performance on the standard College Entrance Examination Tests.

1991

As the United Nations Security Council moves closer towards approving a resolution that will officially end the war in the Persian Gulf, American ships and American seamen continue to deliver the goods—but this time the material is about to be brought home.

The amount of equipment shipped to the Middle East has been staggering. Under the auspices of the Military Sealift Command, the U.S. Department of Defense agency responsible for coordinating the waterborne carriage of supplies for the American armed forces, as of

April 2, more than 3 million short tons of dry cargo had gone by ship to support Operation Desert Shield and Operation Desert Storm. MSC reports that some 180 ships are assisting in the sealift effort.

THIS MONTH IN SIU HISTORY

1999

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., has joined a select number of organizations which have added value to their courses through college credit recommendations as a result of a review conducted last fall by the American Council on Education's (ACE) College Credit Recommendation Service. A team of course-content specialists, selected from college faculty, reported that the curriculums at the center's Harry Lundeberg School of Seamanship are comparable to college-level courses and may be used as transfer credit at many colleges and universities.

Final Departures

DEEP SEA

LORN ABBOTT



Pensioner Lorn Abbott, 70, passed away Nov. 20. Brother Abbott launched his career with the Seafarers in 1966 in the port of Wilmington, Calif. The U.S. Navy veteran initially sailed aboard Columbia Steamship's *Helen D.* Brother Abbott worked in the deck department and last went to sea on the *Cove Liberty*, a Cove Shipping Co. vessel. He lived in San Pedro, Calif. and began receiving compensation for his retirement in 1987.

J.W. ALLEN



Pensioner J.W. Allen, 75, died Dec. 30. Brother Allen joined the SIU in 1953 in the port of New York. His initial voyage was aboard an Eagle Carriers Inc. vessel. A military veteran, Brother Allen served honorably in both the U.S. Army and U.S. Navy. The deck department member last sailed on the *Sea-Land Mariner* and began receiving his pension in 1989. Born in Tennemo, Tenn., Brother Allen made his home in Gold Bar, Wash.

DONALD ASH



Pensioner Donald Ash, 77, passed away Dec. 13. Born in Canada, he joined the Seafarers in 1952 in Detroit. Brother Ash's initial SIU voyage was aboard an Eagle Carriers Inc. vessel. The engine department member last worked on the *Sea-Land Developer*. He lived in his native country and began receiving retirement stipends in 1988.

PASTOR CAMACHO



Pensioner Pastor Camacho, 79, died Dec. 20. Brother Camacho started his career with the Marine Cooks & Stewards (MC&S) in San Francisco. Born in Puerto Rico and a former resident of Reston, Va., he sailed in the steward department. Brother Camacho began receiving his retirement compensation in 1969.

CARROLL CAMPBELL

Pensioner Carroll Campbell, 97, passed away Jan 22. He began his career with the MC&S in San Francisco. Born in Portland, Maine, Brother Campbell was a member of the steward department. He began collecting compensation for his retirement in 1969. Duvall, Wash. was his home.

MICHAEL CAMPBELL



Pensioner Michael Campbell, 65, passed away Jan. 5. Brother Campbell started his career with the MC&S in 1978 in San Francisco. He

initially went to sea aboard the *President Taylor*, an American President Lines vessel. The Portland, Ore. native worked in the steward department and last sailed on the *Sea-Land Kodiak*.

RODOLFO CATAHAN SR.



Brother Rodolfo Catahan Sr., 60, died Jan 8. Brother Catahan began his career with the Seafarers in 1992 in the port of Norfolk, Va.

Before joining the SIU, he served in the U.S. Navy. Brother Catahan's first ship was the *Cape Nome*, an Interocean Management Corp. vessel. The Philippine-born mariner sailed in the steward department and last went to sea on the *USNS Gilliland*. Brother Catahan was a resident of Virginia Beach, Va.

DAI MING CHONG



Pensioner Dai Ming Chong, 82, passed away Dec. 27. Brother Chong started his career with the MC&S in San Francisco. The Hawaii-born

mariner worked in the steward department. He started receiving his pension in 1974 and made his home in San Francisco.

CHARLES FEDIW



Pensioner Charles Fediw, 85, passed away Dec. 8. Brother Fediw commenced his career with the Seafarers in 1948 in the port of New York.

Born in Pennsylvania, he initially shipped for the SIU aboard Metro Steamship's *Atlantic Water*. A U.S. Army veteran, Brother Fediw worked in the deck department. His final voyage was on a Michigan Tankers Inc. operated vessel. Brother Fediw began receiving his pension in 1982 and made his home in Wilkes Barre, Pa.

DAN FRAZIER



Pensioner Dan Frazier, 81, died Jan 5. Brother Frazier began his SIU career in 1944 in the port of New York. His initial sea voyage was aboard

Waterman Steamship Corp.'s *Kyska*. The Alabama-born mariner worked in the steward department and last sailed on a Cove Shipping Co. vessel. Brother Frazier lived in his native state and began collecting compensation for his retirement in 1987.

BYRON HARRIS

Brother Byron Harris, 44, passed away Dec. 7. He joined the Seafarers in 1979 in the port of Piney Point, Md. Brother Harris initially sailed aboard the *Del Rio*, a Delta Steamship Lines vessel. He worked in all three departments and sailed in both the deep sea and inland divisions. The Louisiana native was last employed on a Wilson Shipping vessel. Brother Harris was a resident of New Orleans.

