



The

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SEAFARERS LOG

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SIU Fleet Welcomes More New Additions



The SIU gained new shipboard jobs in September, with the delivery of an LMSR, the transfer of a fast combat support ship and the christening of a double-hulled barge that links with a tugboat. Joining the SIU fleet are the *USNS Benavidez* (left), the *USNS Rainier* (directly below) and the barge 550-3 (below, left), part of an ATB. Page 3.



Labor Department To Honor Paul Hall *Union's 2nd President Named To U.S. Labor Hall of Fame*



The U.S. Department of Labor is scheduled to induct the late SIU President Paul Hall to its Labor Hall of Fame on Oct. 1 in Washington, D.C. Page 2.

Hurricane Isabel Takes its Toll



(AP Photo/Stephan Savoia)



Hurricane Isabel caused fatalities and widespread damage on the East Coast when it struck beginning Sept. 18. The Paul Hall Center for Maritime Training and Education (right) sustained major damage to marinas and piers, among other difficulties. In photo at left, a passerby looks at a large navigation buoy that was beached by the winds and surf near Rudee Inlet in Virginia Beach, Va. Page 4.



Seafarers Rally with Steelworkers

Seafarers joined Steelworkers and other supporters Sept. 23 in Washington, D.C. for a rally aimed at maintaining tariffs that have benefited the industry since last year. Page 9.

Boatmen Approve 5-Year Contract

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President's Report

Politics—Why We Participate

For more than a dozen years, it has been very rare that a month goes by without this newspaper reporting on significant gains for SIU members, whether it's a new ship, a better contract, improved training opportunities or some other progress.



Michael Sacco

As I've said many times, the consistently safe, reliable shipboard work performed by Seafarers is a foundation of every advancement we achieve.

Another key part of that foundation is political action—and that's something no Seafarer should ever forget.

Without an ongoing strong commitment to grassroots politics, our whole industry would go down the tubes. It's as simple as that.

I'm grateful that so many of you understand the reality and importance of that message. Your support of SPAD and your willingness to donate time to back pro-maritime, pro-worker candidates are commendable. And your support is never taken for granted.

This is an area where we cannot afford to let up. A quick look at two vital maritime laws shows why.

First the Jones Act, which requires that cargo moving from one domestic port to another be carried aboard U.S.-crewed, U.S.-flag, U.S.-built ships. It's a sensible law that helps protect our national and economic security. Many other industrialized countries have laws that basically spell out the same requirements for their mariners and shipbuilders.

Yet, the Jones Act is consistently under attack by shippers and foreign-flag interests. We fight back against those attacks through political action—educating congressmen and senators and other officials about the importance of our nation's freight cabotage law. The SIU and our allies have been successful in this battle, and as a result, the Jones Act currently enjoys solid support from Congress and the administration.

Another example is the U.S. Maritime Security Program, enacted in 1996. The MSP and its related Voluntary Intermodal Sealift Agreement are among the key measures keeping the U.S. flag flying on deep sea commercial vessels.

It took several years of lobbying to secure the original MSP, and similar efforts have put us on the verge of a 10-year reauthorization of the program. Here again, without political action—without your support along with cooperative work throughout our industry—there would be no MSP.

Those aren't the only laws that are important to the U.S. Merchant Marine, but they illustrate why we must elect officials who understand and support our industry. And they underscore the fact that our fight never ends.

On a larger scale, our brothers and sisters throughout the trade union movement understand, as we do, that grassroots political action is our greatest resource. During the year 2000 elections, business outspent labor by 15 to 1. Then, in the 2002 off-year elections, corporations spent more than \$700 million, compared to about \$62 million from working families.

That gap probably won't change anytime soon. But, by mobilizing and taking advantage of strength in numbers, the labor movement is making progress in the political arena. For instance, union households represented 26 percent of the vote in 2000, up from 19 percent in 1992. That jump is a direct result of a commitment by the AFL-CIO and its member unions to increase voter registration, education and mobilization. Support of voluntary political action funds remains an important part of that commitment.

