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The

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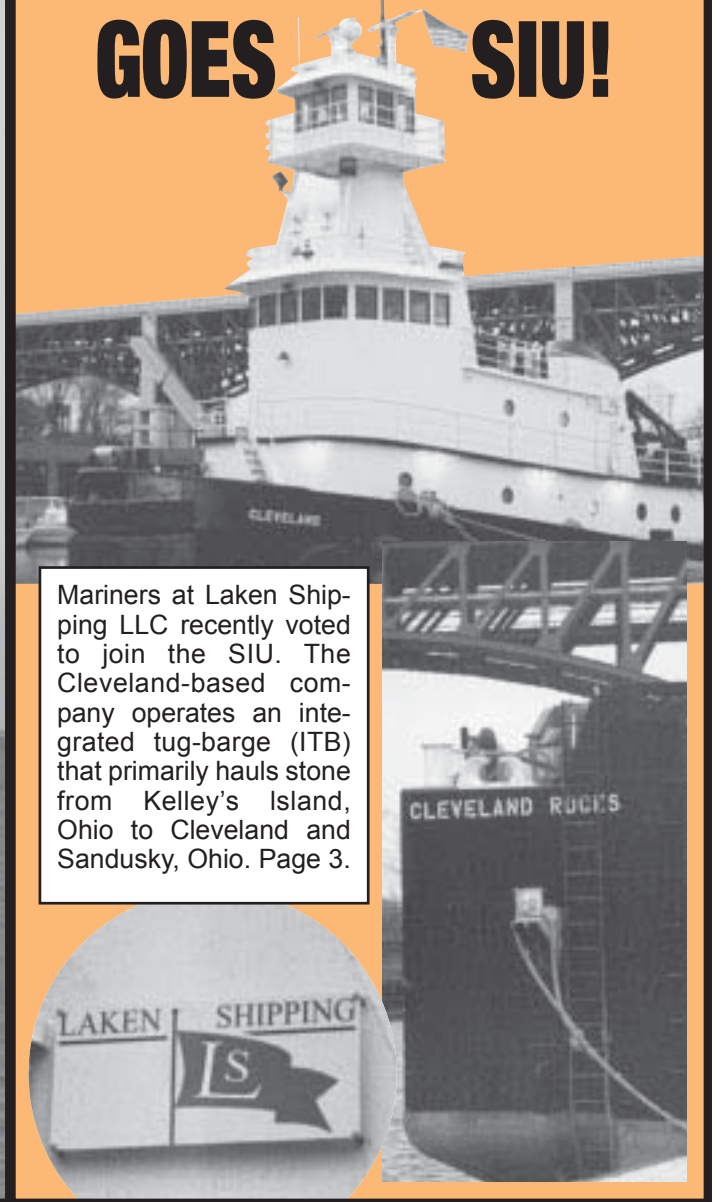
## Tanker Charleston Joins SIU Fleet



### Newly Added Vessel Signals More Jobs for Seafarers

The union last month welcomed new shipboard job opportunities as the chemical carrier *Charleston* joined the SIU fleet. Seafarers crewed up the 635-foot tanker in Houston. Page 3.

## LAKEN SHIPPING GOES SIU!



Mariners at Laken Shipping LLC recently voted to join the SIU. The Cleveland-based company operates an integrated tug-barge (ITB) that primarily hauls stone from Kelley's Island, Ohio to Cleveland and Sandusky, Ohio. Page 3.

# Seafarers Deliver the Goods For U.S. Troops in 'OIF2'



The sealift mission known as Operation Iraqi Freedom 2 continues running smoothly, and SIU members are doing their part to support U.S. troops in Iraq. Sixty SIU-crewed ships are sailing in OIF2, including the *Cape May* (pictured above and at right). AB George Papuchis (left, at *Cape May's* helm) is one of more than 2,000 Seafarers who have mobilized for this phase of the mission. Page 2.



**SMPPP Statements Mailed** Page 9

**George McCartney Remembrance** Page 6



## President's Report

### Training and Security



Michael Sacco

Shipboard and port security may be the hottest topic in our industry. With the approach of the July 1 deadline for compliance with the Maritime Transportation Security Act, U.S.-flag operators and their crews along with American ports are making sure they're ready. The vast majority of affected U.S. vessels and facilities already have submitted their respective security plans to the U.S. Coast Guard—a significant accomplishment, according to the agency's commandant.

As with most, if not all new maritime regulations that impact shipboard procedures, proper training will be essential for Seafarers and our contracted companies. On that front, the SIU-affiliated Paul Hall Center for Maritime Training and Education is ahead of the game.

Working closely with SIU-contracted operators, the union and the school have developed and implemented useful courses related to maritime security. For instance, every student at the Paul Hall Center must complete a four-hour class called "general security awareness." The course complies with requirements spelled out in both the International Ship and Port Facility Security Code (ISPS) and the International Convention for the Safety of Life at Sea (SOLAS). It is not only offered at the school in Piney Point, Md., but also has been taught by Paul Hall Center instructors aboard SIU ships.

Several other classes also deal with security. All students at the Paul Hall Center receive a government-approved anti-terrorism briefing. For many years, the school has conducted a government vessels course that includes anti-terrorism components.

Also, the Paul Hall Center offers instruction for vessel security officers, as well as security-team training which includes small-arms lessons (for those sailing aboard military-contracted ships).

Naturally, providing the most up-to-date security training is an ongoing process. With that in mind, I'm especially looking forward to the upcoming advisory board meeting next month in Piney Point, where representatives of the school, the armed forces, maritime labor, the Coast Guard, the U.S. Maritime Administration and U.S.-flag operators will thoroughly examine new security requirements and the best ways to fulfill them.

Meanwhile, the Paul Hall Center is living up to its tradition of constantly staying a step ahead of the industry's needs.

### OIF2

The U.S. Military Sealift Command didn't exaggerate when it promised that Operation Iraqi Freedom 2 (OIF2) would be the largest, fastest combat cargo movement since World War II.

Already, 60 SIU-crewed ships have mobilized for OIF2. They are helping transport an estimated 24 million square feet of cargo for U.S. troops into and out of Iraq. Counting members of our Government Services Division, more than 2,000 Seafarers are sailing in support of the mission.

Once again, I couldn't be more proud of the way our members are upholding our legacy as part of the nation's fourth arm of defense. Just as they did before and during the all-out combat phase of the war in Iraq, SIU members are answering the call in OIF2 with quiet, determined patriotism and a level of professionalism that's second-to-none.

The OIF2 sealift is yet another great example of the U.S. Merchant Marine's value to our national and economic security. It's also further proof of something that's been true since our founding in 1938: Seafarers deliver the goods.

### George McCartney

Finally, I encourage all Seafarers to spend a few minutes reading about the career of our recently departed brother George McCartney, retired vice president of the union's West Coast region (page 6).

We've been fortunate over the years to have had many officials and members who have gone above and beyond when it comes to promoting not just the SIU but the whole U.S. Merchant Marine. Even by that standard, George was exceptional. He found a home early on with the SIU and spent the next 50-plus years doing everything possible to strengthen our union.

That type of dedication is essential to our continued success. We all would do well to live up to the model that George provided.

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Jeanne Textor*.

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# Seafarers Deliver the Goods In Operation Iraqi Freedom 2

While the overall mission of stabilizing Iraq remains complex, the sealift operation known as Operation Iraqi Freedom 2 (OIF2) is proceeding smoothly—and Seafarers continue playing a key role in the process.

Approximately 60 SIU-crewed vessels remain active in the massive resupply mission that commenced early this year. As previously reported, the U.S. Military Sealift Command (MSC) estimates that more than 240,000 U.S. military personnel will have rotated into and out of the Middle East by the time OIF2 concludes.

MSC also reported that U.S.-flag ships are carrying heavy volumes of combat service support gear for forces working to steady Iraq. Overall, approximately 24 million square feet of cargo belonging to nine units in the U.S. Marine Corps, U.S. Army and National Guard are being moved by ship during OIF2.



Wiper Ryan Neathery prepares for a safety drill aboard the *Cape May*.

One early highlight of the mission involved five Seafarers-crewed large, medium-speed, roll-on/roll-off (LMSR) ships loading out more than 70,000 tons of Army hardware in Antwerp, Belgium for the U.S. Army's 1<sup>st</sup> Infantry Division—known as Big Red One. From Jan. 25 to early February, the LMSRs (*USNS Brittin*, *USNS Red Cloud*, *USNS Dahl*, *USNS Charlton* and *USNS Watkins*)



The SIU-crewed *Cape May* carries military gear after loading in Norfolk, Va.



took on a wide range of materiel for delivery to an area northwest of Baghdad, where Big Red One relieved the 4<sup>th</sup> Infantry Division. The cargo included M1-A1 Abrams heavy battle tanks, armored personnel carriers, Bradley fighting vehicles, heavy trucks, Humvees, fuel trucks and containers loaded with various supplies.

For Seafarers, OIF2 is the continuation of a patriotic duty that began with pre-war mobilizations for the all-out combat phase of Operation Iraqi Freedom in 2003. As U.S. Maritime Administrator Captain William Schubert recently noted, "Over a year ago, when we first learned that U.S. armed forces would again be relying on American sealift to bring freedom to the Middle East, we called on you (U.S. mariners). We knew there was the potential for danger, but we also knew that the U.S. Merchant Marine would ensure that equipment and supplies would get to where they needed to be and on time. Together, we planned for many contingencies and we coordinated for months before the Army landed in Iraq. We met the challenge—over 7,000 mariners and over 130 U.S.-flag ships brought the military their tanks, Humvees and other critical equipment that led to the freedom of the Iraqi people and the capture of

*Continued on page 10*

## Rank-and-File Finance Committee Okays Union's Records for 2003

A seven-person committee of rank-and-file union members, elected by their fellow Seafarers during the April headquarters/Port of Piney Point membership meeting in Piney Point, Md. has completed its review of the SIU's financial records for the year 2003 and found them in good order.

Serving on the committee were **Gerard Costello**, port of Baltimore; **Herbert Davis** and **Michael Dempster** from the port of Norfolk, Va.; **Michael Joel** and **William Kelly** from the port of Philadelphia; **David Martz**, port of Baltimore; and **Jamie Miller** from the port of Piney Point. SIU Secretary-Treasurer David Heindel worked with the committee and made himself and the records of his office available to them.

In its report, the committee noted, "We ... do hereby state that we have examined the procedure for controlling of the funds of the Union and have found that the system of internal control is ade-



At the conclusion of their business, members of the union's 2004 finance committee joined SIU Secretary David Heindel, left, for this photo. Pictured with Heindel are, from the left, Herb Davis, William Kelly, David Martz, Mike Dempster, Jamie Miller, Gerard Costello and Mike Joel.

quate to safeguard them properly."

Article X, Section 15 of the SIU Constitution mandates that a financial committee annually examine the union's financial records. That segment reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



The committee is hard at work.



# Laken Shipping Mariners Vote SIU

## Union Contract Brings Many Gains for Newest Seafarers

Mariners at Laken Shipping LLC recently voted to join the SIU.

The Cleveland-based company operates an integrated tug-barge (ITB) that primarily hauls stone from Kelley's Island, Ohio to Cleveland and Sandusky, Ohio.

Leading the organizing drive were SIU Vice President Great Lakes Tommy Orzechowski, SIU Algonac Port Agent Todd Brdak and Seafarer **Tim McKenna**, the union's port steward for Great Lakes Towing Company in Cleveland.

"Congratulations are in order, both to our newest members and to those who worked on the organizing campaign," said SIU Vice President Contracts Augie Tellez. "Their contract is something to be proud of, and it's great to have them aboard with the SIU family."

Laken mariners in late March expressed unanimous support for

joining the SIU, and the company quickly recognized the union as the exclusive bargaining representative for all seamen employed on its vessels. Laken's ITB *Cleveland/Cleveland Rocks* is crewed by a captain, mate, engineer, lead deckhand and three other deckhands.

The newest Seafarers include Mate **Garland Attaway**, Deckhand **Joel Budzar**, Lead Deckhand **Patrick Carney**, Deckhand **Tony Cenname**, Deckhand **Aaron Gordon**, Engineer **Matthew Hoban**, Captain **James Long**, Deckhand **Jeffrey Marin**, Deckhand/Cook **Eric Piascik** and Engineer **Mark Stevenson**.

The ITB entered service for the season on April 7—one week after crew members unanimously approved a five-year contract that brought substantial improvements. Previously, the mariners had not received a pay raise for

three years. They also had no holiday pay or pension plan, and their health insurance required co-payments.

Under the new contract's terms, the crews received immediate wage increases and are scheduled for raises in each subsequent year of the pact. They are covered by the union's top medical plan (Plan G), which does not require co-payments.

Additionally, they are enrolled in the Seafarers Money Purchase Pension Plan (SMPPP) and are eligible to upgrade at the union's affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Other contract highlights include holiday and bereavement pay, establishment of a grievance procedure and implementation of a seniority system for layoffs, promotions and transfers.



Aboard the tug *Cleveland*, Seafarers review details of their new five-year contract before unanimously approving the pact.



The self-unloading barge *Cleveland Rocks* is a new addition to the SIU fleet on the Great Lakes.



The tug *Cleveland* is part of an ITB that hauls stone from Kelley's Island, Ohio to Cleveland and Sandusky, Ohio.

## More New Jobs!

### Tanker Charleston Joins SIU Fleet

The union last month welcomed new shipboard job opportunities as the chemical carrier *Charleston* joined the SIU fleet.

Seafarers crewed up the 635-foot tanker in Houston.

The *Charleston* is the eighth ship in the United States Shipping LLC U.S.-flag fleet. Built at Louisiana's Avondale Shipyard in 1983, the vessel has a breadth of 106 feet and a deadweight tonnage of slightly more than 48,000. It is equipped with 43 cargo tanks.

Seafarers also sail aboard United States Shipping's integrated tug-barges *Baltimore*, *Groton*, *Jacksonville*, *Mobile*, *New York* and *Philadelphia*, as well as the *Chemical Pioneer*. The ITBs typically carry refined petroleum products including gasoline, heating oil and jet fuel to the Caribbean as well as the East, Gulf and West coasts.

The *Chemical Pioneer*, acquired by United States Shipping in July 2003, transports a wide variety of chemicals from U.S. Gulf Coast ports to U.S. East Coast ports.

The Jones Act tanker company is based in Edison, N.J.

"This ship means more new jobs for Seafarers, so the union obviously welcomes the addition of the *Charleston*," stated SIU Vice President Contracts Augie Tellez. "The SIU's ongoing commitment to gaining new, good jobs for Seafarers continues to get results. Our crews are dedicated, productive, safe and reliable—all of which helps tremendously when it comes to securing new work."

He added that the union and the company enjoy a good working relationship and will continue exploring ways to expand the U.S.-flag fleet.

### U.S. ITF Affiliates Meet in Washington



Officials from numerous affiliates of the International Transport Workers' Federation (ITF) met in Washington, D.C. in late March to discuss potential strategies for increased grassroots activities and international solidarity. David Cockroft, general secretary of the London-based federation, addressed the gathering. SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel, who also serves as vice chair of the ITF's Seafarers' Section, participated and offered their insights. They are pictured seventh and eighth from left, respectively. Speaking is Tom Keegel, secretary-treasurer of the Teamsters.

### Letter to NMU Welfare Plan Participants

*Editor's note: The following letter was scheduled for mailing May 1 to participants in the NMU Welfare Plan. As previously reported, the Plans' merger doesn't change anyone's benefits.*

May 1, 2004

Dear Participant:

As you know from Membership Meetings and the *Seafarers LOG*, the NMU Welfare Plan will merge with the Seafarers Health & Benefits Plan on June 1, 2004.

You will continue to receive the exact same benefits that you now receive from the NMU Welfare Plan. The new identity for the merged plan will be Seafarers Health & Benefits Plan, Level N.

Effective June 1, 2004, all out-patient medical claims should be submitted to the following address:

Seafarers Health & Benefits  
Plan – Level N  
P.O. Box 380  
Piney Point, MD 20674

Telephone: 1-800-252-4674

You should continue to call First Health at the same number you already use (1-800-839-1980) for pre-certification for hospital stays and facility locations. Your group number with First Health, Plan 501, remains the same. First Health may also help you locate a doctor in your area. Hospitals should continue to send their claims to the First Health address on your membership card.

Your new membership card,

which contains all of this information, is enclosed. As in the past, you may show this card to the doctor or hospital when they request information regarding your health insurance plan. Please note, this card does not guarantee eligibility for benefits. You must continue to earn eligibility in accordance with plan requirements.

I would like to take this opportunity to thank the NMU Welfare Plan staff for their years of service and dedication to Plan Participants and their families.

The Seafarers staff will continue the tradition of service and dedication to the membership. In fact, the level of service should be better because of the Seafarer's larger network of ports and staff.

You should continue to contact the NMU Benefit Plans' office for questions concerning vacation, annuity and pension benefits.

Very truly yours,  
William J. Dennis  
Administrator



# Membership Receives President's Pre-Balloting Report

SIU President Michael Sacco has issued the pre-balloting report to the membership announcing general elections for the union's officers will take place this year. The release of this report is called for in Article X, Section 1(e) of the SIU constitution.