JAFAR JAFAR

Brother Jafar Jafar, 53, passed away Aug. 29. Born in Louisiana, Brother Jafar joined the Seafarers in 1966.

His initial voyage was aboard the Reynolds Metal Co. (Marine Division)-operated *Walter Rice*. Brother Jafar worked in the steward department and last went to sea on the *President Jackson*. He was a resident of San Francisco.

ROBERT LADD



Pensioner Robert Ladd, 80, passed away Dec. 23. He commenced his career with the Seafarers in 1953 in Seattle. The U.S. Navy

veteran initially worked under the SIU colors aboard a Central Penn Quarry vessel. Born in New Hampshire, Brother Ladd worked in both the deep sea and inland divisions and shipped in the engine department. His final voyage was on the *Thompson Pass*, an Interocean Management vessel. Brother Ladd started receiving compensation for his retirement in 1988 and resided in Yountville, Calif.

JOSEPH LASHLEY



Pensioner Joseph Lashley, 83, passed away Jan. 1. Brother Lashley started his career with the MC&S. Born in Panama City, Panama

he worked in the steward department. He was a resident of Dallas and began collecting retirement stipends in 1974.

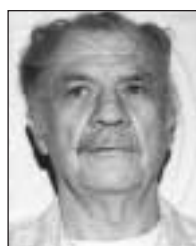
DANIEL MALONEY



Pensioner Daniel Maloney, 83, died Oct. 20. He started his SIU career in 1952 in the port of New York.

Brother Maloney first sailed on the *Sea Thunder*, a Colonial Steamship Co. vessel. The Australia-born mariner worked in the deck department. Brother Maloney started receiving compensation for his retirement in 1984. Prior to retiring, he sailed on the *Sea-Land Galveston*. Plantation, Fla. was his home.

TOM "FRENCHY" MARTINEAU



Pensioner Tom "Frenchy" Martineau, 77, passed away Jan. 14. Brother Martineau donned the Seafarers colors in 1944 in the

port of Baltimore. His initial voyage was aboard the *Robin Gray*, a Moore-McCormack Lines vessel. Born in Frankfort, Minn., he shipped in the deck department and was a recertified bosun. Brother Martineau last went to sea on the *Sealift Atlantic*. He began collecting retirement wages in 1987 and made his home in Seattle.

RODRIGO MATA



Pensioner Rodrigo Mata, 80, passed away Dec. 25. Brother Mata started his career with the MC&S in San Francisco, joining in 1959.

Born in Hawaii, he worked in the steward department. Brother Mata sailed primarily aboard vessels oper-

ated by American President Lines during his career, including the *President Harrison* and *President Pierce*. He started receiving his pension in 1986 and resided in Hilo, Hawaii.

ROBERT MAYO



Pensioner Robert Mayo, 93, died Dec. 12. Brother Mayo embarked on his SIU career in 1960 in Seattle. His initial voyage was aboard the

Olympic Transport-operated *Helen*. Born in the Philippines, he sailed in the steward department. Brother Mayo began receiving his pension in 1977 and lived in Burien, Wash. He last worked on a Michigan Tankers Inc. vessel.

ERNEST MUNSON



Pensioner Ernest Munson, 82, passed away Dec. 9. Brother Munson commenced his career with the MC&S in San Francisco. The steward department member and San Francisco resident started receiving wages for his retirement in 1977.

JOHNNY NETTLES



Pensioner Johnny Nettles, 78, passed on Dec. 13. Brother Nettles joined the Seafarers in 1955 in the port of Baltimore. A U.S. Navy veter-

eran, he first sailed aboard Ore Navigation's *Bethflor*. Brother Nettles shipped in the engine department and was a resident of Jacksonville, Fla. He last went to sea on the *Carolina*, a Puerto Rico Marine Management vessel. Brother Nettles started receiving his pension in 1991.

ALFREDO ORTEGA



Pensioner Alfredo Ortega, 90, died Dec. 5. Brother Ortega launched his career with the Seafarers in 1939 in Tampa, Fla. as a charter member of the

SIU. A native Floridian, Brother Ortega worked in the deck department. He began receiving compensation for his retirement in 1972 and resided in his native state.

CULLEN PAYNE

Pensioner Cullen Payne, 80, passed away Dec. 3. Brother Payne initiated his career with the MC&S in San Francisco. The steward department member began receiving retirement compensation in 1963 and called San Francisco home.

DONALD SMITH



Pensioner Donald Smith, 83, passed away Dec. 6. He commenced his career with the Seafarers in 1948, joining in the port of New York. Brother

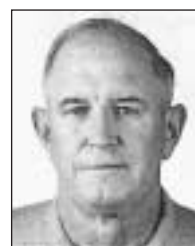
Smith served in the U.S. Navy before his SIU career. His initial voyage was on a Sinclair Oil Corp. vessel. The Ohio-born mariner

worked in the deck department and last sailed on the *MV Patriot*. Brother Smith began receiving his pension in 1981 and lived in Chula Vista, Calif.

LAWRENCE TAYLOR

Brother Lawrence Taylor, 66, died, Dec. 8. He embarked on his SIU career in 1956 in New Orleans. His initial voyage was aboard the *Big Bend*, an American Tramp Shipping & Development Co. vessel. Born in Louisiana, Brother Taylor sailed in the engine department. He started collecting pension payments in 1988 and lived in Loranger, La. Brother Taylor last went to sea aboard Waterman Steamship Corp.'s *Stonewall Jackson*.