When it comes to the elections themselves, our approach never changes. You've heard it before and you'll hear it again: We support those who support the U.S. Merchant Marine, regardless of political party. Our mission is "jobs, jobs, jobs" for you. And when the elections end, we don't take shortcuts in educating the new representatives at all levels of government about our issues and industry.

Paul Hall, our union's second president, summed up the importance of political action with the saying "Politics is pork chops." The message is simple but essential. By supporting SPAD and volunteering to assist pro-maritime candidates, you help preserve your jobs.

More recently, rank-and-file Seafarers came up with a new saying to deliver the same point: "SPAD—It takes a four-letter word to be heard!"

No matter how it's phrased, the bottom line is that politics is fundamental to the SIU. And with your continued strong support, I'm confident that we'll have no shortage of good news to report in the months and years ahead.

New Study: Health Care Premiums Skyrocket

The health care crisis in this country is not an isolated trend. Newly published surveys indicate employer-sponsored health care premiums already have risen by nearly 14 percent in 2003—the third consecutive year of double-digit increases. Coupled with a sagging economy and many workers out of a job, these statistics are troublesome, making health care insurance an almost unaffordable luxury item for some.

While the Seafarers Health and Benefits Plan is doing everything it can to help its membership maintain its comprehensive health care package, the continuing escalation of costs for health care premiums is making it increasingly difficult each time a contract is negotiated.

The Plan is watching while governmental agencies, the private sector and other unions and companies ask their employees to pay a share of their health insurance premiums, a greater percentage of the final bill or require larger deductibles. In Madison, Wis., for example, the city is for the first time asking its employees in the four major labor unions to pay a share of their health insurance premiums and also is seeking a reduction in the compensation payments made to workers injured on the job. But the city of Madison is not alone. In fact, a new study indicates that in order to continue maintaining health care benefits at some level, 65 percent of employers increased the amount that employees pay for health insurance this year, 47 percent raised employees' payments for prescription drugs, 34 percent increased deductibles and 34 percent raised co-payments for doctor visits. Deductibles and co-payments, which were uncommon only a few years ago, have recently been adopted by many plans.

The cost of prescription drugs is one of the chief reasons for the soaring health care rates. The Seafarers Health and Benefits Plan is aware of this fact and is trying to implement a prescription drug network in order to keep the

costs in check (see the notice on this page).

The *Seafarers LOG* will continue to keep the readership informed about ways the health and benefits plan is trying to keep costs down.

Notice

A Message from the Seafarers Plans

Over the past few months, we have been reporting that the cost of health care has been rising at unprecedented rates. One of the most serious areas of concern is prescription drugs. Knowing that the cost of prescription drugs must be controlled, the Trustees of the Seafarers Health and Benefits Plan are considering implementing a prescription drug network as a two-year pilot program. Therefore, discussions with various Pharmacy Benefit Managers have begun.

During these discussions, it became apparent that in order for a prescription drug program to work, we would need to review the eligibility requirement for the prescription drug benefit. Therefore, in order to proceed with these ongoing discussions, the Trustees of the Plan have instructed the Administrator to **amend the eligibility requirement for the prescription drug benefit only.** We repeat: The eligibility requirement for the prescription drug benefit only is being changed as follows:

Once a participant accumulates 120 days of covered employment in a calendar year, then that participant and their eligible dependents will be entitled to participate in the prescription drug network for the entire following year. Additionally, if a participant accumulates at least 90 days of covered employment by September 30th of any year, then that participant and their eligible dependents would be covered from January 1st through June 30th of the following year.

EXAMPLES:

- Seaman Jones works from March 1 through May 31 (92 days) and from October 5 through December 15 (72 days) for a total of 164 days. Since he has more than

120 days employment in the calendar year, then he would have eligibility for prescription drugs the entire following year.

- Seaman Smith works from March 1 through May 31 (92 days) however; he does not get any additional employment before the year ends. Since he has at least 90 days employment by September 30, then he would have eligibility for prescription drugs the first six months of the following year.

- Seaman Johnson works from August 2 through December 3 (124 days). Since he has at least 120 days in the calendar year then he would have eligibility for prescription drugs for the entire following year.