The report lists the various offices that will appear on the ballot. Voting will begin Nov. 1 and continue through Dec. 31.

Those elected will serve a four-year term from 2005 through 2008. A total of 27 positions from president to port agent will appear on the ballot.

In presenting the report, Sacco noted he has worked with the union's executive board and port officials to appraise the needs of the SIU for the next four years and beyond, while considering changes that have occurred in the industry.

Printed below is the full text of the 2004 pre-balloting report.

May 3, 2004

Pursuant to Article X, section 1(e) of our constitution, I am submitting at this regular May membership meeting of this election year, my pre-balloting report.

The balloting for our General Election of Officers for the term 2005-2008 will commence on Nov. 1, 2004 and continue through Dec. 31, 2004. The election will be conducted under the provisions of our constitution, as amended and effective March 16, 2001, and such other voting procedures as our secretary-treasurer may direct.

I have, in consultation with our executive board and port representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our constitution, that the following offices be placed on the ballot in the 2004 general election of officers for the term 2005-2008:

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement

- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the Southern Region, Great Lakes, and Inland Waters
- 1 Vice President in Charge of the West Coast
- 1 Vice President in Charge of Government Services and Fishing Industries
- 2 Vice Presidents at Large
- 1 Assistant Vice President in Charge of Contracts and Contract Enforcement
- 1 Assistant Vice President in Charge of the Atlantic Coast
- 1 Assistant Vice President in Charge of the Gulf Coast
- 1 Assistant Vice President in Charge of the Southern Region, Great Lakes and Inland Waters
- 1 Assistant Vice President in Charge of the West Coast
- 1 Assistant Vice President in Charge of Government Services and Fishing Industries

10 Port Agents

There shall be one (1) port agent in each of the ten (10) constitutional ports; namely: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point.

In accordance with the above-mentioned Article X, Section 1(e) of our constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such a recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open July 15, 2004 and close Aug. 15, 2004.

The foregoing constitutes your president's pre-balloting report and, subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,  
Michael Sacco  
President

## ITF Secures Aid for Crews Of Two FOC Bulk Carriers

The International Transport Workers' Federation (ITF) at the beginning of the year secured more than \$64,960 in back pay for crew members aboard two runaway-flag vessels in the Houston area.

Upon being informed of complaints from three Sri-Lankan crew members (electrician, bosun and AB) aboard the *Taxiarchis Sierra*, SIU ITF Inspector Shwe Tun Aung, who works out of Houston, visited the Cyprus-flag bulk carrier when it arrived in that port Jan. 18. He discovered that the managers, Argosy Shipmanagement Inc., based in Piraeus, Greece, had not been paying the crew in accordance with their ITF contract.

Aung negotiated with the company and secured the sum of \$9,147.60 as per the agreement, which included two months' wages, overtime and leave pay, along with repatriation for the three crew members.

Unfortunately, the mariners could not sign off at that time since they did not have the necessary visas, so Aung arranged for repatriation in the next foreign port. Additionally, he ordered more provisions for the crew, paid by the owner, and recommended that the ITF inspector in the next port check to make sure that everything was



Mariners aboard the Turkish-owned *Sealight*, which flies the flag of Malta, informed the ITF of their complaints.

still okay.

Aung also was alerted to the plight of the crew aboard the *Sealight*, managed by Furtrans Shipping Group, a Turkish company based in Istanbul and flying the flag of Malta. The mariners claimed they had not been paid according to the ITF agreement covering that vessel. And wages that were being paid had been delayed for periods of two months or more.

The ITF inspector visited the bulk carrier when it arrived in Freeport, Texas and demanded that the company pay all wages, back pay and repatriation costs. In addition, he demanded that the owners take no action against the seafarers for demanding their contractual rights.

Aung negotiated with Furtrans and received \$55,812.95, which covered



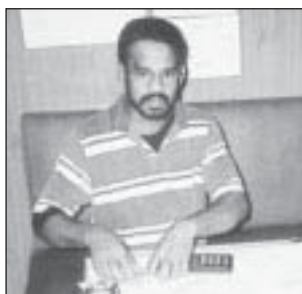
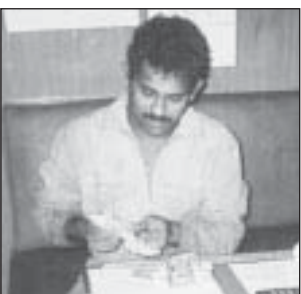
two months' wages for five crew members, as well as overtime, leave pay and repatriation. The remainder of the crew had just boarded the vessel and did not want to claim wages at that time.

Aung asked that other inspectors keep an eye out for the *Sealight*, checking to ensure that the company continued to comply with the ITF agreement.

The ITF, based in London and founded in 1886, is an alliance of 594 transportation-related trade unions in 136 countries, representing approximately 5 million workers. The SIU is an ITF affiliate.



Three Sri-Lankan crew members aboard the FOC vessel *Taxiarchis Sierra* count the money they received in back pay, thanks to the assistance of ITF inspector Shwe Tun Aung.



The tug *Honcho* is part of the Puerto Rico Towing fleet.

## Negotiations Underway At Puerto Rico Towing

Negotiations for a first contract are continuing at Puerto Rico Towing, where boatmen recently chose to join the SIU.

The company operates tugboats that perform docking and undocking in San Juan Harbor as well as in other ports in Puerto Rico, the U.S. Virgin Islands and elsewhere in the Caribbean. Its duties include providing harbor towing services for the U.S. Military Sealift Command (MSC) at the U.S. Naval Station at Roosevelt Roads, approximately 50 miles from San Juan.

Puerto Rico Towing is a subsidiary of Great Lakes Towing.

The SIU represents ABs and deckhands at Puerto Rico Towing, while the licensed personnel are represented by the Seafarers-affiliated American Maritime Officers.

The company operates five boats and has reported plans to "expand and deploy additional tugboats in the near future."

Victor Nuñez, SIU port agent in San Juan, credited AB **Angel Lozada** (among others) with "being a great asset during the organizing drive. He continues to do outstanding work as a union delegate."



Pictured from left to right are AB Angel Lozada, Deckhand Sixto Franco and Deckhand Sinfiorano Negrou.



Left: Reviewing contract proposals on the tug *Punta Borinquen* are (from left) Deckhand Sinfiorano Negrou, Deckhand Sixto Franco, AB Angel Lozada and SIU San Juan Port Agent Victor Nuñez.



# Unions Voice Strong Objections to MMD Provisions

The SIU and seven other maritime unions, along with the Maritime Trades Department, AFL-CIO, early last month submitted comments objecting to numerous provisions in a U.S. Coast Guard interim rule (47 CFR Part 12, USCG-2003-14500) covering forms and procedures for the issuance and renewal of merchant mariners' documents (MMDs).

The joint statement came from the SIU; MTD; American Maritime Officers; Inland Boatmen's Union of the Pacific; International Longshore and Warehouse Union; International Organization of Masters, Mates & Pilots; Marine Engineers' Beneficial Association; Marine Firemen's Union; and the Sailors' Union of the Pacific.

The unions called for a public hearing "in order to develop a complete and accurate record regarding the provisions and consequences of the Interim Rule."

"At the outset, we believe it is extremely important to emphasize that the procedures and requirements governing the issuance and renewal of MMDs determine whether a trained and qualified individual will or will not in fact be able to pursue his or her chosen profession," the unions wrote. "It is absolutely essential that such procedures and requirements be reasonable, realistic, clear and fair, and that they do not serve to arbitrarily deny qualified persons with the opportunity to work aboard U.S.-flag commercial vessels.

"It is also important to empha-

size that to the extent American citizens are denied the chance to pursue a career in the United States merchant marine for reasons that have very little if anything to do with their current qualifications and on-the-job performance, our country will lose a valuable, irreplaceable component of its militarily-useful commercial seafight."

The unions argued that the interim rule "is directed at mariners least in need of additional regulation and is thus an unnecessary means to improve security." They also pointed to runaway flags (also known as flags of convenience) as "the real threat to the security of the United States," from a maritime perspective. "While we commend the United States Coast Guard for the steps it has taken in recent years to regulate foreign-flag vessels, far more regulation is needed in this area rather than against United States-flag ships."

Further, they noted that the interim rule "simply further regulates the group of people in the maritime industry who are already the most regulated. Adding to the complexity of merchant mariner documentation does not itself enhance the security interests of the United States. Our country needs more, not less, U.S.-flag ships and more, not fewer, U.S. citizen crews if the United States wants to seriously address the threats to our ports, our economy and to our citizens posed by flag-of-convenience vessels and their foreign citizen crews."

Among other objections, the unions particularly took issue with the "character and habits of life" standard included in the interim rule.

"The Interim Rule provides that the 'character and habits of life' of the applicant, and whether the applicant is determined to be a 'safe and suitable person', shall be considered by the Coast Guard when deciding whether or not to issue or renew a merchant mariners' document," the unions wrote. "These terms are not defined, but rather will, according to the Interim Rule, be left to the 'appropriate Coast Guard official' to decide.

"We understand that prior to the promulgation of this Interim Rule, 33 CFR section 6.10-1 permitted the Coast Guard to grant MMDs only if 'the Commandant is satisfied that the character and habits of life of such person are such as to authorize the belief that the presence of the individual on board would not be inimical to the security of the United States.' However, we know of no instance in the last twenty years when this rule was used to deny the issuance of an MMD. In fact, this rule has all but been struck down by the United States Supreme Court, and the Coast Guard's attempt to resurrect it and to make it part of the regular MMD application process cannot succeed...."

They also pointed out, "We understand that the intent of this standard is to thwart terrorism and terrorist activities. However, we are greatly concerned that as writ-

ten, the undefined 'character and habits of life' criteria could be used as a catch-all excuse to deny individuals an opportunity to work aboard U.S.-flag vessels based not on their qualifications or on-the-job performance, but rather on their unpopular but legitimate and legal politics; personal habits and lifestyle; or other equally irrelevant, non-terrorist related matters. Without clear definition and specific criteria, United States citi-

zens are in the position where they may lose their right to work in the profession of their choice based on purely subjective determinations by an agency of the United States government."

Lastly, the unions asserted that the appeals process for mariners whose applications are denied "is unclear and insufficient," while the cost of the interim rule to mariners "is vastly underrated."

## Alaska to Offer Drilling Leases On Some State-Managed Waters

Oil and gas drilling leases for up to 350,000 acres of state-managed waters along the whole coast north of the Arctic National Wildlife Refuge (ANWR) in October will be offered by the state of Alaska, according to published reports.

Alaska Gov. Frank Murkowski (R) made the announcement March 31. By law, the state manages waters up to three miles offshore. State administrators can enact land-use policies without the Alaska Legislature's approval.

"It's a solid answer to America's energy shortage," said Murkowski during a Washington, D.C. press conference. "It sends a very strong message that we are not going to be held hostage by OPEC." The governor's announcement came after OPEC ratified a pledge it made in February to reduce the cumulative target oil output of its 15 member nations by a million barrels per day. Experts say that the pledge likely will further increase U.S. gas pump prices, which have averaged more than \$1.75 per gallon nationwide in recent weeks.

In a related development, Interior Secretary Gale Norton said that oil reserves in the far Northern Coastal Plain of the Arctic National Wildlife Refuge (ANWR) represent the nation's largest single prospect for future oil production—greater than any state, including Texas and Louisiana.

The secretary in March shared statistics about ANWR's energy potential with members of the U.S. House Resource Committee during testimony on Capitol Hill.

"The administration firmly believes that we can develop energy at home while protecting the environmental values we all hold dear," Secretary Norton said. "The Coastal Plain of ANWR's 1002 area is the nation's single greatest onshore oil reserve. The U.S. Geological Survey estimates that it contains a mean expected value of 10.4 billion barrels of technically recoverable oil. To put that into context, the potential daily production from ANWR's 1002 area is larger than the current daily onshore oil production of any of the lower 48 states.

"ANWR could produce nearly 1.4 million barrels of oil, while Texas produces just more than one million barrels a day, California just less than one million barrels a day and Louisiana produces slightly more than 200,000 barrels a day," the interior secretary said.

Secretary Norton reiterated the Interior Department's support for energy production in the far Northern Coastal Plain of ANWR—the area set aside for possible oil and gas production in 1980 by President Carter and Congress.

"Energy production in Alaska's Northern Coastal Plain will reduce dependence on foreign oil; will create new jobs; is strongly supported by organizations that represent working men and women; and will protect wildlife with the toughest environmental regulations ever applied," she said. "With American ingenuity and new technologies, we can protect the tundra and wildlife on the Northern Coastal Plain."

## Land Management Agreement Geared Toward 'Environmentally Sound Energy Development'

Secretary of the Interior Gale Norton has signed a document that finalizes the Bureau of Land Management's (BLM) plan for managing 8.8 million acres of public land in the Northwest portion of the National Petroleum Reserve-Alaska.

In signing the document, known as a Record of Decision, Norton said the BLM's management plan "will help meet America's need for environmentally sound energy development as directed by the president's National Energy Plan."

Under its management plan, the BLM will make 7.23 million acres of the 8.8 million Northwest portion acres available for energy leasing and will defer 1.57 million acres from leasing for 10 years. All energy leases will be subject to strict environmental standards. In addition, the plan includes provisions to protect water quality, vegetation, wetlands, fish and wildlife habitats, and subsistence uses. This plan was the result of extensive consultations with Alaskans.

"With America's dependence on foreign oil growing each year, energy from the National Petroleum Reserve-Alaska can help in the long term to increase our domestic energy production and stabilize prices," Secretary Norton said. "This plan will help produce energy in an environmentally responsible manner with the best available technology, while protecting the important biological, subsistence and cultural values found in this area."

The U.S. Geological Survey

estimates that the National Petroleum Reserve-Alaska has between 5.9 and 13.2 billion barrels of technically recoverable oil with a mean estimate of 9.3 billion barrels.

President Warren A. Harding created the Naval Petroleum Reserve Number 4 in 1923. In 1976, BLM assumed management responsibility for the area, and the name was changed to the National Petroleum Reserve-Alaska. In 1980, Congress instructed the interior secretary to undertake "an expeditious program of competitive leasing of oil and gas" in the Reserve. Throughout the past two years the BLM has used various studies to develop the Northwest Plan for the National Petroleum Reserve-Alaska.

"With today's signing, we can continue to access these vital reserves and in doing so we can increase our national security, provide more stable energy prices for America's families, reduce our dependency on foreign oil and create new jobs in America," Secretary Norton said.

As part of the Record of Decision, Norton designated 102,000 acres as the Kasagluk Lagoon Special Area. "This area is important for migratory birds and marine mammals and features marine tidal flats that are rare on the North Slope. I concur with BLM's recommendation for this area, and it will be protected," Secretary Norton said.

BLM will include "no surface occupancy" restrictions that pro-

hibit permanent structures and contain other protective stipulations on any leases issued in this special area.

The plan, detailed in the Final Northwest National Petroleum Reserve-Alaska Integrated Activity Plan/ Environmental Impact Statement, includes a variety of restrictions and designations designed to protect water quality, vegetation, wetlands, fish and wildlife habitat, subsistence uses and scenic/recreational values.

## Coast Guard Admiral Reminds 'Maritime Partners' About MTSA's July 1 Implementation

U.S. Coast Guard Admiral Thomas H. Collins, the agency's commandant, recently distributed a letter to "maritime partners" concerning deadlines related to the Maritime Transportation Security Act. The mid-March communication includes a reminder about the Coast Guard's "help desk" that provides the latest details on maritime security regulations.

Extensive details of the Act have been published in previous editions of the *Seafarers LOG*.

The text of Admiral Collins' letter follows.

"As you are by now well aware, the January 1, 2004 deadline for submitting security plans required by the Maritime Transportation Security Act (MTSA) has passed, and the implementation date of July 1, 2004 for ves-

sel and facility security will soon be upon us.

"To date, we have received security plans from over 95 percent of those vessels and facilities required to comply with the MTSA. This is no small accomplishment. However, plan approval is only a part of the security process. The implementation of those security plans by the vessel and facility operators is the crucial element that will solidify the MTSA foundation. I ask that you please ensure your members are aware of the approaching compliance date and are fully prepared to implement their individual security plans. The Coast Guard takes these security requirements very seriously, and we will aggressively enforce the July 1 deadline.

"Additionally, if they have not

already done so, I strongly urge your members to submit their security plans now. To facilitate this effort, the Coast Guard has established a help desk to provide a "one-stop-shop" for up-to-date information on implementation of the maritime security regulations. Your members can visit the help desk web site at the following address:

<http://www.uscg.mil/hq/g-m/mp/mtsa.shtml>

"The help desk itself operates from 8 a.m. to 8 p.m., Eastern Standard Time, Monday through Friday, and can be reached at 1-877-MTSA-Aid (1-877-687-2243) or 202-366-9991 for all MTSA-ISPS needs. The help desk staff will either immediately respond to questions or will research the issue and promptly provide a written response.