HAROLD THOMSEN



Pensioner Harold Thomsen, 89, passed away Dec. 28. Brother Thomsen launched his career with the Seafarers in

1946 in the port of New York. His initial ocean-going voyage was aboard the *Steel Architect*, an Isco vessel. Brother Thomsen lived in Seattle and began receiving his pension in 1979. Prior to retiring, he made his final voyage aboard the *Sea-Land Trader*.

LOUIS VIDAL



Pensioner Louis Vidal, 79, passed away Jan 20. A veteran of the U.S. Navy, Brother Vidal joined the SIU in 1965 in the port of

Wilmington, Calif. He first sailed on the *Overseas Joyce*, an Overseas Carriers, Inc. vessel. Brother Vidal hailed from Pennsylvania and shipped in the steward department. His final trip to sea was on Interocean Management's *Thompson Pass*. Brother Vidal was a resident of Westminster, Calif. He began receiving compensation for his retirement in 1990.

ROBERT WOOD



Pensioner Robert Wood, 78, died Dec. 28. Brother Wood started his career with the Seafarers in 1966 in San Francisco. The U.S. Navy veter-

eran initially sailed aboard Pan American Tankers' *Bowling Green*. The Colorado native shipped in the deck department and lived in Edmonds, Wash. He last went to sea on the *Sea-Land Trader*. Brother Wood started receiving compensation for his retirement in 1994.

RAYMOND YAGER

Brother Raymond Yager, 57, passed away Dec. 8. Born in Indiana, he embarked on his career with the Seafarers in 1988 in San Francisco. He first sailed on the *USNS Bartlett*, operated by Lavino Steamship Co. A member of the deck department, Brother Yager sailed as a bosun. His final voyage was aboard the *Sea-Land Explorer*. Brother Yager called Reno, Nev. home.

JULIAN YU

Pensioner Julian Yu, 68, passed away Dec. 17. Brother Yu embarked on his career with the MC&S in San Francisco. He worked in the steward

Continued on next page

Final Departures

department. Brother Yu started receiving retirement stipends in 1969 and made his home in San Francisco.

GREAT LAKES

EDWARD BAILEY



Pensioner Edward Bailey, 75, passed away Dec. 26. A native of Sequatchie, Tenn., Brother Bailey joined the SIU in 1964 in Detroit. His

initial trip to sea was aboard an American Steamship vessel. Brother Bailey shipped in the deck department and last worked on the *Saint Clair*, a Bell Steamship Co. vessel. He began receiving his pension in 1989 and was a resident of Dunlap, Tenn.

HOLLIS KIAH



Pensioner Hollis Kiah, 81, died Dec. 17. Brother Kiah launched his career with the Seafarers in 1960 in Detroit. Born in

Ogdensburg, N.Y., his first trip to sea was aboard an American Steamship Co. vessel. Brother Kiah worked in the engine department and began receiving his pension in 1986. Prior to his retirement, he sailed on the *Sam Laud*, another American Steamship vessel. Brother Kiah made his home in New York.

INLAND

RONALD CREEF



Pensioner Ronald Creef, 90, died Dec. 28. Boatman Creef began his SIU career in 1962 in the port of Norfolk, Va. A native of

Dare, N.C. and a U.S. Air Force veteran, he worked primarily aboard vessels operated by McAllister Towing of Virginia. The deck department member began receiving retirement stipends in 1974 and was a resident of Elizabeth City, N.C.

JACK KORDICH



Pensioner Jack Kordich, 84, passed away Dec. 24. Boatman Kordich launched his career with the SIU in 1978 in the port of

Wilmington, Calif. The Astoria, Ore. native shipped in the engine department. He worked primarily aboard vessels operated by Crowley Towing & Transportation Co. Boatman Kordich lived in Eugene, Ore. and began collecting his retirement pay in 1990.

RAILROAD MARINE

LEONARD DOWNS

Pensioner Leonard Downs, 74, died Jan. 18. Brother Downs started his career with the Seafarers in 1968 in the port of New York. Prior to joining the SIU, he served in the U.S. Army. Brother Downs initially worked aboard a Pennsylvania Railroad, Port of Norfolk, vessel. He sailed in both the deck and engine departments and was last employed on a McAllister Towing of Virginia vessel. Brother Downs lived in Matthews, Va. and started receiving his pension in 1995.

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

SAMUEL BRADY



Pensioner Samuel Brady, 84, died Jan. 25. Brother Brady joined the NMU in 1944. Born in 1918, he shipped in the deck department as a bosun. Brother Brady began receiving his pension in 1980.

HERMAN CLEVELAND

Pensioner Herman Cleveland, 84, passed away Jan. 17. Born in Louisiana, Brother Cleveland joined the NMU in 1945. The engine department member upgraded his skills in 1951. Brother Cleveland started collecting compensation for his retirement in 1985.

DULCIDIO CRUZ



Pensioner Dulcidio Cruz, 72, died Dec. 16. Brother Cruz began sailing with the NMU in 1951, first shipping out of New Orleans. His

initial voyage was aboard the *Tilly Lykes*. Born in Puerto Rico, Brother Cruz worked in the engine department. He upgraded his skills in 1956 and last went to sea aboard the *Jean Lykes*. Brother Cruz started receiving retirement stipends in 1992.