- Seaman Moore works from September 17 through December 20 (95 days). Although he has 90 days, those days were not accumulated prior to September 30 therefore he would need 120 days. Since he does not have 120 days he would not be covered for benefits.

Once again, this change will affect eligibility for the prescription drug program only and is required so that in most cases the Plan will be able to forward eligibility lists on a timely basis to any pharmacy benefit manager. We realize that there will always be exceptions, which will be handled on a case-by-case basis. Also, please note that the initial eligibility rule of 75 days of covered employment for new participants will not change and therefore a new participant need only accumulate 75 days of employment in order to be covered for benefits.

We hope that we might be able to contract with a Pharmacy Benefit Manager before the end of the year. We will keep you informed on the progress of these meetings and any other changes that will be required.

Labor Dept. to Honor Paul Hall



Paul Hall understood the importance of political activity and the difference it makes in the lives of Seafarers. Top photo: Hall welcomes President Richard Nixon to the SIUNA convention in the early 1970s. Below: Hall participates in a meeting with President Jimmy Carter in 1977.



The U.S. Department of Labor (DOL) is scheduled to induct the late SIU President Paul Hall to its Labor Hall of Fame on Oct. 1 in Washington, D.C.

According to the DOL, "The Labor Hall of Fame honors posthumously those Americans whose distinctive contributions to the field of labor have enhanced the quality of life of millions yesterday, today, and for generations to come."

SIU President Michael Sacco will deliver the keynote remarks for Hall's induction.

"Obviously, this is a tremendous and well-deserved honor for Paul and for the SIU," Sacco said. "I worked with Paul for many years, and it's safe to say he was totally committed not only to improving the lives of Seafarers, but all working families."

"It was under Paul Hall's leadership that the SIU gained our reputation for assisting fellow trade unionists," Sacco added. "He used to have a saying when people asked for our help: 'We'll be there—money, marbles and chalk.' He literally helped thousands of working families, in organizing drives, on picket lines and however else he was needed."

The Labor Hall of Fame honorees include 26 individuals and the rescue workers from September 11 (inducted last year as one entity). Among the members are Samuel Gompers, the first president of the American Federation of Labor; George Meany, first president of the merged AFL-CIO; Cesar

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New Barge Christened for Intrepid

Ocean Reliance Gets Counterpart in Double-Hulled '550-3'



The tug *Ocean Reliance* and barge 550-3 form an ATB that is state-of-the-art.

Seafarers and SIU officials last month attended the christening of the double-hulled barge 550-3, the companion piece to Intrepid Ship Management's tug *Ocean Reliance*. The ceremony took place Sept. 9 in Bellingham, Wash.

Together, the SIU-contracted 9,280-hp *Ocean Reliance* and 155,000-barrel 550-3 form a state-of-the-art articulated tug-barge (ATB). The barge has an inert gas system as well as an enhanced cargo system and a fully redundant ballast system.

SIU Vice President Gulf Coast Dean Corgey, SIU Vice President West Coast Nick Marrone and SIU Tacoma, Wash. Port Agent Bryan Powell represented the union at the christening.

The ATB was built by The Manitowoc (Wis.) Company, Inc. It has a hinged connection system between the tug and barge, allowing movement in one plane in the critical area of fore and aft pitch. As previously reported, the new ATB tank vessel incorporates the latest advances in environmental protection and safety while

addressing increased efficiencies in hose handling, anchoring, mooring, discharge and loading of product.

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

CIVMAR Fleet Gains 'Supply Class' Vessel

Members of the SIU's Government Services Division welcomed new job opportunities as the U.S. Military Sealift Command (MSC) last month accepted transfer of the *USS Rainier* in Bremerton, Wash.

The *Rainier* is the third of four U.S. Navy "supply class" fast combat support ships to leave commissioned service "for an even more active role" with MSC, according to the agency. The vessel joins more than 30 civil service-crewed ships providing combat logistics services to the Navy fleets worldwide.

MSC also noted that the *Rainier's* crew will be accompanied by approximately 60 Navy personnel for communication support and supply coordination as well as supporting helicopter operations.