"I thank you and your members for their efforts thus far, and look forward to the full implementation of the MTSA so that, together, we can make our waterways safe and secure."



## Remembering George McCartney

# Lifelong Passion for SIU Defined Retired VP

Retired SIU Vice President West Coast George McCartney, one of the union's most enthusiastic champions for more than a half-century, died March 19 at his home in San Mateo, Calif. following a long illness. He was 72.

McCartney spent his entire career with the Seafarers. At age 17 he climbed the gangway to his first SIU ship, the Liberty tanker *Catahoula*, in 1948. He retired as vice president of the union's West Coast region in 1998, but remained very active with the SIU. In fact, he attended the monthly membership meeting in San Francisco the day before his passing.

In remembering the New York City native, union officials and former shipmates pointed to McCartney's lifelong passion for the Seafarers.

"I go back a long way with this union. I can honestly say that I never met anyone who cared about the SIU any more than George did," SIU President Michael Sacco said March 26 at a graveside service at Seafarers Haven Cemetery in Piney Point, Md. "I always thought that if someone X-rayed George's heart, they'd see a ship's wheel inside, with the words 'Brotherhood of the Sea.'"

SIU Executive Vice President John Fay described McCartney as "an eloquent spokesman for the SIU. He loved the SIU and, like most of us that came around in that era, it was his whole life.... You never heard anybody say anything unkind about him."

Nick Marrone, who succeeded McCartney upon his retirement, noted, "I knew him for 20-plus years. He was a very honest, forthright individual. What I



During a 1993 meeting of the American Merchant Marine Veterans in Portland, Ore., McCartney pledges the SIU's support in the fight to extend the cutoff date for veterans' status for WWII mariners.

remember most was his positive attitude and his thumbs-up gesture.... George loved the union. This was the biggest part of his life and he enjoyed every moment of it."

SIU Vice President Contracts Augie Tellez observed, "George embraced the cause and fought for the membership literally until his last days. In our line of work, you simply can't have enough people like George McCartney."

SIU Assistant Vice President Nick Celona first met McCartney in 1977 and later worked for him on the West Coast. "He was extremely loyal, he loved the union and we worked well together," Celona said. "When it came to the merchant marine and the SIU in particular, he would always stand up. He just loved the SIU and the membership. Since he retired, he attended every

meeting. I'm glad I worked with him."

Retired SIU Vice President Contracts Red Campbell sailed with McCartney during the 1950s and later worked with him again when both were officials. "He was an excellent shipmate and he always knew his job," Campbell stated. "Beyond that, he was 'Mr. Union.' George took part in many of the waterfront beefs and really was involved in all of the union's campaigns."

Retired SIU Bosun Joseph Morrison knew McCartney for more than 40 years. "George was a dedicated official and union member," Morrison said. "He knew everyone and treated everyone equally. He'd be in the office very early in the morning. As the members would come in, he would shake their hands. He knew everyone's name."

McCartney also was a friend to the *Seafarers LOG*. He regularly kept in touch with the union's newspaper staff and was quick to offer background, story ideas, compliments and constructive criticism.

"When he called our office, he identified himself as the West Coast cub reporter," recalled Jeanne Textor, longtime office manager at the *LOG*. "He kept us updated on maritime issues on the West Coast and he shared his wealth of information when an SIU or MC&S member or official retired or passed away. George absolutely will be missed by all of us."

Raised in the Hell's Kitchen area of New York, McCartney sailed in the engine and steward departments from 1948 until 1960, when he came ashore as part of the maintenance gang in



McCartney enjoyed attending meetings of the Maritime Trades Department, first as an active official (top photo, flanked by SIU President Michael Sacco, left, and current SIU VP West Coast Nick Marrone) and later as a retiree (below, with MFOV President Whitey Disley).



his native city. During the 1960s, he worked as a patrolman in New York and also served as the port agent in Wilmington, Calif. for two years.

He was the union's New York port agent from 1972-76, then moved to the West Coast. McCartney worked as the Seattle port agent in 1977, then as San Francisco port agent beginning in 1978.

In 1981, he was appointed to the newly created position of West Coast vice president—a slot to which he was reelected several

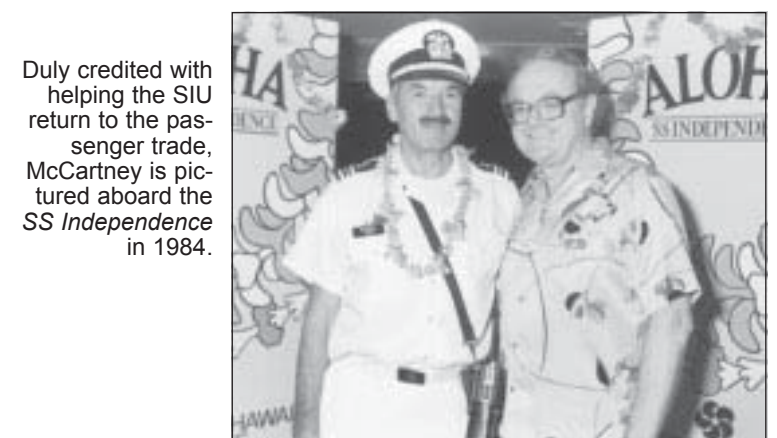
times, until his retirement.

McCartney was instrumental in aiding the union's return to the passenger trade, and he also played a part in many of the SIU's historical and central campaigns. He was active in local port councils, central labor councils, state labor federations—and anywhere else he saw an opportunity to promote the SIU's interests.

"He was a friendly, hard-working, decent, loyal person," SIU President Sacco remembered. "Most of all, he was—and always will be—a Seafarer."



McCartney's SIU career began in 1948. Whether working with Seafarers (top two photos) or supporting members of other unions in times of need (bottom), his efforts were tireless.



Duly credited with helping the SIU return to the passenger trade, McCartney is pictured aboard the *SS Independence* in 1984.



Pictured in New York in 1974 are (from left) McCartney, SUP President Morris Weisberger, AFL-CIO Secretary-Treasurer Lane Kirkland and ILA President Ted Gleason.



# Lakes Seafarers Complete Fitout

## Shipboard Security Plans in Place on SIU Vessels

SIU crews on the Great Lakes completed a busy but routine fitout in mid-April.

"It was very busy from the beginning of March, but everything went smoothly," noted SIU Algonac Port Agent Todd Brdak. "All of our contracted companies are running. The last one (Great Lakes Associates) broke out the weekend of April 17."

The SIU halls in Joliet, Ill. and Duluth, Minn. reported similar activity levels in March and April.

The Lake Carriers' Association (LCA), a trade group representing U.S.-flag operators, reported that 45 American-flag vessels were operating on the Lakes by early April. That figure is more than double the number from last year at the same time.

"Equally important, the April 1 tally is the highest since 2000, when 51 U.S.-flag 'Lakers' were in service," the LCA noted. "Most of the increase comes in the category of vessels that carry iron ore, limestone and coal."

Shipments of coal on the Great Lakes in March totaled 1.1 million net tons, more than double the total recorded a year earlier, the association reported. Weather played a big role in the increase, as icy conditions in March 2003 slowed or delayed some shipments.

"For the year, the Lakes coal trade stands at 2.6 million tons, again more than double the volume recorded at the same point in 2003, and a slight increase over the 5-year average for the January-March timeframe," the association said. "It must be noted that the 2004 season-to-date total includes a number of western coal cargos that moved as a result of the one-time extension of the closing date for the locks at Sault Ste. Marie, Michigan."

Like other segments of the U.S.-flag fleet, Lakes crews and operators have begun complying with the requirements of the Maritime Transportation Security Act (MTSA) well in advance of the July 1, 2004 deadline. "An LCA-developed Alternative Security Program for Great Lakes Dry-Bulk Carriers was approved by the U.S. Coast Guard in late December, and LCA members have begun training personnel in the requirements of the Program," the association noted.

While many elements of the LCA Program are deemed Security Sensitive Information (SSI) by the federal government and therefore are not for public disclosure, the Program details the responsibilities of shipboard and land-based employees in complying with the security requirements set forth in the MTSA, passed by Congress in 2002.



QMED John Norick  
*American Spirit*



AB Issam Hani  
*American Spirit*

Among other rules, the MTSA requires security training for mariners and shore staff and various safeguards such as inspection

of holds prior to and during loading and unloading of cargo. It also calls for screening of non-crewmembers boarding the vessel.



2nd Cook Earl Hicks  
*American Spirit*



SA Darlene Weymouth  
*American Spirit*



AB Terry Artl  
*American Spirit*

## ASC Bosuns Address Key Issues

SIU bosuns who sail with American Steamship Company (ASC) took part in informative meetings March 16 at the union hall in Algonac, Mich.

The first part of the day-long session covered many topics including shipping rules, contract administration, responsibilities of the ship's chairman and the importance of political activity. During the afternoon meeting, the bosuns tackled vessel security, shipboard safety, the 2004 outlook for maritime trade on the Great Lakes, and more.

The following Seafarers participated: **David Barber, Ronald Bocek, Albert Brzezinski, Jeffrey Eckhart, Scott Gallagher, Michael Keogh, William Mulcahy, Charles Niegebauer, Michael Schaff, Larry Smith and Rudolph Tahtinen.** Helping conduct the initial meeting were SIU Vice President Great Lakes Tommy Orzechowski, Algonac Port Agent Todd Brdak, Joliet Port Agent Don Thornton and Patrolman Chad Partridge.

Representing the company were ASC President Jerry Welsch, Safety and Security Officer Tom Anderson, Vice President of Operations Noel Basset, Vice President of Traffic and Sales Keith Collingnon, Human Resources Manager Kathy Elinski and Human Resources Vice President Kevin McMonagle.

ASC's SIU-crewed Great Lakes fleet includes the *Indiana Harbor*, *Walter J. McCarthy*, *St. Clair*, *American Mariner*, *H. Lee White*, *John J. Boland*, *Adam E. Cornelius*, *American Republic*, *Buffalo*, *Sam Laud* and *American Spirit*.



Bosuns Al Brzezinski (left) and Michael Schaff review the Great Lakes Standard Freightship Agreement.



American Steamship Company Security Officer Tom Anderson addresses the bosuns about the vessel security plan scheduled to take effect July 1.



Participating in the meeting are (from left) Patrolman Chad Partridge, Bosun Bill Mulcahy, SIU VP Great Lakes Tommy Orzechowski and Algonac Port Agent Todd Brdak.

## Lakes Boatmen Okay Pact

By an overwhelming majority, Seafarers who sail aboard line boats operated by Material Services Corporation on the Great Lakes recently ratified a new five-year contract.

The new pact, which covers 34 mariners, became effective Jan. 1 and runs through Jan. 15, 2009 with a wage and benefit re-opener on Jan. 16, 2007.

Among other gains, the new contract features a \$1,500 signing bonus in the first year and three percent wage increases in both the second and third years. Benefits also improved, as the pact calls for an increase to \$22.50 per day for maintenance and cure. Additionally, SIU members will receive travel reimbursement from the company when they successfully complete upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

"The members seem very pleased with the features of the new contract," said Algonac Port Agent Todd Brdak, who served on the negotiating committee.

Talks for the contract commenced in December and continued for about two months. "We had a total of three meetings, each of which lasted two days," Brdak said. "The hours were long and challenging, but the end results were well worth it."

In addition to Brdak, the negotiating committee was composed of Joliet Port Agent Don Thornton and Delegates **John Kline, Lonnie Hibner and Wallace Killion.**

Material Services Corporation operates three tug/barge units in the Chicago River System.

## Attention Seafarers:







The cover page of the May 1978 *Seafarers LOG* includes a picture of James Mann as one of the scholarship winners for that year. He is the center photo in the top row.

## Former Scholarship Winner Gives \$5,000 to Help Others

When James F. (Jimmy) Mann received a \$5,000 award from the union's scholarship program in 1978 for two years of study, it helped him on the road to attaining his educational goals. Twenty-six years later, Mann has contributed a check in that same amount to the scholarship fund in the "sincere hope and expectation that it will help another young person realize a part of their dreams, as it once did for me in my younger years."

He initially planned to use his scholarship money to attend the Berklee College of Music in Boston Mass. and did, in fact, study jazz piano there. He transferred to Newbury Junior College, also in Boston, where he received an associate degree in hotel and restaurant management and then completed his studies at the hotel school at Cornell University, receiving a bachelor's degree in business administration.

Mann came out of the trainee program at Piney Point in 1973 and returned the next year to upgrade to second cook and

baker. Between classes and colleges over a 13-year period, he continued to go to sea and upgrade his skills, working his way up the ranks to become chief steward in 1983.

The deep sea member then took the position of fleet commissary manager with Sea-Land Service Inc., which involved managing a 42-ship feeding and steward department operation.

At the same time, he shared his food service management skills with the steward upgraders at the Paul Hall Center several times a year. A memorable moment for Mann came when in 1989, SIU President Michael Sacco awarded him with an honorary steward recertification certificate for all his work with the school.

Mann now has his own company, Mari-Serve Network Inc.—a steward department management and consulting firm in San Leandro, Calif.—and also works full time as supervisor of vessel operations with Matson Navigation Co., an SIU-contracted operator, where he has been for 11 years.



Twenty-six years after being awarded an SIU scholarship, James Mann contributes \$5,000 to help another young person on the path to success and personal fulfillment.

The former Seafarer continues to view his association with the SIU as "nothing short of a wonderful experience in life. That experience has included many great memories, a college scholarship, education and training opportunities and enduring friendships that have lasted to this day," he wrote in a note accompanying the check.

## Memorial Planned to Meredith Victory Captain, NMU Crew

The Korean monks of St. Paul's Abbey in Newton, N.J. are raising funds for the building of a monument to be dedicated Oct. 14, 2004 for the rescue of 14,000 Korean refugees by Captain Leonard P. LaRue, master aboard the *Meredith Victory* and the ship's officers and NMU crew. The ceremonies are scheduled to take place on the third anniversary of the captain's death.

The two-fold story behind this effort is an interesting and uplifting one that was brought to the attention of the *Seafarers LOG* by Charles P. Thole, a retired member of the Marine Engineers' Beneficial Association who lives in Newton.

### The Korean Conflict

The first part of the story occurred during the Korean Conflict, when the 455-foot *Meredith Victory*, operated by Moore-McCormack Lines under charter to the Military Sea Transportation Service with Capt. LaRue at the helm, was carrying supplies to American servicemen in Korea on behalf of the Navy. Three days before Christmas in 1950, the vessel—along with about 200 other American ships—was summoned to the North Korean port of Hungnam to evacuate American and South Korean marines and soldiers as well as more than 90,000 North Korean civilians.

Capt. LaRue saw refugees thronging the docks, carrying everything they could in their flight from Communist troops. He ordered his crew of 47 to begin loading them onto the vessel until it could hold no more. There were 14,000 crammed into the five cargo holds and covering the entire main deck of a freighter that was designed to hold 60 persons, and set sail for the port of Pusan in South Korea, 28 hours away—a treacherous voyage through the heavily mined Sea of Japan, which was being patrolled by enemy submarines. The ship also was carrying 300 tons of jet fuel in 52-gallon drums.

Food and water were scarce and sanitary conditions were deplorable, but the

freighter eventually arrived in Pusan, only to be turned away by Korean officials who were inundated with other refugees. They were told to head for the island of Koje Do, 50 miles away. They arrived there on Christmas day, but the port was too small and crowded, so the refugees had to wait on board another night at sea until Navy LSTs finally were able to transport the refugees from the ship to the shore.

In the ship's log, Capt. LaRue wrote: "The nearness of Christmas carries my thoughts to the Holy Family—how they, too, were cold and without shelter."

The amazing part of this journey was that not one refugee died in the evacuation and, in fact, five babies were born during the harsh voyage!

Capt. LaRue, a Philadelphia native and veteran of World War II merchant marine operations in the Atlantic, remained in command of the *Meredith Victory* until it was decommissioned in 1952. In 1960, he was awarded the Meritorious Service Medal, the Merchant Marine's highest honor. He also received many citations from the governments of America and South Korea for his rescue, and the freighter was designated a Gallant Ship by Congress. The ship was put back in service in 1966 for service in the Vietnam War. It was finally sold for scrap on Oct. 1, 1993.

In 1954, the captain, always a religious man, retired from seafaring life and, under the name of Brother Marinus, joined the Benedictine monks at St. Paul's Abbey, where he lived until his death at 87 in October 2001.

In an obituary printed in *The New York Times*, they quoted Capt. LaRue's view of the rescue as a turning point in his life. "I think often of that voyage. I think of how such a small vessel was able to hold so many persons and surmount endless perils without harm to a soul. The clear, unmistakable message comes to me that on that Christmastide, in the bleak and bitter waters off the shores of Korea, God's own



The *Meredith Victory* saw action in World War II, the Korean Conflict and in Vietnam.

hand was at the helm of my ship."

### The Korean Monks

The second part of the story pertains to the arrival of the Korean monks at St. Paul's Abbey.