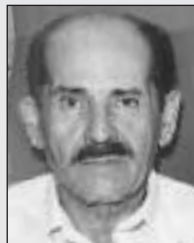
SECUNDINO GIRALDEZ



Pensioner Secundino Giraldez, 90, died Feb. 5. Born in Spain, Brother Giraldez donned the NMU colors in 1945. His initial

sea voyage was out of the port of New York aboard the *SS Sirocco*. The engine department member last worked aboard the *SS United States*. Brother Giraldez started collecting compensation for his retirement in 1968.

GILBERTO GOMEZ



Pensioner Gilberto Gomez, 77, passed away Jan. 29. He embarked on his career with the NMU in 1945. He shipped on several

vessels—including the *Joel Chandler Harris* and *SS Santa Mariana*. Brother Gomez started receiving his pension in 1968.

TRYGVE GRANMO



Pensioner Trygve Granmo, 83, passed away Jan. 26. Born in Bergen, Norway, he joined the NMU in 1942. The deck

department member initially went to sea aboard the *Titanian*. Brother Granmo last sailed on the *Gulf Spray* and began receiving his pension in 1972.

JESSE J. KEARNS

Pensioner Jesse Kearns, 79, passed



away Feb. 20. Brother Kearns began his career with the NMU in 1972 and initially shipped out of Venice, La. The Sistriville, W.Va. native worked in the deck department and last went to sea aboard the *SS American Pioneer*. Brother Kearns began receiving his retirement pay in 1986.

CHARLES LISK



Pensioner Charles Lisk, 84 passed away Jan. 12. A native of East Liverpool, Ohio, he launched his career with the NMU in 1939.

Brother Lisk first went to sea aboard the *Coliche*. A member of the deck department, Brother Lisk shipped as a bosun and started receiving retirement pay in 1974.

LUIS MEDINA



Pensioner Luis Medina, 76, passed away Feb. 22. Brother Medina launched his career with the NMU in 1945. Born in Puerto Rico, he initial-

ly sailed aboard the *Robert Y. Hayiz* out of the port of New York.

Brother Medina worked in both the steward and engine departments. His final trip to sea was in 1985. Brother Medina began receiving retirement stipends in 1987.

LEROY MILLER

Pensioner Leroy Miller, 68, died Dec. 4. Brother Miller joined the NMU in 1957. Shipping out of Savannah, Ga., his initial voyage was aboard the *Canterbury Leader*. Brother Miller sailed in the engine department and last went to sea on a Lykes vessel. The Meeks, Ga. native started receiving his pension in 1988.

JAMES D. MITCHELL



Pensioner James D. Mitchell, 73, died Nov. 29. Brother Mitchell began his NMU career in 1968. His initial trip to sea was

aboard the *Texaco South Carolina*. The Port Arthur, Texas native worked in both the deck and steward departments. Brother Mitchell last went to sea on the *American Trader*. He started receiving compensation for his retirement in 2001.

WILLIAM W. MORROW



Pensioner William D. Morrow, 76, passed away Nov. 17. He started his career with the NMU in Philadelphia. Born in

Pennsylvania, Brother Morrow first worked aboard the *American Press*. He shipped in the deck as well as engine departments during his career and last sailed on the

American Apollo. Brother Morrow started receiving his pension in 1985.

FRANCIS J. NAY

Pensioner Francis J. Nay, 96, died Sept. 20. The Hartford, Conn. native donned the NMU colors in 1945 in New York. Brother Nay first went to sea aboard the *Gulf Hawk*. He worked in the engine department. Brother Nay began drawing retirement pay in 1967.

LAWRENCE NEITTE JR.



Pensioner Lawrence J. Neitte Jr., 71, passed away Dec. 18. Brother Neitte launched his career with the NMU in 1950. A native of

New Orleans, he first went to sea aboard the *Gulf Merchant*. Brother Neitte shipped in the deck department and started receiving his pension in 1973. Before retiring, he went to sea aboard the *Howard Lykes*.

CHRISTANO NEVES

Pensioner Christano Neves, 74, died Jan. 4. The Rhode Island-born mariner began his NMU career in 1945. Sailing out of Boston, his initial voyage was aboard the *SS Kopperston*. Brother Neves worked in the steward department. His final voyage was on the *SS United States*. Brother Neves started collecting compensation for his retirement in 1967.

ANTONIO ORTIZ



Pensioner Antonio Ortiz, 89, died Feb. 23. Brother Ortiz joined the NMU in 1957 and initially went to sea aboard the

Talamanca, a United Fruit vessel. Born in Puerto Rico, he shipped in the steward department and upgraded his skills frequently. His final voyage was aboard an Export Steamship Lines vessel. Brother Ortiz started receiving compensation for his retirement in 1977.

HARDIN PRADIA



Pensioner Hardin Pradia, 81, passed away Jan. 12. Born in Lafayette, La., he first sailed for the NMU in 1967. Brother Pradia last

worked on a Lykes vessel and started receiving his pension in 1994.

GREGORY RODRIGUES



Pensioner Gregory Rodrigues, 75, passed away Oct. 2. Brother Rodrigues began sailing with the NMU in 1976. His initial voyage

was on the *American Charger*. Born in Hawaii, Brother Rodrigues worked in the steward department. His final voyage was on the *Lyra*. Brother Rodrigues started collecting retirement pay in 1985.