"The transfer of *Rainier* and her sister ships, *USNS Arctic* and *USNS Supply*, and the future transfer of the fourth ship in the



The *USNS Rainier's* crew will consist of CIVMARS and Navy personnel.

class, *USS Bridge*, in June of next year are part of the Navy's continuing transformation to a more efficient and cost effective fighting force for the 21st century," MSC noted in a news release. "According to a May 1998 Center for Naval Analysis study, the Navy will save a projected \$76

million annually with the change. "The transfers also free up a total of 108 active duty Navy officers and 1,996 enlisted Sailors to return to war-fighting roles for which they were trained..." The *Rainier* is 754 feet long and has a top speed of greater than 25 knots.

Hannah Tugboat Pact Boosts Health Coverage

Seafarers employed by OLS Transport (parent company of Hannah Marine) recently approved a new five-year contract that improves health care coverage and also raises wages in each year of the agreement.

The contract was overwhelmingly approved in August by crew

members who sail aboard the company's 10 tug-barge units, which operate on the Great Lakes, Inland Rivers and in the Gulf Coast region.

Approximately 50 Seafarers are covered by the agreement, which calls for an increase to "Plan G" health benefits—the top level offered through the Seafarers Health and Benefits Plan.

Other gains include the addition of five holidays, increased travel reimbursement, and better pension benefits.

The boatmen transport asphalt, oil and cement, plus other cargoes.

Newest LMSR Delivered

The *USNS Benavidez* was delivered to the U. S. Navy Sept. 10 in New Orleans, signaling new steward department jobs for Seafarers.

The *Benavidez* is the nineteenth large, medium-speed, roll-on/roll-off ship (LMSR) built or converted at U.S. shipyards since the mid-1990s to transport and reposition U.S. combat equipment. The massive ships with their stern ramps, interior ramps and cavernous interiors are ideal for rapid loading and off-loading of tanks, trucks, humvees and other wheeled or tracked vehicles needed by U.S. military personnel. They are part of the U.S. Military Sealift Command's (MSC) fleet.

According to MSC, LMSRs are the Navy's largest and most modern cargo ships. At more than

900 feet long, each ship is capable of carrying more than 300,000 square feet—the equivalent of nearly six football fields—of containerized cargo, wheeled, and tracked vehicles for the U.S. Department of Defense.

The Navy's 18 other LMSRs—all crewed by SIU members—played key logistical roles in Operations Enduring and Iraqi Freedom by transporting millions of square feet of combat equipment to and from the Middle East. More than 2,000 SIU members, including mariners from the union's Government Services Division, sailed during the war.

Upon completion of the ship's post-construction shipyard period in early December, the *Benavidez* will be placed in a reduced operating status in Corpus Christi, Texas, until it is activated to



The *Benavidez* is practically identical to the *USNS Bob Hope*, pictured at left.

transport cargo in support of U.S. forces, the agency noted.

Like most other LMSRs, the *Benavidez* is named in honor of a U.S. Army Medal of Honor recipient. The ship's namesake, Master Sgt. Roy P. Benavidez, USA, of Cuero, Texas, was awarded the nation's highest honor for his heroic actions on May 2, 1968, in the Republic of Vietnam. During an intense period of combat, then Staff Sgt. Benavidez overcame withering enemy fire and several severe injuries to help evacuate and save the lives of the soldiers pinned down by an overwhelming enemy force.

MSC, the ocean transportation

provider for the Department of Defense, normally operates more than 120 noncombatant, civilian-crewed ships, which increased to more than 210 ships during the height of Operation Iraqi Freedom in mid-March. Additional transport ships were chartered from private industry or activated from reduced operating status to carry the heavy volume of equipment for war fighters supporting OIF.

From January to April, the command's ships delivered 21 million square feet of cargo, 261 million gallons of fuel and 95,000 tons of ammunition to the Middle East. Much of this cargo belonged

to the U.S. Army's 4th Infantry and 101st Airborne divisions, as well as the U.S. Marine Corps' I and II Marine Expeditionary Forces.