In 1949, after Korea was divided, the Communists closed the monasteries in North Korea and killed or imprisoned the monks. Some managed to escape and make their way south. One monk, who had taken home leave from his abbey in Korea, stayed at St. Paul's Abbey until 1951, when he was asked to return to Korea to gather up the monks and start a new monastery. With the help of U.S. Army chaplains, a new monastery was established at Waegwan, South Korea and became very successful.

Meanwhile, St. Paul's Abbey started to decline as some of the older monks began to die off and no new ones took their places. In the summer of 2000, it was decided that St. Paul's Abbey would have to close. But the very next year—just two days before Brother Marinus died—the abbot at Waegwan agreed to send monks to St. Paul's. And in 2002, the Koreans formally took over the operation of the Newton, N.J. abbey. Since their arrival,

they have been working very hard to improve the grounds and repair the deteriorating buildings. They all know about the rescue of the Koreans and the role Brother Marinus played—and want to build a monument commemorating that event.

The monks have a theme: "Brother Marinus saved the Korean people. Now the Koreans are going to save the monastery."

In addition to planning the monument and seeking contributions, the monks have a book for sale that tells the story of the *Meredith Victory*. It describes the rescue as well as the suffering of the Korean people and their strong desire for freedom. "Ship of Miracles," with a foreword written by former Secretary of State Alexander Haig Jr., is for sale (\$28.83, which includes tax and shipping).

Contributions for the building of the monument, or checks for the purchase of the book, may be sent to St. Paul's Abbey, P.O. Box 7, Newton, NJ 07860. The telephone number is (973) 383-2470. Be sure to indicate that the contribution is for the building of the monument. In addition, please list the name of the organization to which you belong.



# SMPPP Earned 15 Percent Last Year

## Annual Statements Mailed in March

Annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) were mailed to Plan participants during the final week of March, according to SMPPP Administrator Bill Dennis.

Based on year-end reports received from Morgan Stanley Dean Witter, SMPPP investment manager, the Plan continues to perform well despite recent and ongoing market volatility. Interest earned on the accounts during 2003 was 15 percent; the total amount in all accounts was more than \$22.1 million.

The SMPPP originated in 1996, as the SIU successfully negotiated the new benefit into

standard freightship and tanker agreements. The SMPPP subsequently has been included in other SIU contracts.

Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members may make voluntary contributions to their respective accounts through a Vacation Plan deduction.

The SMPPP is completely separate from a member's defined benefit pension. Under the SMPPP, a Seafarer is immediate-

ly vested from the first day money is received on his or her behalf. Unlike the Seafarers Pension Plan, there is no minimum amount of seetime needed to receive the money from an SMPPP account.

Seafarers can collect the funds from their SMPPP account when they reach retirement age, become totally and permanently disabled, or leave the industry. Widows/widowers may collect

the funds in the event of their spouse's death.

The annual statements include the following information:

- Member's name, address and Social Security number (which is also the participant's account number);
- Statement date;
- The opening balance for 2003 (which was the year-

- end 2002 closing balance);
- Interest earned and administrative expenses charged;
- Any payouts made to the member in 2003; and
- The closing balance for 2003 (which will appear as the opening balance on next year's annual statement).

Members who have questions about their accounts, or do not receive their year-end statements within a reasonable time, may call 1-800-485-3703.

## Reminder New Towing Licenses

For boatmen seeking to qualify for a license as a mate (pilot) on towing vessels, May 21 is the deadline for completing service or training requirements. After that date, new requirements take effect.

The U.S. Coast Guard's National Maritime Center (NMC) in March 2002 issued Policy Letter 07-02, which provided information for license applicants who began serving or training aboard towing vessels before May 21, 2001 and for those who would complete all requirements for license issuance before May 21, 2003. The latter date subsequently was extended to May 21, 2004.

According to the policy letter, "A mariner may obtain a license as a mate (pilot) of towing vessels ... provided he or she holds documentary evidence demonstrating relevant service or training before 21 May 2001. The applicant must also fully qualify for the license, including completion of all testing requirements, before 21 May 2003. (*Editor's note: Again, the latter deadline was bumped back to May 21, 2004.*) To be eligible for the license, a mariner must either:

a. Provide proof of at least 18 months service on deck, including at least 12 months on towing vessels, and at least three months of training or duty in the wheelhouse of towing vessels. The sea service must include at least three months of service in each geographic area for which licensure is requested; or

b. Provide proof of at least six months of service on towing vessels while holding a merchant mariner's document endorsed as able seaman unlimited, able seaman limited, or able seaman special. The service must include three months service in the wheelhouse in each particular geographic area for which licensure is requested. In addition, the applicant must provide proof of either two months of training or duty in the wheelhouse or one month of training or duty in the wheelhouse along with completion of an approved course that substitutes for such service."

The policy letter further points out that mariners who provide evidence of the above service "may qualify for a license as mate (pilot) of towing vessels, and may be issued an endorsement as master of towing vessels for a limited local area within the scope of the inland route (inland waters or Western rivers) within the authority of the license. After completion of an additional 18 months of service operating towing vessels, the mate (pilot) of towing vessels license may be upgraded to master of towing vessels. Those mariners with limited service, as determined by the cognizant Officer in Charge Marine Inspection, will receive licenses as mate (pilot) of towing vessels (limited). After an additional 12 months of service, operating towing vessels, the licenses will be upgraded to master of towing vessels (limited)."

The old license for operator, uninspected towing vessels (OUTV) is replaced by the new license, for master of towing vessels. Similarly, the old 2<sup>nd</sup> class OUTV license is replaced by the license for mate (pilot) of towing vessels.

For more information on the new towing licenses, contact your nearest U.S. Coast Guard regional exam center (see box, this page), preferably before May 21; or visit the Coast Guard's licensing and documentation web site at:

<http://www.uscg.mil/stcw/>

(The site also is linked to [www.seafarers.org](http://www.seafarers.org), in the "Member Benefits and Resources" section.)

## Notice:

### Sailors' Snug Harbor

The Sailors' Snug Harbor Mariners Outreach Assistance Program offers assistance paying bills directly to the service provider. If you are retired with 10 years worth of sea time, the program may be able to help. To find out if you qualify, contact:

Mariners Outreach Assistance Program  
P.O. Box 99  
Sea Level, NC 28577

Telephone 1-800-257-5456  
Email [sshoutreach@bizec.rr.com](mailto:sshoutreach@bizec.rr.com)  
Web [www.thesailorssnugharbor.com](http://www.thesailorssnugharbor.com)

The program involves completing an application, submitting proof of the required sea time (3,650 days aboard ship) and having a case manager visit in the home. If approved, the financial stipend is paid directly to the vendor for expenses such as electricity, rent, insurance, etc.

## With Seafarers in Puerto Rico



When the *Horizon Discovery* was in San Juan recently, SIU Port Agent Victor Nuñez was on hand to meet with the crew members. From the left are Chief Steward Joseph Laureta, Chief Cook Jorge Salazar, Nuñez and SIU secretary Wildaliz Rivera.



Left: Recertified Bosun Joseph Osorio (left) receives a check from his Seafarers Money Purchase Pension Plan account from SIU Port Agent Victor Nuñez. Brother Osorio currently resides in the Dominican Republic.



SIU Port Agent Victor Nuñez (left) meets with Francisco Merced, a program director at the local Department of Labor, who works closely with maritime labor.

## Coast Guard Regional Examination Centers

800 E. Diamond Blvd., Suite 3-227  
Anchorage, AK 99515  
Phone: (907) 271-6736

40 South Gay Street  
Baltimore, MD 21202-4022  
Phone: (410) 962-5132

455 Commercial Street  
Boston, MA 02109-1045  
Phone: (617) 223-3040

196 Tradd Street  
Charleston, SC 29401-1899  
Phone: (843) 720-3250

433 Ala Moana Blvd.  
Honolulu, HI 96813-4909  
Phone: (808) 522-8264

8876 Gulf Freeway, Suite 200  
Houston, TX 77017-6595  
Phone: (713) 948-3350

2760 Sherwood Lane, Suite 2A  
Juneau, AK 99801-8545  
Phone: (907) 463-2458

1001 S. Seaside Avenue, Bldg. 20  
San Pedro, CA 90731-0208  
Phone: (310) 732-2080

200 Jefferson Ave., Suite 1302  
Memphis, TN 38103  
Phone: (901) 544-3297

Claude Pepper Federal Building  
51 S.W. 1st Ave., 6th Floor  
Miami, FL 33130-1608  
Phone: (305) 536-6548/6874

9820 Lake Forest Blvd., Suite P  
New Orleans, LA 70127-3077  
Phone: (504) 240-7300

Battery Park Building  
1 South Street  
New York, NY 10004-1466  
Phone: (212) 668-7492

6767 N. Basin Avenue  
Portland, OR 97217-3992  
Phone: (503) 240-9346

915 Second Ave., Room 194  
Seattle, WA 98174-1067  
Phone: (206) 217-6115

Oakland Federal Bldg., North Tower  
1301 Clay Street, Room 180N  
Oakland, CA 94612-5200  
Phone: (510) 637-1124  
Fax: (510) 637-1126  
E-mail: [recsfbay@d11.uscg.mil](mailto:recsfbay@d11.uscg.mil)

1222 Spruce Street, Suite 8.104E  
St. Louis, MO 63103-2835  
Phone: (314) 539-3091

420 Madison Ave., Suite 700  
Toledo, OH 43604  
Phone: (419) 418-6010



# Free Choice Act Gaining Support

On paper, America's workers have the right to form unions, but the laws protecting that right are so shattered that employers routinely block workers from exercising their freedom of association.

To resolve this situation, workers and their allies in November joined with congressional legislators to launch an unprecedented effort to provide people in the workforce who want to join unions an adequate chance to do so. The proposed legislation, the Employee Free Choice Act (EFCA), S. 1925 and H.R. 3619—sponsored by Sen. Edward Kennedy (D-Mass.) and Rep. George Miller (D-Calif.)—ensures that when a majority of employees in a workplace decide to form a union, they can do so without the debilitating obstacles employers now use to block their workers' free choice.

At press time for the *Seafarers LOG*, 180 U.S. representatives and 30 senators had signed on as co-sponsors of the EFCA. The proposed bills would allow employees to freely choose whether to form unions by signing cards authorizing union representation, provide mediation and arbitration for first contract disputes and establish stronger penalties for violations of employee rights when workers seek to form a union.

Recent polls show some 45 million workers would join a union tomorrow if they had the chance, but few are able to exer-

cise this fundamental freedom because employers routinely create barriers to thwart workers' choice. To ensure workers who want a union are free to form one, the union movement is mobilizing behind the EFCA to make the freedom to join unions a key issue in the 2004 elections and a top priority for the next Congress and the winner of the presidential election. In summary, the EFCA calls for:

**Certification on the Basis of Signed Authorizations**—Provides for certification of a union as the bargaining representative if the National Labor Relations Board (NLRB) finds that a majority of employees in an appropriate unit has signed authorizations designating the union as its bargaining representative. The certification also requires the NLRB to develop model authorization language and procedures for establishing the authenticity of signed authorizations.

**First Contract Mediation and Arbitration**—Provides that if an employer and a union are engaged in bargaining for their first contract and are unable to reach agreement within 90 days, either party may refer the dispute to the Federal Mediation and Conciliation Service (FMCS) for mediation. If the FMCS has been unable to bring the parties to agreement after 30 days of mediation, the dispute will be referred to arbitration and the results of the arbitration shall be binding on the parties for two years. Time

limits may be extended by mutual agreement of the parties.

**Stronger Penalties for Violations**—Makes the following new provisions applicable to violations of the National Labor Relations Act (NLRA) committed by employers against employees during any period while employees are attempting to organize a union or negotiate a first contract with the employer:

■ **Mandatory Applications for Injunctions:** Provides that

just as the NLRB is required to seek a federal court injunction against a union whenever there is reasonable cause to believe that the union has violated the secondary boycott prohibitions in the NLRA, the NLRB must seek a federal court injunction against an employer whenever there is reasonable cause to believe that the employer has discharged or discriminated against employees, threatened to discharge or discriminate against employees or


engaged in conduct that significantly interferes with employee rights during an organizing or first contract drive.

■ **Triple Back Pay:** Increases the amount an employer is required to pay when an employee is discharged or discriminated against during an organizing campaign or first contract drive to three times back pay.

■ **Civil Penalties:** Provides for civil fines of up to \$20,000 per violation against employers found to have willfully or repeatedly violated employees' rights during an organizing campaign or first contract drive.

**ATTENTION ALL SEAFARERS**

*Check your Z-Card!*



**YOUR JOB MAY BE AT STAKE**

**Don't let your documents expire!**

## Seafarers Deliver in OIF2

*Continued from page 2*

Saddam Hussein. The work continues, and the men and women of the merchant marine remain actively engaged in replenishing equipment and supplies as our troops rotate into and out of Iraq."

Schubert also said that the Iraq

missions have "once again shown how invaluable the U.S.-flag Merchant Marine is to our national security. We have an opportunity to reinforce support for the merchant marine by demonstrating the economic value of a strong and vibrant U.S.-based maritime industry."

Among the SIU-crewed ships

sailing in OIF2 are SL-7s operated by AMSEA; Ready Reserve Force vessels operated by Crowley, Keystone, Mormac, Marine Transport Lines, Pacific Gulf Marine, and Patriot Contract Services; and LMSRs operated by Maersk Line, Limited.

*Editor's note: Ed McDonnell, third mate aboard the Cape May, provided the photos accompanying this story, including the OIF2 pictures on the front page.*



A waterspout is visible from the Cape May's stern.



The SIU-crewed roll-on/roll-off vessel *Cape May* (top) and tanker *Mt. Washington* earlier this year took part in joint logistics over the shore operations ordered by the U.S. military, which normally involve discharging cargo from vessels anchored off-shore and transporting it to various shore-based sites. The Seafarers-crewed *Flickertail State* also was mobilized for the operation.



SA Mary Ann, AB John Nelson, OS Howard Vick  
*Cape May*



Pictured from left to right on the *Cape May* are AB Tecumseh Williams, AB Clay Brown, AB Billy Ray Hanbury, Bosun Greg White and OS Ali Mohamed Alnassiry.



OS Ali Mohamed Alnassiry  
*Cape May*

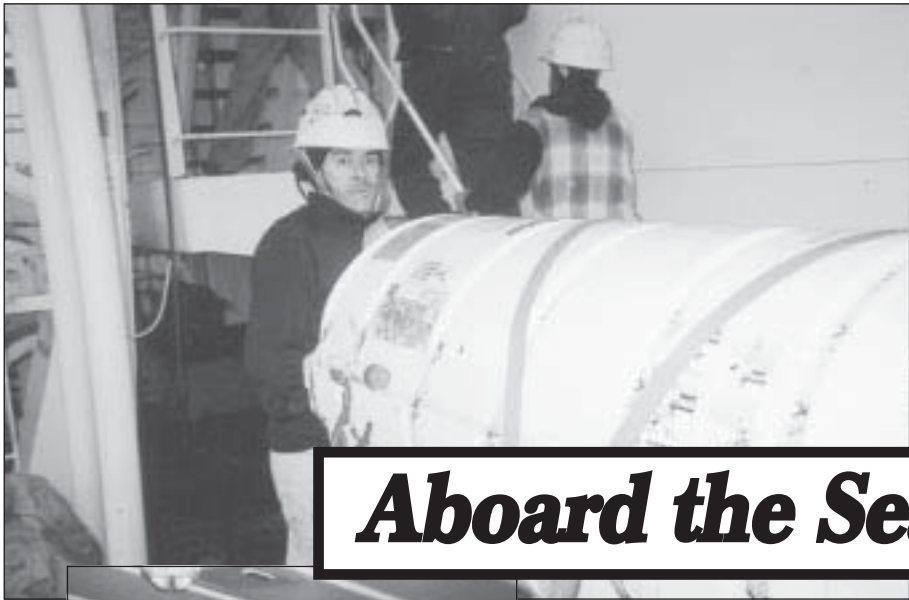


Wiper Allen Hammond  
*Cape May*



AB Billy Ray Hanbury  
*Cape May*





Left: AB Richard Benoit secures a lifeboat raft aboard the double-hull tanker.



Right: Bosun Juan Castillo (left) and AB Mustafa Ahmed pose for a photo in the crew lounge.