ONOFRE SERANO

Pensioner Onofre Serano, 69, died



Jan. 9. He joined the NMU in 1986 in New York. Brother Serano's initial trip to sea was on the *Independence*. He worked in the steward department and last sailed on the *Mapo Lykes*. Brother Serano began receiving stipends for his retirement in 1995.

In addition to the foregoing, the following NMU brothers and sisters passed away on the dates indicated.

Name	Age	DOD
Joseph Andre	74	Feb. 12
Wilfred Angeley	78	Jan. 5
Leslie Babineaux	67	June 25, '02
Horace Blackman	82	Feb. 20
Helen Bleich	99	Dec. 14, '02
Harold Boulingy	88	Dec. 17, '02
Robert Bouton	82	Feb. 11
Johnny Brashear	91	Dec. 25, '02
John Brendle	80	Feb. 24
Ernest Butcher	76	Feb. 17
Lorenzo Carter	79	Jan. 15
Leroy Carthon	81	Nov. 9, '02
Rufus Chase	71	Jan. 17
Charley Chatman	75	Dec. 15, '02
Ernestor Claussell	76	July 31, '02
Ricarte Colon	80	Feb. 28
Carlos Constanza	64	Feb. 20
Julian Corchado	75	Feb. 24
Amos Council	88	Nov. 1, '02
Dallas Cox	80	Dec. 25, '02
Jean Davis	87	Jan. 11
Florence Dennis	92	Feb. 13
Manuel Esteves	86	Feb. 13
Alvaro Ferreira	84	Oct. 3, '02
Robert Forrest	79	Jan. 7
Rolan Franklin	79	Jan. 13
John French	77	Feb. 6
Howard Frierson	67	Feb. 13
Willie Fryer	76	Jan. 8
James Fuson	77	Dec. 30, '02
Joseph Gaborski	79	Jan. 2
Candido Garcia	78	Feb. 7
Miguel Gines	75	Feb. 10
Rafael Ginorio	82	Jan. 16
Henry Glover	78	Dec. 22, '02
John Goedig	79	Jan. 4
Frank Gonsalves	78	Aug. 7, '02
Julian Green	82	Feb. 16
Earl Henderson	74	Feb. 5
Genaro Hernandez	80	Jan. 8
Richard Hogan	86	Feb. 2
Edward Jones	84	Jan. 19, '02
R.D. Jones	71	Feb. 26
Robert Jones	75	Jan. 17
Han Juan	88	Jan. 15
Patrick Kenny	78	Feb. 11
Harold King	59	Feb. 27
Joseph Kisler	80	Feb. 1
Gloria Knight	70	Jan. 23
Mohamed Al Kusari	63	Oct. 1, '02
Otto Larsen	83	Jan. 6
Roger Lau	83	Jan. 6
Joseph Lashley	83	Jan. 1
Victor Lodge	82	Jan. 11
John Markow	88	Jan. 21
Sidney Martin	75	Feb. 16
Kenneth Mathias	78	Jan. 7
Joseph Mathlin	83	Nov. 27, '02
Frank McGuinness	78	Aug. 8, '02
Sidney Montreal	82	Jan. 24
Chester Moody	92	Feb. 13
Gilberto Negron	85	Jan. 8
Eugene Oliver	60	Jan. 21
Michael Paric	78	Jan. 14
Donald Parker	75	Feb. 18
Malley Partain	72	Dec. 9, '02
Charles Pheasant	79	Jan. 19
Willie Phillips	86	Feb. 20
Herbert Porter	68	Jan. 14
Manuel Pulido	87	Nov. 14, '02
Raymond Purnell	77	Jan. 29
Donald Quattlebaum	72	Dec. 26
Blaine Rember	78	Dec. 18, '02
Hermينو Resto	93	Dec. 6, '02
Egbert Richards	81	Feb. 16
Carmelo Rios	81	Feb. 24
Virgil Robertson	72	Jan. 16
Eusebio Santiago	82	Jan. 31
Josefina Santiago	89	Jan. 23
Miguel Seda	87	Dec. 25, '02
Adam Sheppard	76	Jan. 17
Robert Sheppard	69	Jan. 25
Luther Thomas	82	Jan. 27
Enrique Torres	75	Feb. 7
Curtis Vanover	80	Jan. 9
Silvestre Vargas	76	Jan. 23
Claude Walcott	88	Jan. 13
Henry Williams	80	Feb. 5
Simon Wilson	73	Jan. 23
Earl Wise	74	Jan. 4
Homer Wright	79	Feb. 8
Henry Zenor	77	Jan. 28
Timothy Zucchi	89	Jan. 2

Letter 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.)

Sailing Through A Real Storm

Any time there is a significant amount of snow on the East Coast, the news media makes a comparison between "it" and the big one—the blizzard of '78.

I joined the *Sea-Land Baltimore* as an AB maintenance in the winter of 1977. We left the port of Baltimore heading for Norfolk, Va. by way of the Chesapeake Bay. Baltimore was bitter cold, like it always is that time of year. There were ice floes on the Bay, but nothing considered abnormal. At Norfolk, we boarded a federal pilot who stayed for the duration of the trip. This was a handy tool, always ready to dock or clear a ship at a moment's notice.

We got the first inkling of what was in store for us off the coast of New Jersey. A strong easterly wind was rearranging our life boat covers and forming ice on the motors and winch wires. The wind increased, and we were taking heavy sprays over the bow.