SS Great Land Gets Extension

The union recently welcomed the news that Inter-ocean Ugland Management is operating the *SS Great Land* in Hawaii. The long-term charter represents an extension for the Ponce-class vessel—and continued employment for Seafarers aboard the ship.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Tuesday, Nov. 11, 2003 for the observance of Veterans Day and Thursday, Nov. 27, 2003 for the observance of Thanksgiving Day (unless an emergency arises).

Normal business hours will resume the following workday.

Could Have Been Worse, But Isabel Still Takes Toll

Late last month, people in the United States mid-Atlantic Region still were recuperating from the effects of Hurricane Isabel.

The category two storm, which packed 105 mph winds and torrential rains, battered the U.S. East Coast beginning Sept. 18, leaving flooding, power outages, disruption and mass destruction in its path. At least 40 deaths have been blamed on the hurricane, 25 of them in Virginia.

From coastal communities in North Carolina and Virginia, where people either evacuated their homes or buckled down with non-perishables and flashlights to wait out the storm, to Maryland and Washington, where the federal government shut down, virtually no one went unscathed. North Carolina, Vir-

ginia, Maryland and Delaware were declared federal disaster areas, and President Bush visited Richmond, Va. to be briefed on the recovery efforts.

Amazingly enough, the SIU headquarters and its ports, which are situated in cities along the hurricane's path, fared unexpectedly well.

Headquarters in Camp Springs, Md. closed down at noon Sept. 18 and remained closed through the weekend. Power remained off during the closure, but thanks to a back-up generator, the building opened up for managers and other essential personnel on Sept. 22. Power was fully restored around 4 p.m. Sept. 23, and headquarters returned to business as usual the following day.

"Aside from the power outage, everything else was pretty much

intact in the aftermath of Isabel," said Frank Eno, facility manager at SIU headquarters. "We had no structural damage to the main building or to our warehouse. We did have a lot of debris to clean up and our security gates sustained minor damage.

"All in all, I think we really dodged the bullet on this one," Eno concluded. "Things certainly could have been a lot worse."

The situation was almost identical at the port of Piney Point, Md. "We were wiped out as far as electricity is concerned," said Piney Point Port Agent Edd Morris. "We lost power Sept 18 and did not get back on line until Sept. 24. We had no computer or fax capability here in the port office, so we relied on other departments at the school (Paul Hall Center for Maritime Training & Education) to help us out in this regard. It was kind of awkward doing business that way, but we carried on as best we could."

The ports of Baltimore, Brooklyn and Boston reported similar experiences. "Aside from the power outage, which forced us to close down early on Sept. 18 and remain closed a couple of days, nothing adverse happened to us here," offered Baltimore Port Agent Dennis Metz.

Gerard Dhooze in Boston stated, "We did not have anything to speak of happen to us here as a result of Isabel. We did experience heavy showers a couple of days, but that's about it."

New York Port Agent Bob Selzer said that power was lost at the hall for a couple of hours on Sept. 18, but business was affected only minimally. "We did not have much activity at the port because many of the vessels that would have come through or tied up here were diverted to other locations because of the weather," Selzer said. "Many of the companies were closed because of the storm and as a consequence not much shipping took place."

In the port of Norfolk, no dam-



A number of trees at the Paul Hall Center fell during the storm, including this one which landed on a classroom building.

age at all was sustained in the hall, but operations were shut down Sept. 17-19, according to SIU VP Government Services Division Kermet Mangram. "We did crew up two vessels (the *Regulus* and *Bob Hope*) and moved them out of the port for safety reasons, but that was about it," Mangram said. "A third vessel, the *Cape Johnson*, was crewed up to be moved, but it remained in port."

Hardest hit by Isabel was the

Paul Hall Center for Maritime Training and Education. In addition to losing power, some of school's facilities suffered significant damage. According to Don Nolan, vice president for the center, waters rose to 8 feet above normal. Marinas and piers were damaged or destroyed, and approximately 80 trees were knocked down. Remarkably, only one tree landed on a building (a classroom used for first aid and CPR instruction).