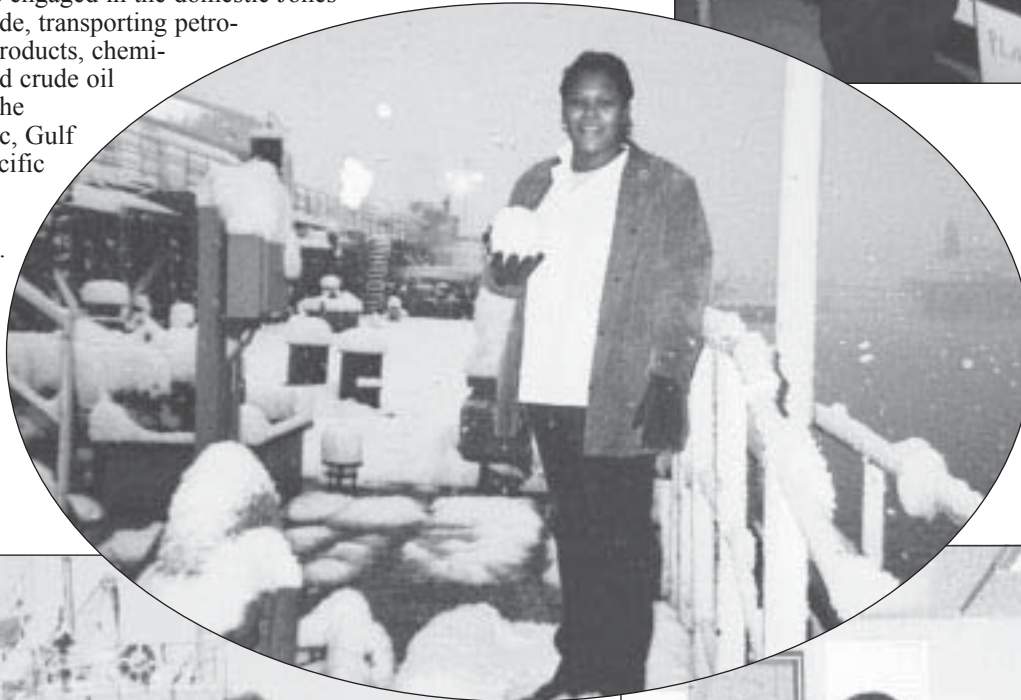
## Aboard the Seabulk Arctic

These photos, sent to the *LOG* by Bosun Juan Castillo, were taken aboard the SIU-crewed *Seabulk Arctic* in Kenai, Alaska.

Owned by Seabulk International, the 46,000-dwt vessel is one of the company's five new double-hull petroleum and chemical tankers engaged in the domestic Jones Act trade, transporting petroleum products, chemicals and crude oil along the Atlantic, Gulf and Pacific coasts, and Alaska.



AB Robert Duncan knows that there's always something that needs repair aboard ship.



Left: Chief Cook Evelina Barnes can attest to the fact that the snow on the vessel's deck makes great snowballs.



Right: Posing with Frosty the Snowman on the deck of the *Seabulk Arctic* are (from left) QMED/Pumpman Salome Castro, Bosun Juan Castillo and AB Mike Jalbert.



AB Chris Chikwere warms up with a hot cup of coffee.

Below: Chief Steward Alan Bartley (left) keeps QMED/Pumpman Salome Casto company during lunch.



Enjoying a nourishing meal on the *Seabulk Arctic* are (from left) Wiper Fathi Almuraisi, OMU Roger Saxon and GUDE Faissal Alamri.





Sea

# OPERATION DEEP FREEZE

BELOW: Because of icy conditions, McMurdo normally is accessible via ship only two months out of the year.

LEFT: The vessel draws interest.

tradition by del  
Antarctica—the  
McMurdo is  
siderations, the  
ble during Janu

“It was a pre  
way down, roug  
January), altho  
in the thirties, b  
tough, real fast.

The *Gianella*  
and the *Polar S*  
and other stores

*Gianella* Cap  
Foundation (NS  
base) “for all th



QMED Jason Powell



Bosun Bernardino Eda



AB Ray Elsner, AB Mike Bay, DEU Mark Juan Abrincia, Bosun Bernardino Eda, AB George Lammers, AB Leroy Williamson

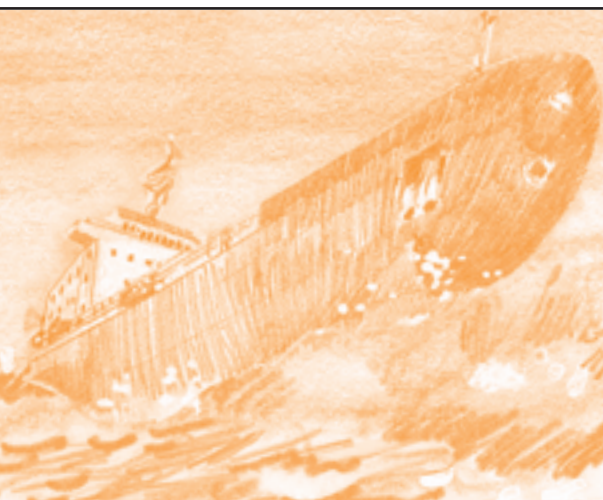


## LAWRENCE H. GIANELLA



SIU members sailing aboard the *Gianella* during the resupply mission included Bosun Bernardino Eda; ABS Leroy Williamson, George Lammers, Raymond Elsner, Timothy Dunn and Mike Bay; QMEDs Jason Powell, Joseph Stanford and Richard Huffman; DEUs Mark Abrincia and Nasser Kassim; Steward/Baker James Lewis; Chief Cook Gerald Archie; GSUs Brandy Parmer and Abdulnaser Saeed; and Unlicensed Apprentice Nicholas Doffoh.





# Seafarers Help Resupply McMurdo Station



For Seafarers who help resupply the McMurdo scientific research station, going to the end of the Earth is routine.

Earlier this year, the SIU-crewed *USNS Lawrence Gianella* continued the yearly

mission of delivering gasoline, diesel and jet fuel to McMurdo's U.S. station, located in Antarctica—the planet's coldest, driest and windiest place. The mission to the southernmost ground that's accessible by ship. Because of weather conditions, the annual resupply mission—known as Operation Deep Freeze—only is possible in January and February.

"It was a pretty smooth trip," said QMED **Jason Powell**. "We had good weather on the way out, but rougher weather on the way back. We were at the base for a week (in late January) although we were actually in Antarctica for three weeks.... The temperatures were in the 20s below zero, but the last couple of days, the wind started to blow quite a bit. It gets real fast."

The *Gianella* received assistance from two U.S. Coast Guard ice cutters: the *Polar Star* and the *Healy*. Another Seafarers-contracted vessel—the *American Tern*—delivered food supplies to McMurdo in mid-February.

Captain John Giacchino credited the Coast Guard and the U.S. National Science Foundation (NSF, which manages the U.S. Antarctic Program and coordinates research at the station) for their assistance throughout Operation Deep Freeze. It was a pleasure working

with all involved in McMurdo and their hospitality and efforts are appreciated," he noted in a written account of the voyage.

SIU members sailing aboard the *Gianella* during the resupply mission included Bosun **Bernardino Eda**; ABs **Leroy Williamson, George Lammers, Raymond Elsner, Timothy Dunn** and **Mike Bay**; QMEDs **Powell, Joseph Stanford** and **Richard Huffman**; DEUs **Mark Abrincia** and **Nasser Kassim**; Steward/Baker **James Lewis**; Chief Cook **Gerald Archie**; GSUs **Brandy Parmer** and **Abdulnaser Saeed**; and Unlicensed Apprentice **Nicholas Doffoh**. The vessel is operated by Ocean Ships, Inc. for the U.S. Military Sealift Command.

Powell said that for him and many others aboard the *Gianella*, this was their first trip to Antarctica. "I absolutely would do it again," he concluded.

McMurdo Station houses anywhere from 1,100 scientists and support personnel (during the austral summer) to approximately 250 people (from February to late October). The station opened in 1955 and is built on volcanic rock at the southern end of Ross Island, which measures 45 miles by 45 miles.

According to the NSF, the Antarctic Program's goals are "to understand the Antarctic and its associated ecosystems; to understand the region's effects on (and responses to) global processes such as climate; and to use Antarctica's unique features for scientific research that cannot be done as well elsewhere. Research is done in Antarctica only when it cannot be performed at any other location on Earth." Among the scientific disciplines encompassed by this broad mandate are astronomy, atmospheric sciences, biology, earth science, environmental science, geology, glaciology, marine biology, oceanography, and geophysics."



CLOCKWISE FROM LEFT: AB Mike Bay, QMED Joe Stanford, ABs Tim Dunn and Leroy Williamson



The station (left) houses anywhere from 1,100 scientists and support personnel (during the austral summer) to approximately 250 people (from February to late October). The *Gianella* (above) is one of two SIU-crewed ships that called on McMurdo this year—the *American Tern* is the other.







# Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2004

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	0	3	1	1	0	0	0	1	4	3
Baltimore	5	3	1	6	1	0	0	9	5	3
Guam	0	3	1	1	4	3	1	1	3	0
Honolulu	10	9	0	7	4	1	1	11	18	4
Houston	26	17	17	24	11	8	10	45	30	30
Jacksonville	38	27	11	27	18	6	15	52	46	25
Joliet	0	0	0	0	0	0	0	0	1	2
Mobile	13	9	5	9	7	2	4	25	12	8
New Orleans	12	16	8	20	13	1	4	19	17	17
New York	23	16	18	16	6	1	5	45	32	38
Norfolk	13	17	8	8	7	6	6	20	20	9
Philadelphia	0	1	3	3	1	0	2	5	2	3
Piney Point	3	8	0	2	10	0	0	2	8	2
Puerto Rico	2	6	0	6	1	1	0	6	10	1
San Francisco	15	13	4	22	8	0	14	30	16	4
St. Louis	1	5	2	0	3	0	0	2	3	5
Tacoma	27	28	14	23	15	6	13	47	45	31
Wilmington	28	25	18	9	14	6	13	41	36	26
<b>Totals</b>	<b>216</b>	<b>206</b>	<b>111</b>	<b>184</b>	<b>123</b>	<b>41</b>	<b>88</b>	<b>361</b>	<b>308</b>	<b>211</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	1	0	1	0	0	0	0	2
Baltimore	5	1	1	5	0	0	1	7	3	1
Guam	1	2	0	0	1	0	0	1	4	1
Honolulu	5	5	1	2	5	0	4	14	9	1
Houston	13	14	4	10	7	0	4	20	16	11
Jacksonville	18	30	2	16	13	1	5	32	42	8
Joliet	0	0	0	0	1	0	0	1	0	0
Mobile	3	3	2	4	3	2	2	8	5	1
New Orleans	4	5	2	2	3	0	1	10	12	6
New York	11	10	6	7	4	0	3	18	22	15
Norfolk	11	15	3	3	7	0	5	12	28	7
Philadelphia	0	3	0	1	1	0	1	1	5	1
Piney Point	1	3	0	0	4	0	1	3	2	0
Puerto Rico	5	2	0	6	1	0	2	2	3	1
San Francisco	15	8	3	11	2	2	1	17	12	5
St. Louis	1	4	1	0	1	1	0	2	6	2
Tacoma	17	14	5	15	16	2	3	17	28	11
Wilmington	8	12	5	3	7	1	2	12	18	8
<b>Totals</b>	<b>118</b>	<b>131</b>	<b>36</b>	<b>85</b>	<b>77</b>	<b>9</b>	<b>35</b>	<b>177</b>	<b>215</b>	<b>81</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	2	0	0	0	0	0	0	2	0
Baltimore	3	1	0	2	0	1	0	4	1	0
Guam	0	1	0	0	0	0	0	1	3	0
Honolulu	16	8	1	6	4	0	2	21	8	1
Houston	11	2	3	12	1	0	1	23	3	5
Jacksonville	19	11	6	13	10	5	8	35	13	13
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	3	7	1	1	3	1	2	8	8	2
New Orleans	6	6	1	2	1	0	1	16	11	3
New York	15	8	8	12	0	3	3	25	16	9
Norfolk	11	13	7	6	5	2	2	12	24	8
Philadelphia	2	1	1	1	0	1	1	4	2	1
Piney Point	0	2	0	0	1	2	1	7	3	1
Puerto Rico	2	2	0	2	0	0	0	0	3	1
San Francisco	17	5	1	12	3	1	6	34	8	1
St. Louis	2	0	1	1	0	0	1	1	0	1
Tacoma	17	6	5	14	4	3	7	34	8	4
Wilmington	19	5	4	14	6	2	9	34	6	7
<b>Totals</b>	<b>143</b>	<b>80</b>	<b>39</b>	<b>98</b>	<b>38</b>	<b>21</b>	<b>44</b>	<b>259</b>	<b>119</b>	<b>57</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	2	0	0	0	0	0	2	3
Baltimore	0	2	2	0	1	1	0	0	1	3
Guam	0	5	1	0	0	1	0	0	7	1
Honolulu	6	13	10	1	3	0	0	10	22	19
Houston	4	15	11	3	7	2	0	4	31	29
Jacksonville	0	14	22	1	7	5	0	5	26	44
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	5	0	1	4	0	0	1	6	3
New Orleans	2	6	7	1	2	2	0	2	9	16
New York	2	23	26	3	15	5	0	3	50	53
Norfolk	0	15	14	0	12	9	0	0	9	18
Philadelphia	0	0	2	0	0	0	0	0	0	2
Piney Point	0	4	30	0	6	12	0	0	7	42
Puerto Rico	2	0	1	0	0	0	0	5	4	4
San Francisco	3	10	6	4	5	1	0	7	18	18
St. Louis	0	0	0	0	0	0	0	0	1	1
Tacoma	6	10	26	5	16	10	0	8	29	41
Wilmington	3	5	9	1	2	6	0	5	9	23
<b>Totals</b>	<b>28</b>	<b>128</b>	<b>169</b>	<b>20</b>	<b>80</b>	<b>54</b>	<b>0</b>	<b>50</b>	<b>231</b>	<b>320</b>
<b>Totals All Departments</b>	<b>505</b>	<b>545</b>	<b>355</b>	<b>387</b>	<b>318</b>	<b>125</b>	<b>167</b>	<b>847</b>	<b>873</b>	<b>669</b>

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

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

## June & July 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point .....Monday: June 7  
 .....Tuesday: July 6\*  
 .....\*(change created by Independence Day holiday)

Algonac .....Friday: June 11, July 9

Baltimore .....Thursday: June 10, July 8

Boston .....Friday: June 11, July 9

Duluth .....Wednesday: June 16, July 14

Guam .....Thursday: June 24, July 22

Honolulu .....Friday: June 18, July 16

Houston .....Monday: June 14, July 12

Jacksonville .....Thursday: June 10, July 8

Joliet .....Thursday: June 17, July 15

Mobile .....Wednesday: June 16, July 14

New Bedford .....Tuesday: June 22, July 20

New Orleans .....Tuesday: June 15, July 13

New York .....Tuesday: June 8, July 6

Norfolk .....Thursday: June 10, July 8

Philadelphia .....Wednesday: June 9, July 7

Port Everglades .....Thursday: June 17, July 15

San Francisco .....Thursday: June 17, July 15

San Juan .....Thursday: June 10, July 8

St. Louis .....Friday: June 18, July 16

Tacoma .....Friday: June 25, July 23

Wilmington .....Monday: June 21, July 19

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

### Personals

#### CHIH-HUA CHANG

Please contact Linda Yuan at 142-27 Barclay Ave., Apt. 306, Flushing, NY 11355; or call (718) 886-1852.

#### TROY WOOD

Please contact your grandmother, Josephine Betz, at 483 Sanborn Road, Newport, WA 99156; or call (509) 447-5770.

### Celebrating Cesar Chavez Day



In honor of Cesar Chavez Day in Los Angeles, March 31, crew members aboard the *Mokihana* passed the hat and contributed more than \$4,100 to the working families of the UFCW who were severely affected by their recent long strike in California. Pictured are Captain Jim Hill and crew members representing all unions aboard the vessel: SIU, MMP, MEBA, ARA, SUP and MFU; an official representative from each union; and Shannon D. Donato, director of the Harry Bridges Institute, who accepted the cash donation on behalf of the families.



**Seafarers International Union  
Directory**

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,  
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Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,  
*Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*

**HEADQUARTERS**

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

**ALGONAC**

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

**ALTON**

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

**ANCHORAGE**

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

**BALTIMORE**

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

**BOSTON**

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

**DULUTH**

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

**GUAM**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JOLIET**

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

**MOBILE**

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

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 832-8767

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

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

Government Services Division: (415) 861-3400

**SANTURCE**

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

**ST. LOUIS**

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

**TACOMA**

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

**WILMINGTON**

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

**NMU Monthly Shipping & Registration Report**

MARCH 16 — APRIL 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	0	0	0	0	0	0	4	0	0	0
Houston	14	2	9	15	2	3	7	19	2	24
Jacksonville	2	1	0	1	1	0	3	15	7	10
New Orleans	6	3	1	2	2	1	3	14	6	13
New York	15	2	0	12	1	0	6	48	6	0
Norfolk	2	0	0	2	0	0	0	3	0	0
Tacoma	0	0	1	0	0	1	0	2	1	0
Wilmington	7	5	0	5	2	0	1	15	8	2
<b>Totals</b>	<b>46</b>	<b>13</b>	<b>11</b>	<b>37</b>	<b>8</b>	<b>5</b>	<b>24</b>	<b>116</b>	<b>30</b>	<b>49</b>
<b>ENGINE DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	4	2	6	3	2	0	2	11	5	19
Jacksonville	2	0	0	0	0	0	3	11	4	9
New Orleans	4	0	1	1	0	3	2	6	2	10
New York	4	0	1	6	1	1	5	11	2	0
Norfolk	0	0	0	0	0	0	3	2	0	0
Tacoma	1	0	0	0	0	0	0	4	0	0
Wilmington	5	1	0	2	0	0	0	15	7	0
<b>Totals</b>	<b>20</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>15</b>	<b>60</b>	<b>20</b>	<b>38</b>
<b>STEWARD DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	4	0	5	4	1	1	2	5	1	19
Jacksonville	2	1	0	0	1	0	2	6	1	5
New Orleans	3	0	1	1	0	0	1	7	3	9
New York	8	4	1	11	2	1	3	11	12	0
Norfolk	0	0	0	0	0	0	0	3	0	0
Tacoma	0	0	0	1	0	0	0	2	1	0
Wilmington	1	0	0	3	1	0	1	10	5	2
<b>Totals</b>	<b>18</b>	<b>5</b>	<b>7</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>44</b>	<b>23</b>	<b>35</b>
<b>ENTRY DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	2	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	3	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Totals All Departments</b>	<b>84</b>	<b>21</b>	<b>26</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>53</b>	<b>220</b>	<b>73</b>	<b>125</b>

**PIC-FROM-THE-PAST**

This photo was sent to the **LOG** by Pensioner **Richard E. McAll** of Saraland, Ala. It was taken at sea aboard the **SS Alcoa Cavalier** in the mid-1950s.