The pilot pulled us from open waters using Long Island Sound. We still had to go outside to enter the Cape Cod Canal; however, the respite was not unappreciated. The plan was to drop anchor at Buzzards Bay light, while the captain communicated with the front office. It was welcomed news. The Coast Guard and weather bureau were treating this as a special and dangerous storm.

Our joy was short-lived. We soon weighed anchor and continued toward open waters. After passing by the merchant marine training ship, we again received orders to drop the hook. When we finished, I was exhausted. I flopped on my bunk without washing or undressing, expecting to wake up refreshed, greeted by a bright sunny morning.

This did not happen. Talk about a rude awakening. I was thrown from my bed with such force that I landed on the other side of the room. Anything that was not tied down followed. Half asleep, I tried to make sense of it all.

I was sure there had been an explosion in the boiler room. I found my life jacket and headed for the mess hall, bumping off both sides of the passageway like a pinball machine. Unaware that we were no longer anchored, I was sure the ship was sinking. Everyone was milling around frightened, many wearing life jackets. The bosun appeared and looked for the deck crew to help secure the after lines. He cleared some things up in my mind. We were not at sea. Shortly after, anchoring orders were received to proceed to Boston.

At the mouth of the canal, the ship was greeted by a monstrous green sea that pulled the bow deep under water. It finally responded with such force that everybody and everything went airborne. The bad news was that all the forward lockers and circuits controlling the anchors were under water and deemed useless. Most of the forward lines that had not washed overboard were trailing in the water but in no danger of fouling the screw. With the forward deck under water, we were in imminent danger of breaking up. The possibility of hatch flooding was also real. Most of the exposed containers were being ripped open and their contents strewn over the ocean.

It was impossible to turn around. Our situation was serious enough to send an international May Day alert. Nothing could be done but stay a course and wait for a break in the weather. It's a credit to the bridge that they did that. By dawn, the storm had

weakened and ship became manageable. Almost mockingly, a bright sun broke through the clouds. As we approached Boston, none the worse for wear, two tug boats came to our aid.

After tying up to the tugs, we had the arduous task of pulling our lines from the frozen water hand over hand. The landscape as far as the eye could see was covered deep in snow. The state of Massachusetts was under a severe storm watch. No one had been able to reach the docks for days. The National Guard was still out rescuing stranded motorists. The city of Boston was shut down. The only ones to take our lines on the docks were the security personnel. They did an admirable job.

Our last detail for the moment was to secure our lines to the bits the old fashioned way—raw manpower. Other than that, it was just another day at the office.

For days, everyone on the East Coast knew of the severity of this storm—with one exception. We have always been able to conjure up a profile of a person who gives orders at a time like this. Late nights, weekends and holidays, the reins are handed to a person on the lower end of the food chain. He or she is guaranteed consideration for their loyalty. In the mind's eyes of those suffering through this ordeal, there is a different view, not without sarcasm. In charge is someone who has never been to sea under any condition, except perhaps in an amusement park. With a drink in one hand and a telephone close by, they ponder their next move using an AAA road map and a 50-cent wooden ruler. After doing the math, there is a final directive: Even at slow speed, you should make Boston for an 8 a.m. start.

It's as simple as that.

Anthony Notturmo
Villas, N.J.

Experience Makes The Difference

Just thought I would write to you about a sailing experience I had on the Great Lakes a number of years ago. It is hard to believe I am now 94 years of age and have been retired for almost 30 years.

One incident I remember is about a captain. It was his first year, and he lacked the skill of an "old-timer." What every young captain should have at all times is a seasoned captain alongside him. As we approached a bridge, a dense fog set in. There were several boats blowing danger signals. I looked at the captain and he was shaking all over. I was only a wheelsman. His voice was coming out fast. He was completely shaken up! I was in a difficult situation as my duty was to take orders from the captain, whether right or wrong. A captain would not stand for a wheelsman to tell him what to do.

Near the bottom of the river was a strong current. The captain told me to put the wheel hard right. That was wrong; it should have been left—the course on which we were traveling. Even so, I had to take orders from the captain. When the man on lookout said we were heading for the beach, the captain then told me to put it hard left. It was almost too late. Some of those old boats could not always be depended upon to answer the wheel.

I was worried that we might be in deep trouble. If we had beached the boat, we would have cost American Steamship Co. a large sum of money. How could you keep such a large boat steady in such a strong current?

When we got out of that mess, I was one very relieved wheelsman.

I later asked a former shipmate how the thousand-foot boats steer, and he said "wonderful." I never steered a thousand-footer. The shipmate said they steered as good as any automobile.

Andy Aspseter
Exeland, Wis.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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



SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	April 14	May 9
	May 26	June 20
	July 7	August 1
	August 18	September 12
	September 29	October 24
	November 10	December 5
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	April 7	April 11
	May 5	May 9
	June 23	June 27
Bridge Resource Management (BRM) — Inland	April 14	April 18
	May 12	May 16
Bridge Resource Management (BRM) — Unlimited	June 2	June 6
Celestial Navigation	May 12	May 30
	July 7	July 25
GMDSS (Simulator)	April 14	April 25
	June 30	July 11
	August 4	August 15
Lifeboatman/Water Survival	May 12	May 23
	June 23	July 4
	August 4	August 15
	September 15	September 26
	October 27	November 7
Radar	April 21	May 2
	June 9	July 20
	July 14	July 25
Specially Trained Ordinary Seaman (STOS)	July 7	July 18
	August 25	September 5
	October 13	October 24
	December 1	December 12
Navigation Fundamentals	June 9	June 20
	August 4	August 15

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 March 31.

Recertification

Bosun	October 6	November 3
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Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	May 5	June 13
	July 14	August 22
	September 8	October 17
	November 3	December 12
Welding	April 28	May 16
	June 9	June 27
	July 14	August 1
	September 8	September 26
	October 6	October 24
	November 3	November 21
Engine Utility (EU)	June 23	July 18
	August 11	September 5
	September 29	October 24
	November 17	December 12
QMED Junior Engineer	April 28	July 18
	September 22	December 12

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting/STCW	April 21	April 25
	May 12	May 16
	June 23	June 27
	August 11	August 15
	August 25	August 29
	September 15	September 19
	October 27	October 31
Fast Rescue Boat	April 21	April 25
	May 26	May 30
Government Vessels	May 19	May 23
	June 30	July 4
	September 1	September 5
	October 20	October 24
	November 3	November 7
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	June 2	June 13
	July 21	August 1
	September 8	September 19
	October 27	November 7

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundeborg 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.

4/03

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 635 — Unlicensed apprentices who graduated from class 635 are (in alphabetical order) Archie Dalton, Christopher Eubanks, John Fain, Jim Farmer, Keith Gibney, Michael Harris Jr., Peter Jensen, Eleazar Lozano Jr., Jesse Lusian, Regis Makowski, Brian McBride, Michael Myers Jr., David Osterback, Terrell Poole, Stephen Puckett, Jose Quinones-Ramos, Lucas Ramirez, LaTerrance Ransom, Henry Rivera-Rodriguez, Steven Ruppert, Angelo Schiraldi, Nathan Slack, James Taylor, Marquita Walker and Brett Wilson.



Unlicensed Apprentice Water Survival Class 636 — Graduating from the unlicensed apprentice water survival class 636 are (in alphabetical order) Paul Flanagan Jr., Leroy Flores, Sergio Gonzalez-Lopez, Gregory Grove, Clarence Jones III, Todd Keith, Christopher Keshlear, Brandon Leach, James Osbourne, Deverla Parker Jr., Michael Pockat II, Derik Rye, Kenneth Sharp, Edward Tanaka, Nigel Williams and Emmanuel Wilson.



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistant cargo (DL) course March 7 are (in alphabetical order) Clinton Betties, Kellie Clark, William Eoff, Bryan Fletcher, Cordrey Goss, Nat Lamb, Darius McCastle, Joseph Romine, Christian Rosado and Ahsha Staiger. Their instructor, Jim Shaffer, is at far right.



Engine Utility — Graduates of the Feb. 21 engine utility class are (from left, front row) Ron Oyer (instructor), Reynaldo Lacayo, Aaron Morton Jr., James Buckowski, Baisel Kuvshnikov, Cesar Williams, Ricky Langley, Ben Vernon (instructor), (second row) Jonathon Stratton, Steven Benavides Jr., John Shea, Demond Williams, Ralph Williams and Degrick McLendon. Not pictured is Nadia Wright.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement Feb. 28 are (from left) Bernabe Pelingon (instructor), Johnny Palencia, Paul McDonell, Robert McLendon, Gloria Baker, Douglas Thompson, Johnson Srianosos, Richard Mace and Justino Sanchez.

Welding — Successfully completing the welding course Feb. 21 are (in alphabetical order) Cordrey Goss, Florencio Marfa, Joseph McCrosky, Alexander Rembert, David Rivera and Anthony Thomas. Their instructor, Buzzy Andrews, is in the back row (in plaid shirt).



Junior Engineer — Upgrading their ratings to junior engineer April 4 are (in alphabetical order) Mohamad Abdullah, Armando Camacho, Michael Dupee, Michael Hinton, Jerrol Jones, Benjamin Mathews, Romel Reyes, Trevor Robinson and Gerardo Vega. Their instructor, Jay Henderson, is in back row (with glasses).



Oiler — Seafarers who graduated from the oiler class Feb. 21 are (in alphabetical order) Daniel Amesbury, Robert Binder, Chance Chong, Alshea Dixon, Joie Flesner, Christopher Graham, Anthony Hoy, Jeffrey Johnson, Robert Norris, Walter Rood, Jason Rymel and Quincy Wilson.

Paul Hall Center Classes



Advanced Fire Fighting — The roster for graduates of the advanced fire fighting course which ended Feb. 14 includes (in alphabetical order) Robert Arble, David Bodah, Joseph Brown, Joseph Butasek, Thomas Cleary, Christopher Earhart, Thomas Eastwood, Barry Freeman, Joseph Freitas, James Gregory, Thomas Grose, William Johnson, Sean Jones, Nebojsa Milosevic, Tzvetan Ovalov, Peter Schmitt, Samuel Seay, David Shawglass, Jenny Terpenning and Michael Thomas. (Note: Not all are pictured.)



ARPA — Under the instruction of Mike Smith (far right), students complete the ARPA course March 7. They are (in alphabetical order) Stephen Berschger, Eric Dobson, Daniel Englund, Barry Freeman, Scott Gordon and Tzvetan Ovalov.