In the front, kneeling, is the deck steward, Ralph Smith. McAll is directly behind him. Also included in the photo is Bill Lassiter (seated, left). Next to him are Whitey Plumkett, McAll, Quartermaster Bill "Red" Roach, Bill Terry (former New York Giants pitcher, and a passenger on the vessel), Bosun Jimmy Hunt and Jimmy Patterson. Captain Alfred Jump is standing second from right. Others pictured in the snapshot are Morris J. Danzey, Dewey Saxon, George Dean, Armando Salazar, George Gill and James "Fat Boy" Williams.

McAll, 75, joined the SIU in the port of Mobile in 1955. He sailed as a chief cook. Brother McAll was on the picket line in the 1946 General Maritime beef. He was a former member of the Boilermakers Union, Local 693 and the Industrial Union of Marine and Shipbuilding Workers of America, Local 18, AFL-CIO. Seafarer McAll was born in Louisiana. He retired from the union in 1986.



*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.*





## DEEP SEA

**CAYO C. CEPEDA**, 65, started his career with the SIU in 1971 in New Orleans after serving in both the U.S. Army and U.S. Air Force. Brother Cepeda first went to sea aboard Waterman Steamship Corp.'s *Kyska*. He worked in the deck department and in 1975 enhanced his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Brother Cepeda last shipped aboard the *Horizon Challenger*. Born in Central America, he now makes his home in Belle Chase, La.



**ALBERT COALE JR.**, 54, hails from Alabama. Brother Coale joined the SIU in 1967 in the port of Mobile, Ala.

His first voyage was on Pan Oceanic Tankers Corp.'s *Fairisle*. Brother Coale worked in the steward department and upgraded his skills in 1990 when he completed steward recertification training at the union's school. He last shipped on Waterman Steamship Corp.'s *Atlantic Forest* and currently lives in Mobile.

**LEON DZIESINSKI**, 64, embarked on his seafaring profession in 1958 in Alpena, Mich. after serving in the U.S.



Navy. Brother Dzieszinski's first SIU ship was the *Mt. Whitney*, an American Tramp Shipping & Development Co. vessel. Born in Detroit, he worked in the engine department. Brother Dzieszinski most recently sailed on the *OMI Charger*. He lives in Alpena.

**HENRY B. EDWARDS**, 54, started his SIU career in 1973 in the port of New York. The Louisiana-born mariner first went to sea on Hudson Waterway's *Pecos*. Brother Edwards shipped in the steward department and upgraded his skills on three occasions at the Seafarers' training school in Piney Point, Md. His last voyage was aboard the *Overseas Marilyn*. Brother Edwards is a resident of New Orleans.



**GARY HANSON**, 65, began his seafaring career in 1991 in the port of Wilmington, Calif. after serving in the U.S.

Navy. Brother Hanson's first SIU vessel was the *USNS Lynch*. He worked in the steward department and last went to sea on the *USNS Pathfinder*. Brother Hanson makes his home in Grants Pass, Ore.

**SILVIO J. IGLESIAS**, 64, hails from Havana. He joined the SIU in 1973 in the port of Houston. Brother Iglesias' first ship was an Intercontinental Carriers vessel. The engine department member

enhanced his skills in 1995 and 2001 at the Paul Hall Center. A resident of Houston, Brother Iglesias last worked aboard the *Horizon Challenger*.



**THOMAS KREIS**, 51, began his seafaring career in 1969 in the port of Mobile, Ala. after serving in the U.S.

Coast Guard. Brother Kreis was born in Montgomery, Ala. and shipped in the steward department. He upgraded his skills often at the Paul Hall Center, including completion of the steward recertification program in 1999. He last sailed on the *Liberty Sea*. Sarasota, Fla. is his home.

**BILLY JOE LOCKHART**, 64, started his seafaring career in 1981 in the port of Houston after serving in the U.S. Marine Corps. Brother Lockhart initially sailed aboard Bay Tankers' *New York*. The Arkansas-born mariner worked in the deck department and last shipped on Waterman Steamship Corp.'s *Sam Houston*. He makes his home in Little Rock, Ark.



**PAUL MATSOS**, 64, hails from Greece. Brother Matsos launched his career with the Seafarers in 1956 in the port of New

York. He worked in the deck department as a bosun and enhanced his skills at the Paul Hall Center where, in 2000, he completed the bosun recertification course. The Baltimore resident last went to sea aboard the *Horizon Pacific*.

**DOCK MCGUIRE JR.**, 59, joined the SIU in 1964 in the port of Mobile, Ala. after serving in the U.S.



Army. Brother McGuire worked in the deck department and upgraded his skills on a number of occasions at the Seafarers' training school in Piney Point, Md. He makes his home in Mobile.

**JOSEPH MOORE**, 62, was born in Louisiana. He started his career with the SIU in 1963 in New Orleans. Brother Moore initially sailed aboard the *Inger*, a Reynolds Metal Co. vessel. A member of the deck department,



he shipped as a bosun. Brother Moore frequently upgraded his skills at the Paul Hall Center and completed the bosun recertification course in 1987. He last worked on the *Liberty Sun* and makes his home in Independence, La.

**PATRICK B. RANKIN**, 55, joined the Seafarers in 1967 in the port of Mobile, Ala. after serving in the U.S.



Army. Brother Rankin's first voyage was aboard Waterman Steamship Corp.'s *Fairport*. The Alabama-born mariner worked in the deck department as a bosun. A frequent upgrader at the Paul Hall Center, he completed the bosun recertification course there in 1992. Brother Rankin last went to sea on the *Sea-Land Florida*. He makes his home in Mobile.



**SERGIO ROJAS**, 67, commenced his profession with the SIU in 1995 in the port of Houston. His first ship was

American Hawaii Cruises' *Independence*. Born in Chile, Brother Rojas shipped in the engine department. He enhanced his skills in 1998 and 2001 at the Seafarers' training school. Brother Rojas last worked on the *Horizon Pacific*. He resides in Houston.

**THOMAS B. SCHROEDER**, 70, began his seafaring career in 1982 in the port of Honolulu after serving in the U.S. Army.



Brother Schroeder's first voyage was aboard the *Independence*. The Hawaii-born mariner worked in the deck department and last went to sea on the *Horizon Kodiak*. Brother Schroeder is a resident of Tacoma, Wash.

## INLAND

**DARYL DELANEY**, 51, joined the SIU in 1976 in New Orleans. Born in Louisiana, Boatman DeLaney worked primarily on vessels operated by Crescent Towing & Salvage Co. The deck department member resides in his native state in Gretna.

**AUBREY R. JORDAN**, 61, started his seafaring career with the union in 1975 in New Orleans. Born in Alabama, Boatman Jordan shipped in the deck department. He worked primarily aboard vessels operated by Dravo Basic Materials Co. Range, Ala. is his home.

**WILLIAM S. JUDD JR.**, 49, joined the SIU in 1972 in New

## 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.



Orleans. The Louisiana-born mariner worked in the deck department, primarily aboard Crescent Towing & Salvage Co. vessels. Boatman Judd is a resident of Metairie, La.

**LEW N. LAHAYE**, 62, hails from Eunice, La. Boatman LaHaye launched his SIU career in 1963 in Port Arthur, Texas, working in the engine department. He lives in Nederland, Texas.



## GREAT LAKES



**DEAN BROWNING**, 63, began his career with the SIU in 1967 in Toledo, Ohio. Born in Michigan, Brother

Browning first sailed on American Steamship Co.'s *McKee Sons*. He shipped in the deck and engine departments and upgraded his skills in 1992 at the Paul Hall Center. Brother Browning last worked aboard the *H. Lee White*. He makes his home in Algonac, Mich.

**ALBERT L. CROPEK**, 61, started his seafaring career in 1970 in Detroit after serving in the U.S. Air Force. Brother



Cropek worked primarily aboard vessels operated by Luedtke Engineering Co. He shipped in the deck department and enhanced his skills in 1994 and 2001 at the Paul Hall Center. Brother Cropek was born in Westfield, N.Y. and now resides in Girard, Pa.



**THOMAS S. FORGRAVE**, 62, joined the SIU in 1966 in Sault Ste. Marie, Mich. Born in Michigan, the deck department

member upgraded his skills in 1992 at the Paul Hall Center. He makes his home in Brimley, Mich.

**JAMES R. WERDA**, 65, began his seafaring career in 1960 in Alpena, Mich. Born in Michigan, he



sailed as a member of the deck department. Brother Werda last sailed aboard Inland Lakes Management Co.'s *Alpena*. He lives in his native state.

*Editor's Note: The following brothers, all former members of the National Maritime Union (NMU) and participants in the NMU pension Trust, recently went on pension.*



**FERNANDO L. DAVIS**, 55, hails from Newport News, Va. Brother Davis embarked on his NMU career in 1976,

initially sailing out of the port of Norfolk, Va. The steward department member's first ship was the *Marine Floridian*. Brother Davis last went to sea on the *Cape Archway*.

**ARTHUR DIAS**, 55, joined the NMU in 1968. He first sailed aboard the *P.W. Thirtle*. Born in Providence,



R.I., Brother Dias worked in the engine department and upgraded his skills on several occasions. His last voyage was on the *American Osprey*.



**EDDIE J. FILER**, 66, was born in Louisiana. Brother Filer began his NMU career in 1987. His first voyage

was aboard the *Galveston Bay*. Brother Filer shipped as a member of the steward department. He last sailed on the *Marine Duval*.

**AURELIO PEREZ**, 69, joined the NMU in 1968. He first went to sea out of the port of San Francisco. Born in Puerto Rico, Brother Perez worked in the steward department. He last sailed on the *Ashley Lykes*.



**HERMAN YOUNG JR.**, 65, started his NMU career in Charleston, S.C. His first ship was the *Pioneer Moon*. Born in

Charleston, Brother Young worked in the steward department. He upgraded his skills on several occasions and last worked on the *Cape Ducato*.

*In addition to the foregoing individuals, the following NMU brothers went on pension effective the dates indicated.*

Name	Age	EDP
Cruz, DeJesus	61	April 1
Marshall, Vernal	71	April 1
Pruneda, Ramon	57	April 1
Shorte, Herman	70	April 1



# Final Departures

## DEEP SEA

### RAYMOND AGBULOS



Pensioner Raymond Agbulos, 76, died Feb. 10. Brother Agbulos embarked on his SIU career in 1970 in San Francisco after serving in the U.S. Navy. His first SIU ship was the *Sea Ohio*. Born in the Philippines, he shipped in the steward department. The Freemont, Calif. resident last worked on the *Horizon Hawaii*. Brother Agbulos began receiving his pension in 1998.

### AKE ANDERSON



Pensioner Ake Anderson, 86, passed away Feb. 26. Brother Anderson joined the SIU in 1945 in the port of New York. He sailed in the engine

department and lived in Monmouth, N.J. Brother Anderson started receiving compensation for his retirement in 1981.

### ROMEO AZCARATE

Brother Romeo Azcarate, 57, died Jan. 23. He began his seafaring career in 1994 in New Orleans. The Philippine-born mariner first shipped aboard the *USNS Pollux*. Brother Azcarate worked in the deck department and resided in Green Bay, Wis. He last sailed on the *Liberty Glory*.

### WILLIAM BRIMHALL



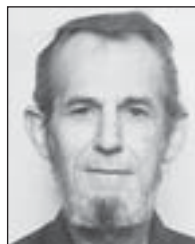
Pensioner William Brimhall, 69, passed away Jan. 15. Brother Brimhall began his SIU career in 1967 in the port of Wilmington, Calif.

The U.S. Army veteran's maiden voyage was aboard Vancor Steamship's *Van Venture*. Brother Brimhall was born in California and shipped in the engine department. His final voyage was on the *Overseas Joyce*. Brother Brimhall began receiving his pension in 2000. He made his home in Santa Rosa, Calif.

### JAMES CARTER

Brother James Carter, 52, died Jan. 15. He joined the SIU in 1971 in the port of New York. Born in Tennessee, Brother Carter's first voyage was aboard Hudson Waterways' *Transoregon*. He sailed in the deck department as a bosun and last shipped on the *Sea-Land Explorer*. Brother Carter resided in Simi Valley, Calif.

### ROBERT CHRISTENSEN



Pensioner Robert Christensen, 67, passed away Feb. 8. Brother Christensen began his career with the Seafarers in

1958 in the port of New York. Born in Long Island, N.Y., he was a veteran of the U.S. Army. Brother Christensen was a member of the deck department. He last sailed aboard Waterman Steamship Corp.'s *Robert E. Lee*. Brother Christensen, who lived in Perry, Fla., started receiving his pension in 1995.

### RUFUS DAVIS

Pensioner Rufus Davis, 94, died Jan.

17. Brother Davis embarked on his career with the Marine Cooks & Stewards (MC&S) in San Francisco. Born in Grundy, Va., he shipped in the steward department. Brother Davis began receiving retirement income in 1979 and resided in White Plains, N.Y.

### JOSEPH DeCINQUE



Pensioner Joseph DeCinque, 79, passed away Feb. 26. Brother DeCinque joined the SIU in 1945 in the port of

Baltimore. The Cedarville, N.J.-born mariner's first voyage was aboard Eagle Carriers' *Bleustar*. Brother DeCinque worked in the engine department and last went to sea aboard an Asbury Steamship Co. vessel. He began receiving stipends for his retirement in 1979 and resided in Vineland, N.J.

### ISADORE FLAHERTY



Pensioner Isadore Flaherty, 84, died Jan. 18. He became a Seafarer in 1947, joining in the port of New York following service in the

U.S. Navy. His first ship was Waterman Steamship Corp.'s *Wild Ranger*. A native of Boston, Brother Flaherty worked in the deck department. He lived in New Hampshire and last went to sea on the *Point Revere*, a Point Resolute Corp. vessel. Brother Flaherty went on pension in 1981.

### ALPHONSE JOHNSON



Pensioner Alphonse Johnson, 79, passed away Feb. 2. Brother Johnson launched his profession with the SIU in 1965 in San Fran-

cisco after serving in the U.S. Army. Brother Johnson's first vessel was Delta Steamship's *Southwestern Victory*. The Alabama-born mariner shipped in the steward department and last sailed on Puerto Rico Marine Management's *Osprey*. Brother Johnson lived in Mobile, Ala. and went on pension in 1995.

### GEORGE MALENDES

Pensioner George Malendes, 88, died Feb. 9. Brother Malendes began his career with the MC&S in San Francisco. Born in Kohala, Hawaii, he worked in the steward department. Brother Malendes started receiving stipends for his retirement in 1959 and resided in Midwest City, Okla.

### CHARLES MARTIN



Pensioner Charles Martin, 83, passed away Feb. 15. Brother Martin joined the SIU in 1949 in the port of New York after serving in the U.S. Army. The

Brownsville, Pa.-born mariner worked in the engine department and sailed on many vessels during his career, including the *SS Potomac*. Brother Martin made his home in Middlefield, N.Y. He began receiving his pension in 1982.

### YOUNG MCMILLIAN

Pensioner Young McMillian, 81,



died Feb. 27. He joined the SIU in 1944 in the port of Mobile, Ala. Brother McMillian's first voyage was aboard Alcoa Steamship's

### FRANCISCO MOLINA



Pensioner Francisco Molina, 92, passed away Feb. 11. Brother Molina began his seafaring career in 1973 in San Francisco. His

first ship was the *Overseas Valdez*. Brother Molina worked in all three departments and last went to sea aboard the *Sea-Land Endurance*. A resident of the Philippines, he started receiving his pension in 1996.

### JIMMY MORRIS



Pensioner Jimmy Morris, 73, died Feb. 4. Brother Morris joined the SIU in 1949 in Tampa, Fla. Born in Pensacola, Fla., he sailed in the

deck department. Brother Morris' last ship was the *OMI Champion*. He resided in Jacksonville, Fla. and started receiving his pension in 1986.

## INLAND

### JOHNNIE BROWN



Pensioner Johnnie Brown, 67, died Feb. 15. Boatman Brown launched his career with the SIU in 1980. Born in Loudon, Tenn.,

Boatman Brown was a veteran of the U.S. Army. He worked primarily aboard vessels operated by Red Circle Transport Co. and shipped in the steward department. Boatman Brown resided in Interlachen, Fla. and began receiving retirement stipends in 2000.

### JAMES GILLILAND



Pensioner James Gilliland, 77, passed away Feb. 18. Boatman Gilliland joined the SIU in 1958 in the port of Baltimore. Born in Okeechobee, Fla., he initially worked on a Moran Towing of Philadelphia vessel. Boatman Gilliland shipped in the deck department as a captain. He

was last employed aboard a McAllister Towing Co. vessel in Philadelphia. Boatman Gilliland began collecting retirement stipends in 1983 and called Monroe Township, N.J. home.

### ROBERT HENNINGER

Pensioner Robert Henninger, 70, died March 5. Boatman Henninger joined the SIU in 1956 in the port of Baltimore. The Maryland-born mariner worked primarily aboard vessels operated by McAllister



Towing of Baltimore. He shipped in the deck department and began receiving compensation for his retirement in 1988. Boatman Henninger was a resident of Jarrettsville, Md.

### RALPH HUGHES



Pensioner Ralph Hughes, 67, passed away March 14. Boatman Hughes began his seafaring career in 1961 in the port of Philadelphia.

He was born in Collenswood, N.J. and worked in the engine department. Boatman Hughes started receiving his retirement pay in 1998. He made his home in Ferresburgh, Vt.

### ROBERT MELBE



Boatman Robert Melbe, 56, died March 8. He joined the SIU in 1988 in the port of Mobile. Boatman Melbe sailed in both the inland and

deep sea divisions as a member of the deck department. He worked primarily aboard vessels operated by Great Lakes Dredge & Dock, including the *Liberty Island*. Boatman Melbe was a resident of Pottsville, Ark.

### DON P. MORGAN



Pensioner Don P. Morgan, 73, passed away Feb. 24. Boatman Morgan began working with the Seafarers in 1962 in the port of Houston

after serving in the U.S. Navy. He sailed primarily aboard vessels operated by G&H Towing as a member of the deck department. Boatman Morgan, who went on pension in 1992, made his home in Corpus Christi, Texas.

## GREAT LAKES

### MICHAEL BASHORE



Brother Michael Bashore, 54, passed away Jan. 16. He joined the SIU in 1996 in St. Louis. The U.S. Coast Guard veteran's first

SIU vessel was the *Steel T. Crapo*. Born in Shelby, Ohio, Brother Bashore worked in the deck department, last sailing on American Steamship Co.'s *Sam Laud*. He made his home in Effingham, Ill.

### JOHN MONACO



Pensioner John Monaco, 70, passed away Feb. 5. Brother Monaco launched his seafaring career in 1961 in Cleveland after serving in the

U.S. Army. Brother Monaco worked in the Great Lakes as well as inland divisions. Born in Ohio, he sailed in the deck department. Brother

Monaco last shipped aboard the *Lemmerhirt*. He started receiving compensation for his retirement in 1994 and was a resident of Westlake, Ohio.

### WILLIAM NEWHOUSE



Pensioner William Newhouse, 57, died Feb. 20. He launched his seafaring career in 1965 in Alpena, Mich. The Michigan native worked

in the deck department as a bosun. Brother Newhouse sailed mainly aboard vessels operated by Inland Lakes Management, Inc. including the *Lewis G. Harriman* and *Paul H. Townsend*. He went on pension in 1987 and lived in his native state.

## RAILROAD MARINE

### JOHN CALBY



Pensioner John Calby, 78, died Feb. 24. Brother Calby joined the Seafarers in the port of New York following service in the U.S. Army.

Brother Calby worked in the deck department and began receiving his pension in 1988. Born in Brooklyn, N.Y., he made his home in Algona, Iowa.

### HUGO HUETSCH



Pensioner Hugo Huetsch, 80, passed away March 14. Brother Huetsch joined the SIU in 1960. Born in West Hoboken, N.J., Brother

Huetsch was a member of the deck department and last worked on a Pennsylvania Central Transportation Co. vessel. The Little Ferry, N.J. resident went on pension in 1984.

### HOLLIS MAUPIN

Pensioner Hollis Maupin, 78, died Jan. 4. Brother Maupin started his career with the Seafarers in 1964. A deck department member, he worked chiefly aboard vessels operated by Erie Lackawanna Railroad Co. The Virginia-born mariner began collecting compensation for his retirement in 1988. Jersey City, N.J. was his home.

In addition to the foregoing Seafarers, the following brothers, all former members of the NMU and participants in the NMU Pension Trust, passed away on the dates indicated:

NAME	AGE	DOD
Baugh Jr., George	77	Feb. 2
Benson, Charles	70	March 3
Bronko, Peter	79	March 20
Brown, Harry	79	March 9
Bruce, Charles	78	March 21
Cassen, George	84	March 5
Centeno, Panfilio	89	March 20
Clark, Solomon	89	March 15
DeBrosse, Michael	78	March 3
Duncan, Lionel	83	March 3
Green, Joseph	86	March 21
Hennes, Paul	77	Feb. 12
Jules, Henry	86	March 17
Lawrynkiewicz, John	78	March 11
Marrero, Antonio	89	March 21
Regman, Frank	86	Feb. 7
Rhinehart, Abraham	77	March 3
Riley, Isley	80	Feb. 24
Whitehead, Augustus	91	Feb. 1
Williams, Robert	77	Feb. 22



# 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.

**ALLEGIANCE** (Maritrans), Feb. 29—Chairman **Samuel L. Porchea**, Secretary **Donna M. DeCesare**, Educational Director **Ronald Celious**, Deck Delegate **Thomas E. Howell**, Steward Delegate **Sherman Harper**. Chairman stated vessel to anchor in Panama March 4 and transit canal next day. Arrival in Houston scheduled March 10. Secretary thanked everyone for keeping house clean and working well together. Educational director encouraged crew members to upgrade skills at Paul Hall Center in Piney Point, Md. He also reminded everyone to check expiration dates on all seamen's documents. No beefs or disputed OT reported. Question arose as to value of turning on satellite system for 3 days in port (and be charged for whole month). Vote of thanks given to steward department for job well done.

**EL MORRO** (IUM), Feb. 29—Chairman **Robert T. Grubbs**, Secretary **Michael M. Amador**, Educational Director **Fredrick W. Dougherty Jr.**, Engine Delegate **Stephanie S. Brown**, Steward Delegate **Theodore Quammie**. Chairman announced payoff March 1 in San Juan, P.R. He asked that everyone return to ship before 1800; ship sails at 1900. Secretary thanked crew for leaving quarters and mess hall clean. Educational director urged Seafarers to take advantage of upgrading courses offered at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to reduce years of seetime needed for pension benefits. Crew members expressed interest in how money purchase pension plan funds are invested. Steward department given vote of thanks by happy crew for good food. Next port: Jacksonville, Fla.

**ENDURANCE** (USSM), Feb. 24—Chairman **Salvatore J. Lagare**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Carlos R. Bonilla**, Engine Delegate **Rhonda Koski**, Steward Delegate **Thurman Johnson**. Secretary reminded crew members to clean rooms and provide clean linen for next person. Educational director stressed need for everyone to renew expiring documents early and enroll in upgrading courses at Piney Point. No beefs or disputed OT reported. Steward department delegate requested increase in rate for extra meals served in port. Next port: Long Beach, Calif.

**LIBERTY SPIRIT** (Liberty Maritime), Feb. 29—Chairman **Thomas P. Banks**, Secretary **Artis E. Pilgrim**, Educational Director **John C. Orr**, Steward Delegate **Wilfred Lambey**. Bosun thanked deck department for safe and productive trip. Payoff expected March 5 in New Orleans. He reminded crew of new security measures now in place and that ship will be "locked down" while in port. Educational director encouraged crew members to take full advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported, although chairman requested con-

tract clarification on opening and closing hatches after cargo has been loaded. Suggestion made to look into restructuring of pension plan. Requests made for new toaster in crew mess hall and additional gym equipment. (Previous toaster caught fire in Haifa, Israel at 2330. Alarm sounded and all hands aboard ship promptly reported to emergency stations. Training paid off.) Vote of thanks given to steward department for job very well done.

**LTC JOHN U.D. PAGE** (Maersk Line), Feb. 29—Chairman **William N. Henderson**, Educational Director **David Watkins**. Chairman announced payoff March 6 in Wilmington, Calif. He stated pay raise effective March 1 and thanked deck workers for great job. Educational director talked about upgrading programs available at school in Piney Point. He noted college courses available as well. No beefs or disputed OT reported. Request made for new mattresses and fans. Information sought on possibility of increase in pension plan benefits. Thanks given to galley gang for great job.

**RICHARD G. MATTHIESEN** (Ocean Ships), Feb. 29—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Kelly L. Mayo**, Deck Delegate **Scott Horton**, Engine Delegate **Jose Irigoyen**, Steward Delegate **Thomas Gingerich**. Chairman announced payoff March 1 in Pearl Harbor, Hawaii. Educational director reminded crew members to renew z-cards several months before expiration. No beefs or disputed OT reported. Suggestion made to have third cook on board MSC vessels that carry extra personnel, like 15-man security team aboard *Matthiesen*. Additional dryer needed in laundry room to accommodate extra persons. Recommendation made to raise SIU benefits and increase vacation days. Vote of thanks given to steward department for top-notch meals. Next ports: Manchester, Wash.; Portland, Ore.; Ferndale, Wash.; Pearl Harbor.

**EL YUNQUE** (IUM), March 1—Chairman **Luis J. Ramirez**, Secretary **Rudolph D. Shields Jr.**, Educational Director **John J. Walsh**, Deck Delegate **Douglas A. Hodges**, Engine Delegate **Edgar B. Young**, Steward Delegate **Frederick L. Saffo**. Chairman reminded crew members not to wait until last minute to renew merchant mariner documents. Do it early since security issues are causing delays. Educational director advised Seafarers to take courses at Paul Hall Center to upgrade skills and ratings. No beefs or disputed OT reported. Recommendation made to increase pension and dental benefits. Special thank you given to steward department. Next port: San Juan, P.R.

**EXPRESS** (USSM), March 14—Chairman **George H. Perry Jr.**, Secretary **Richard E. Hicks**, Educational Director **John M. Cronan**, Deck Delegate **Lorenzo Tifre Jr.**, Engine Delegate **Theodore Wallace**, Steward Delegate **Rudy A. Lopez**. Chairman an-

nounced payoff March 17 in Port Newark, N.J. Reliefs will be available in Charleston, S.C. Secretary suggested everyone make effort to vote in upcoming elections. Educational director urged Seafarers to upgrade skills at Piney Point facility. No beefs or disputed OT reported. Vote of thanks given to steward department for great food and service.

**HORIZON ENTERPRISE** (Horizon Lines), March 7—Chairman **Roger J. Reinke**, Secretary **William E. Bryley**, Educational Director **Juanito P. Dansalan**. Chairman announced payoff March 13 in Tacoma, Wash. No one allowed ashore until ship clears customs. Room inspections to take place March 10. Steward reminded those getting off to leave clean linen for next crew member. Educational director spoke about April 15 deadline for SIU scholarship program. He also stressed importance of keeping shipping documents up to date, of contributing to SPAD and of upgrading at Paul Hall Center. No beefs or disputed OT reported. Clarification received from Tacoma Port Agent Bryan Powell about STCW requirements. Vote of thanks given to steward department for good food, especially salad bar and barbecue. Next ports: Oakland, Calif.; Honolulu; Guam.

**INDUSTRIAL CHALLENGER** (Pacific Gulf Marine), March 15—Chairman **Jeremiah J. Harrington**, Secretary **Norman S. Bush**, Educational Director **Earl F. Ebbert**, Deck Delegate **Robert C. Hoppenworth**, Engine Delegate **Luis Ruiz**, Steward Delegate **Rodrigo Jimenez**. Chairman announced payoff March 20 in Wilmington, N.C. He said all went well during 90-day trip to Iraq, Portugal and Libya. He advised crew members to read *LOG* and keep abreast of important issues including MMD renewals, new prescription procedures, tax information, anthrax and smallpox vaccines, etc. Educational director reiterated importance of keeping MMDs, passports, drug cards, TRBs, etc. current. Know when they expire. He also encouraged everyone to take advantage of school's upgrading courses. No beefs or disputed OT reported. Clarification requested regarding rest periods for dayworkers, carrying dangerous cargo and day's pay in lieu of day off. Crew asked for new TV and microwave oven. Thanks given to steward department for job well done. *Industrial Challenger* apparently was first U.S. vessel to call on port of Tripoli, Libya in 23 years since trade and travel restrictions were put into place. Next ports: Wilmington and Houston.

**INNOVATOR** (USSM), March 7—Chairman **Stephen R. Kastel**, Secretary **Charles A. Medeiros**, Educational Director **Christopher L. Earhart**, Deck Delegate **James D. Morgan**, Engine Delegate **Adel B. Irani**. Chairman announced payoff March 10 on arrival in Long Beach, Calif. He thanked crew for great camaraderie and job well done keeping ship clean. He also thanked union for two good unlicensed apprentices that joined ship's crew. Secretary spoke about tax returns due April 15 and suggested everyone read Feb. 2004 *LOG* article on tax tips for Seafarers. Educational director noted listing of upgrading courses in each issue of *LOG*. No beefs or disputed OT reported.

**ITB BALTIMORE** (USS Trans-port), March 2—Chairman **Richard A. Szabo**, Secretary **Pedro R. Mena**, Educational Director **Daniel N. Daligon**, Deck Delegate **Hussein Mohamed**. Chairman noted all's

well on board *ITB Baltimore*. Educational director highlighted need to keep shipping documents up to date and encouraged everyone to attend upgrading courses at Paul Hall Center. Treasurer stated VCR recently purchased with ship's funds. More movies will be bought. No beefs or disputed OT reported.

**LIBERATOR** (USSM), March 14—Chairman **Joel G. Miller**, Secretary **Guillermo F. Thomas**, Educational Director **David M. Parker**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Si Hughes**. Chairman announced vessel going in for yard period. Everyone should turn in keys at

**MAERSK MISSOURI** (Maersk Line), March 2—Chairman **Luke F. Wells**, Secretary **Kenneth A. Roetzer**, Educational Director **Timothy E. Pillsworth**. Chairman announced change in schedule, and vessel to pay off March 5 in Charleston, S.C. He asked crew to keep rooms clean, make sure all documents are up to date, and upgrade skills at Piney Point. No beefs or disputed OT reported. Ship to receive new ice machine with stores this trip in Norfolk, Va. New crew will join ship in Elizabeth, N.J. Clarification of contract and money purchase pension plan requested. Suggestion made that large container vessels

## Thumbs Up to Ewa Steward Department



Tom Stapleton, captain aboard the Matson container vessel, *SS Ewa*, sent the *Seafarers LOG* this photo of the "tremendous SIU steward department" preparing "another award-winning barbecue" en route to Honolulu. From the left are OBR Kasem Ali, Assistant Cook Philip Desett, Chief Cook Steve Bowmer and Steward/Baker Robert Miller.

layoff. After recrewed, vessel heading for Middle East shuttle run. New DVD player and X-box received for crew entertainment. No beefs or disputed OT reported. SIU President Michael Sacco visited ship last trip and met with crew members.

**LYKES DISCOVERER** (MTL), March 11—Chairman **John E. Pegan III**, Secretary **Charles H. McField**, Educational Director **Daniel G. Ramirez Jr.** Secretary read communications received and posted on bulletin board. Educational director talked about opportunities available at Piney Point for upgrading skills and urged crew members to take advantage of them. No beefs or disputed OT reported. Questions raised regarding pensions and medical benefits. Next ports: New Orleans, La.; Charleston, S.C.; Norfolk, Va.; Houston.

**MAERSK CAROLINA** (Maersk Line), March 7—Chairman **Brian K. Fountain**, Secretary **John G. Reid**, Educational Director **John E. Conn**, Deck Delegate **Mohsin Abdulla**, Engine Delegate **Rahul Bagchi**. Chairman announced payoff March 12 in Charleston, S.C. He reminded everyone to report possible unsafe conditions to department heads at any time. He thanked crew members for smooth and safe trip and reminded them to clean rooms before getting off. Secretary stated 60-day stores to be taken in Portsmouth, Va. He thanked crew for helping keep house and passageways clean. Educational director encouraged Seafarers to contribute to SPAD and upgrade at Paul Hall Center whenever possible. He further advised them to check expiration dates on shot card and all other documents necessary for shipping. No beefs or disputed OT reported. Request made for small refrigerators in each room. Vote of thanks given to steward department for job well done. Next ports: Charleston; Portsmouth; Newark, N.J.; Algeciras, Spain.

like *Maersk Missouri* get additional dayworkers and wiper.