Radar — These upgrading Seafarers successfully completed the radar course Feb. 27. They are (in no specific order) David Shawglass, James DeClark, Derrick Lott, Thomas Grose, Nels Johnson, Daniel Englund and Tzvetan Ovalov. Their instructor, Mike Smith, is at right, front 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.



STOS — Receiving certificates for completion of the STOS course March 7 are Alaska Fishermen (in alphabetical order) Pedro Banusing, Kenneth Baxter, Guy Beedle Jr., Eric Berglund, Jonathan Botz, Christopher Bryan, Glen Galloway, Travis Goodrich, Walter Grabarczyk, Melvin Gruelle, David Hammitt, Charles Harvey, Gregory Knapp, Steven Odoi, Douglas Perry, Lance Pihlman, Wesley Slattery, Robert Storrs and Richard Trovillo. Their instructor, Stacy Harris, is at far left.

Basic Safety Training Classes



David Carte, Willie Crear Jr., Emmett DeRusha Jr., Kenneth Ennenga, Bennie Freeland, Abdulkhaleb Ghaleb, Cleve Henderson, Vincent Igneri, Jeffrey Johnson, Baisel Kuvshnikov, Joel Markle, Cameron Miller, Brendan Murphy, John Norick, Walter Rood, Jason Rymel, Jason Simon, Cadumus Treakle Jr., Benjamin Vernon, Kenneth Wells, Joel Whitehouse, Cyril Williams, Frank Wynn, Rodolfo Zena and Eugene Palensar.

Ahmed Ali, Saher Ali, David Bodah, John Bonifas, Michael Bowers, Robert Cohen, Ronald Dandrea, Ramona Gayton, Robert Gehret, John Haynie, Phillip Martin, Barry McNeal, Jesse Natividad Sr., Jesse Natividad Jr., Lora Perez, W.D. Randle and John Toomey III. (Note: Not all are pictured.)



Alaska Fishermen: Pedro Banusing IV, Kenneth Baxter, Guy Beedle Jr., Eric Berglund, Jon Botz, Chris Bryan, Glen Galloway, Travis Goodrich, Walter Grabarczyk, David Hammitt, Charles Harvey, Gregory Knapp, Steven Odoi, Douglas Perry, Lance Pihlman, Wesley Slattery, Robert Storrs and Richard Trovillo. (Note: Not all are pictured.)



Rickie Zelaya, Winston Coburn, Robert Bruning II, Leo Noel, Woodrow Brown, Torrey Neff, Dean Parks, Justino Sanchez, John Gabriel, John Walsh III, Monte Cross Jr. (and instructor Dave Martin, far right).



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The Seafarers Log

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

Attention Seafarers:
Get a head start on planning your summer vacation. See page 14 for more information.



Delegates from Express Marine gather in the Norfolk hall with Port Agent Jim Malone (standing second from right) to review proposals for a new contract.

It's business as usual at the SIU hall in Norfolk, Va.—perhaps even a little busier than usual with the current activation of military support ships for Operation Enduring Freedom.

In addition to the crewing of vessels for the war against terrorism, SIU officials in Norfolk check on other activities in the area—including the dredging of the channel off the coast of Morehead City, N.C. by Great Lakes Dredge & Dock Co.'s *Manhattan Island*. The dredge is equipped with state-of-the-art instrumentation, and the split-hull design permits rapid dumping of discharge material.

On this page, photos show some of the more common activities at the Norfolk hall, including Seafarers coming in to sign papers, fill out forms, wait for a job call or just pass the time and compare sea stories.



Steward/Baker Robert Lee Thomas Jr. (left) and SA William Brainard help keep the crew well fed aboard the hopper dredge *Manhattan Island*.



While aboard the *Manhattan Island*, ABM Rich Nicholas and AB Dragtender Nathan Eldridge study proposals for their new contract.

In and Around the Norfolk Hall

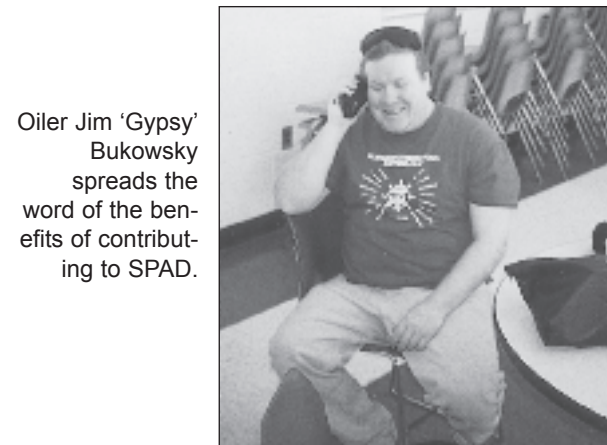
The *Manhattan Island* dredges the coastal shore off North Carolina.



The captain on the *Manhattan Island* is Jim Fish.



Retirees Randy Archer and Larry Combs share sea stories with DEU John Cooper.



Oiler Jim 'Gypsy' Bukowsky spreads the word of the benefits of contributing to SPAD.



OMU Charlie Johnson and his wife, Ada, drop by the union hall in Norfolk to fill out some paperwork.



Waiting on a job call are Re-certified Bosun Robert Lindsay and Bosun Sean Ryan.



Mark Paterson is the chief engineer aboard the *Manhattan Island*.

AB Steve Westfall (left) waits on a shipping card from SIU Rep Sam Spain in the Norfolk hall.