**MARINE COLUMBIA** (ATC), March 1—Chairman **Gregory L. Hamilton**, Secretary **John F. Huyett**, Educational Director **Ronald Gordon**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Detricke Kelly**, Steward Delegate **Albert Sison**. Chairman reminded crew of no-smoking policy in lounge and of company's aggressive environmental safety policies. Treasurer stated \$5,762 in ship's fund. Suggestions made on items to buy, including DVD players and scale for gym. No beefs or disputed OT reported. Clarification raised about missing man wages. Next port: Long Beach, Calif.

**OVERSEAS NEW YORK** (ATC), March 14—Chairman **Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **Edward Self**. Chairman announced that after Long Beach, Calif., vessel going to shipyard in Singapore and will remain there for about three weeks. Crew will remain on board and receive lodging pay. Before leaving, everyone will sign foreign articles. No word yet if shots are needed, but if they are, doctor will come to ship. Anyone with current shots should take shot card to captain. On way to Singapore, tanks will be cleaned. Steward explained how new prescription coverage works. She asked crew to bring dirty linen to locker before arrival in port. Educational director reminded crew to be ready to answer questions regarding company's policies and individual job duties when rep from BP comes aboard. Treasurer stated money received from company's performance contract fund. Bosun bought several movies in Valdez, Alaska. Anyone else who wants to buy movies should give receipts to captain. No beefs or disputed OT reported. Suggestions made to improve medical/dental/prescription coverage. Vote of thanks given to steward department for great job.



# THE GALLEY CORNER

The *Seafarers LOG* is bringing back a feature we ran several years ago—The Galley Corner. We invite our members (in any department) to contribute some of their favorite recipes and, perhaps, a story about an unforgettable experience aboard ship.

We will start this month with a submission from Steward Jack Williams.

An accomplished chef with 10 years in the maritime industry in addition to many years experience in country clubs and restaurants, Brother Williams currently is working aboard the *MV Button*. He loves to cook and bake, and he notes that "every time I go out on a vessel, my goal is to serve the crew the best food they have ever had on a ship."



Steward Jack Williams shows off probably the largest loaf of bread ever baked on a tugboat.

## The Storm Soup Saga by Steward Jack Williams

I have been cooking in the marine industry for the past 11 years. During that time I have worked on tugboats, coastal freighters and research vessels in various oceans and seas of the world. As the cook on a boat, you are at the center of it all. You hear and see everything that goes on: the gossip, the news, the weather—and you are always right in the middle of those fantastic sea stories that everyone likes to tell about their experiences on the water. It was at the galley table that I overheard a discussion between a salty old tugboat captain and a crusty veteran chief engineer about split pea soup.

The captain was relating an old superstition that warns that making split pea soup while you are underway will bring up a storm. Of course I had to jump right in and stir the pot by challenging the whole idea. I asked the captain if he had ever seen proof of this first hand. He replied that he had, and he had no desire to see it again. I countered that it sounded like an old wives' tale to me and told him that one day I would try it out and see for myself. The captain then warned me that if I ever made split pea soup on a boat that he was running, I would end up out on the bow standing a very long watch in the wind and rain. So I left it at that, went about my business and forgot all about it.

A year later I was on a tugboat with the same captain and engineer heading across the Gulf of Alaska in the middle July. We were on our way to Bristol Bay, Alaska with a very heavily loaded barge of cargo. One evening I went up to the wheelhouse to chat with the captain and noticed the weather map. Although these can be stormy seas, I couldn't see anything that even resembled wind or rain on the map. I asked the captain if there was any bad weather heading our way and he confirmed that there wasn't. Feeling mischievous, I decided that the next day we would have split pea

**Buffalo Shrimp**  
5 lbs peeled and deveined shrimp  
2 cups flour  
2 cups Louisiana hot sauce  
2 cups melted butter  
1 cup smokey BBQ sauce  
2 tablespoons blackening spice

Mix the hot sauce, butter and BBQ sauce together in a bowl and set it aside.

Season the shrimp with the blackening spice and toss them around in the flour so they are coated well.

Deep fry the shrimp until they are brown and crispy.

Place the shrimp in a large mixing bowl and smother them with the sauce. Put them in a hotel pan and set them on the steam table.

soup for lunch. Of course, I didn't say a word to the captain because I knew what kind of a discussion that would lead to. I just went to bed knowing what I was going to do that next morning.

Well, I did it! I made split pea soup when no one was around, and proceeded to serve it for lunch. The captain went ballistic! He told me to take the pot off the stove and throw it over the side.

"You've done it now," he said. "Our good luck is over. Get ready for some rough riding!"

I laughed. "Come on, captain. It is just an old tall tale like walking under a ladder or something."

He just got up, gave me a stern look and left me standing there with this to ponder. The rest of the day went smoothly, no problems, and nobody mentioned anything else to me about the soup. However, later on that night, I was wakened from a sound sleep, being violently tossed from one side of the bed to the other. I got up, pulled on my jeans and went up to the wheelhouse to see what was going on. I was not a welcome visitor at that moment! The mate at the wheel told me we were getting gale force winds holding

at 45 knots, that the seas had picked up to 15 feet, and that it was all my fault we were getting pounded like this.

Go figure. There hadn't been any indication of weather like this on the map. And to tell you the truth, I was dumfounded. It had to have been the split pea soup. Storm soup. The blow lasted only until morning, but we had a terrible ride all night long, and everyone was very upset with me. The next day was picture perfect, and the captain very kindly asked me if I had learned my lesson. Of course I had to admit that I had, and peace was restored between all of us. The rest of the trip was smooth as silk, and to this day I have never made split pea soup at sea again.

That should be the end of my story, but storm soup came back to haunt me a little while ago. The research ship I sailed with had a complement of more than 50 people, so there were two cooks on board. We were headed for the Azores in calm waters when the other cook made split pea soup for lunch. I was shocked!

"Are you crazy?" I asked. "Do you have any idea what you are doing?"

He replied just as I had years before that it was a silly superstition with nothing to back it up. So we served the split pea soup, and as everyone went through the line, I apologized in advance for the probable bad weather. Most everyone just laughed and thought nothing of it. Well, to make a long story short, the next day it blew so hard that we had to cancel work for a day and lay low. Needless to say, that made believers out of everyone.

I have no good explanation for this superstition, but if you are ever brave enough to make split pea soup while you are at sea, I hope that you are also smart enough to batten down the hatches when you do.

## 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.

### IMPORTANT NOTICE

#### SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	May 24	June 18
	July 5	July 30
	Aug. 16	Sept. 10
GMDSS (Simulator)	July 19	July 30
Lifeboatman/Water Survival	May 10	May 21
	June 21	July 2
	August 2	August 13
Radar	May 10	May 21
Specially Trained Ordinary Seaman (STOS)	May 31	June 11
	August 9	August 20

### 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 April 26, 2004.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Engine Utility (EU)	May 17	June 11
	July 26	August 20
FOWT	July 12	September 3
Marine Electrician	May 10	July 2

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>(*must have basic fire fighting)</i>	April 19	April 30
Basic Safety Training (BST)	May 10	May 14
	May 24	May 28
	June 21	June 25
	July 19	July 23
	August 2	August 6
Fast Rescue Boat	May 3	May 7
	June 7	June 11
Government Vessels	May 17	May 21
	June 28	July 2
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	May 17	May 28
	July 5	July 16

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



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 648** — Graduating from the water survival class are unlicensed apprentices from class 648 (in alphabetical order) Benjamin Anderson, Ernest Cannon, Orlando Caro, Kenneth Casteel, Forrest Cornelison, Michelle Garon, Mark Kane, Matthew Locklear, Lon Maduro, Jonathan Miller, David Quade II, Gilberto Quinones-Reyes, Jamar Reed, Nelton Rodriguez, Keith Rost, Cody Stasch, Mario Torrey and Brandon Jones.



**AB** — Seafarers who successfully completed the AB course March 26 are (in no particular order) Victor Perez, Tavid Lewis, Ed Majesky, Jared Taylor, John Fain, Keith Gibney, James Osborne, Sergio Centeno, Keith Livermon, George Ashbridge, Jan Payne, Erik Borys, Chuck Palmer, John Smith and Guy Traynham. Their instructor, Bernabe Pelington, is at far right.



**ARPA** — Earning their ARPA certificate March 12 are (from left) Mike Smith (instructor), John Brady, Jawaid Pardesi, Arvid Friberg, Fernando Rigonan, Harlan Hulst, Kenneth Salgado, Boyce Wilson and Brian Miller.



**GMDSS** — Upgrading Seafarers who finished the 70-hour GMDSS course are (in alphabetical order) Victor Antunez, Alexander Fyodorovkh, Denis Kay, Donald Larsen, Sherman Sakatani and John Sparks. Their instructor, Brad Wheeler, is at far right.



**FOWT** — Completing the six-week FOWT course March 12 are (in alphabetical order) Timothy Blakley, Reginald Colbert, Terrance Colbert, Garson Elliott, Bryan Fletcher, Corey Hann, Memphis Herring, Jerrold Maggard, Gregory McKinnon, Degrick McLendon, Antonio Myrick, Antonio Perez, Richard Rowland, Steven Ruppert, John Shea, Sam Vanderbrug, William Wakeman, Brandy White, Ralph Williams and Aaron Wood.



**Stewards from NOAA** completed a number of courses at the school, including steward department courses, safety classes and computer lab work. The students were (in no specific order) Mickey Gronski, Deana Jennings, Jo Locke, Paul Jarvi, Jesse Stiggins, Larry Phillips, Raul Monillas, Joe Lefstein, Adam Staiger, Rowell Legaspi, Romulo Reynante and Steve Ralson (not all are pictured). Also in the photo are Paul Hall Vice President Don Nolan and instructors Ed White, John Hetmanski and Shannon Twigg.



**Tanker Familiarization/Assistant Cargo (DL)** — Feb. 20 graduates of the tanker familiarization/assistant cargo (DL) course are (in alphabetical order) Abdullatif Ahmed, Richard Gathers, Nathan Hollander, Rubin Mitchell, John Nelson, Edgardo Parisan and Juan Ruiz. Their instructor, Jim Shaffer, is at far right.

*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.*



**Advanced Fire Fighting** — Earning their advanced fire fighting endorsements March 5 are (in alphabetical order) Abdullatif Ahmed, Charles Cambra, Christopher Edyvean, James Fekany, Glenn Gross, Miles Janecka, Roy Logan, Freddie Malbas, Brian McLarnon, Jimmy Orr and Jerome Wong. Their instructor, Tom Cessna, is at far right.

## Computer Lab Class



Showing off their certificates of achievement for completion of computer classes at the Paul Hall Center are (from left, seated) Hugo Infante, Emmett Wattigny, (standing) Rick Prucha (instructor), Frank Ramones and Albert Bharrat.

At right is B.R. Hickman with instructor Rick Prucha.





# Paul Hall Center Classes



**Radar** — March 3 was completion day for students in the radar class. From the left are Mike Smith (instructor), Harlan Hulst, Jawaid Pardesi, Edgardo Plarisan, Fernando Rigonan, Kenneth Salgado, Boyce Wilson, Brian Miller and Samuel Cox.



**Junior Engineer** — With their instructor, Jay Henderson, are Seafarers who completed the junior engineer course April 2. They are (in alphabetical order) Stephen Bradfute, Kevin Cooper, Milan Dzurek, Steven Haver, Quincy Wilson and Nathan Wirt.



**Small Arms** — Completing the small arms training course March 5 are (from left) Richard Nemanic, Brannon Adams, Raymond Hotchkiss, Christopher Paul, Gregory Scott and Lance McFarland.

## Basic Safety Training Classes



**STCW** — Feb. 20: Edward Lewis, Ismael Manley, Robert Melendez, Jason Moore, Joseph Morris, Evelyn Nordbrok, Olivia Pabalan, Miguel Pilgrim, Peter Ramos, Ricardo Salazar, William Schropp, Heather Van Benschoten, Brent Varney, Will Walters, Adam Young and Roger Mellen.



**STCW** — Feb. 20: Christine Lemke, Mario Lopes, Jim Mattson, Terry Murphy, Chris Nall, John Niedbalski, Nasser Omar, Katie Piper, Donna Raymond, Fernando Remedios, Harry Rogers, John Stewart, Mary Toledo, Stephen Wehner, Donald Williams, Jerome Wong, Kenneth Yuret and Joseph Schultz.



**STCW** — Feb. 27: (Two groups): Rowena Applestill, Mallory Bannister, Matthew Barry, Charles Bolig, John Brown, Eric Campbell, Chris Collins, Paul Corsentino, Milane Cremeans, Kristen Cruz, Leonard Dawson, Robert Garay, Viviana Gavronski, Wesley Godon, Donald Hagerty Jr., Richard Hernandez, Joshua Hoffman, Calvin Jacobs, Scott Johnston, Kathleen Jones, Shannan Lynn, Shelley Mallow, Scott McCabe, Sarah McLaughlin, Amber Michel, Ross Murphy, Derek Partida, Justin Querubin, Dino Pleho, Dwayne Rouse, Megan Sherman, Elizabeth Smith, Stephen Smith, Samuel Styve, Irene Tassie, Jamil Walli, Kenneth White, Don Wilhite and Gary Johnson Jr. Their instructors, Stan Beck and Larry Malone, are at far right.



**Water Survival** — Feb. 27: Otsman Baudin, Stephen Wehner, Jason Moore, Mary Toledo, Dana Hicks, Amber Akana, Olivia Pabalan, David Benito, Barbrea Allbritton, Victor Rapez, Tremaine Ferris, Janelle Helg, Eric Calo, Duncan Nishimura, Adrian Tam, Ryan Nitta, Greg Hayama, Jesse Nakamura, Bjorn Ramskog and Alan Schiller. Their instructors were Bernabe Pelington and Tony Sevilla.

## Lifeboatman/Water Survival



**Water Survival** — Feb. 27: David Chairez, Dori Cook, Thomas Drapil, Robert Melendez, Dominic Carr, Darin Heine, Jim Farmer, Joseph Schultz, Jim Mattson, Joe Morris, Kaleinainoa Asentista, Leo Curry, Keith Cleary, Brent Varney, Patrick Helmuth, Lauren Grice, Donald Williams Sr., Migel Pilgram, Katie Piper and Adam Young.

**Specialty Trained OS** — Unlicensed apprentices in the third phase of their training completed the STOS course Feb 20. They include (back row) Brannon Adams, Chris Paul, Brett Younginger, Kenneth Sharp, David Guthrie, Raymond Hotchkiss, Gregory Scott, Lance McFarland, (kneeling) Robert Patterson, Xavier Rivera, Ramsey Ingram, John Selman, Richard Nemanic and Timothy Ross.



**Specialty Trained OS** — Upgrading Seafarers who graduated from the STOS course Feb. 20 are Kenneth Click, David Garcia, Richard Jones, Thomas Maillelle, Ronald Merfeld, Hal Owen, Jan Payne, Gill Sickles, John Truss, Joseph Willett and Rick Worthington (not all are pictured). Their instructor, Brad Wheeler, is at far right.

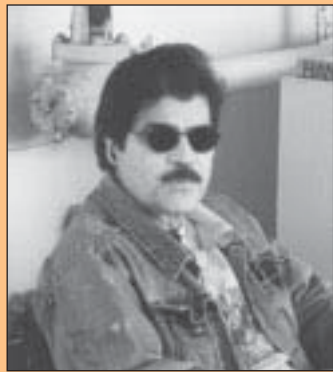


**National Maritime Day**  
**May 22, 2004**  
 In memory of American seafarers  
 who lost their lives in service to  
 their country.

# Seafaring Scenes from San Francisco



... Aboard the Horizon Consumer



AB Gangway Watch  
 Jack Kemp



Chief Cook Tommy Kleine



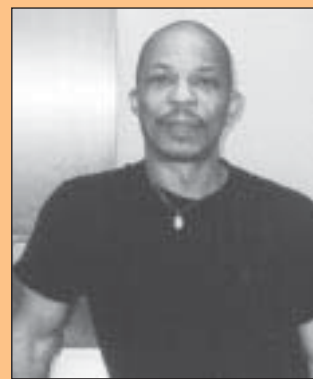
Night Engineer Steve Bvkovies and  
 OMU Curtis Barnett



Right: Recertified Steward Allen Terry



... Aboard the APL Thailand



ACU Ricky Williams



Chief Cook Edyson Chaniago

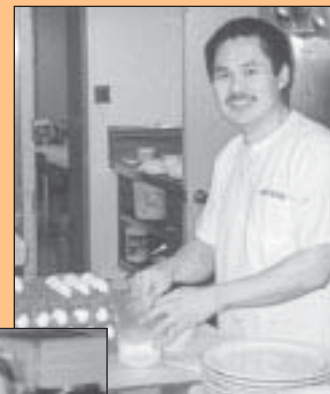
... Aboard the  
**APL China**

Thalis Ealy is the  
 chief cook aboard  
 the *APL China*.



... Aboard the Lurline

Recertified  
 Steward  
 Ben Opaon



RMST John Vierra



ACU Moosa Mohamed

... At the San Francisco Hall



Left: SIU Rep  
 Romy  
 Lumanlan pre-  
 pares to make  
 a deposit.

Right: AB  
 Kermit  
 Bengtston fills  
 out paperwork  
 for his vacation.