Isabel caused extensive damage to marinas and piers at the Paul Hall Center.



Left: Thanks to some innovation—and a new twist on the term "headlight"—the power outage doesn't deter Tina Corbin, who works in the port agent's office in Piney Point, from completing her next task.



Waters rose to eight feet above normal at the school in Piney Point, Md.

DOL Inducts Paul Hall Into Labor Hall of Fame

Continued from page 2

Chavez, president of the United Farm Workers of America; and A. Philip Randolph, founder of the Brotherhood of Sleeping Car Porters and a pioneer in advancing racial equality within the labor movement.

"Elevation to the Labor Hall of Fame is arrived at by a selection panel composed the Counselor to the Secretary, the Solicitor of Labor, the Assistant Secretary for Policy and the Assistant Secretary for Administration and Management," noted the DOL. "Honorees are chosen each year, and a formal induction ceremony is conducted at the U.S. Department of Labor in Washington, D.C."

The Labor Hall of Fame is located in the North Plaza of the U.S. Department of Labor's Frances Perkins Building, 200 Constitution Avenue, N.W., Washington, D.C. The most recent honorees are represented by a kiosk containing a portrait, photos and memorabilia.

Paul Hall served as the SIU's second president. His contributions to the U.S. maritime industry and the overall labor movement were numerous and far-reaching. He died of cancer in



When other unions needed help, Paul Hall (center) and the SIU quickly delivered.

1980, at age 65.

Hall started shipping as a teenager in the early 1930s and later became a charter member of the SIU. He shipped mostly in the black gang as wiper and FOWT. He earned a second engineers license, but never sailed under it.

In 1957, Hall became president of the Seafarers, a post he held until his death. In the same year, he became president of the AFL-CIO Maritime Trades Department.

Among his proudest accomplishments was the founding of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1967. The main campus was renamed in Hall's memory in 1991.

Retired SIU Port Agent Steve Troy Dies at 72

Steve Zubovich Troy, a former SIU port agent, patrolman, representative and consultant, died Sept. 12 in Tucson, Ariz., following a lengthy illness. He was 72.

"Steve was a union man from the word go," said Angus "Red" Campbell, retired VP Contracts. "He always put the SIU first and never hesitated to do what was asked of him."

"He and I were great friends, both coming from Pennsylvania and being Steelers and Pirates fans," Campbell continued. "I'll miss him a great deal as will the SIU. Steve was one of the last great old-timers and he did many wonderful things for his union."

Born in Uniontown, Pa., Brother Troy donned the SIU colors in the mid-40s in Philadelphia. He served in the U.S. Navy during World War II

and initially sailed under the Seafarers' banner on an Inter-ocean Management Corp. vessel. A member of the deck department, his final trip to sea was on the *Penmar*, a Calmar Steamship Corp. vessel.

Brother Troy came ashore in 1963 and worked as a patrolman in the ports of Philadelphia and Houston. In later years, he served as port agent in both Seattle and San Francisco. Brother Troy worked as an SIU consultant from 1972 to 1984. During that same period, he served as safety director for both the Maritime Safety Program and the SIU's West Coast Region. He retired in 1985.

"Steve was a good, hard working and dedicated union official," offered retired SIU VP West Coast George McCartney. "He never hesitated to answer



Steve Troy

the call to duty in whatever capacity his union and his union brothers and sisters needed him.

"I met Steve in the '50s and worked with him in New York, Philadelphia and on the West Coast," McCartney continued. "With his death, the union has lost a dedicated official and great advocate."

His wife, Sophie; two sons, Steven and Gary; and one daughter, Anita, survive Troy. Funeral services were held in Tucson.

Senate Committee Examines Port Security

While a great deal already has been done to protect port and maritime security since 9/11, efforts and accomplishments to date generally are seen by some as merely the first steps in the continuing war against terrorism.

During a Sept. 9 hearing of the Senate Commerce, Science and Transportation Committee in Washington, D.C., several speakers and witnesses echoed this sentiment as they detailed not only what has been accomplished in the maritime security arena, but also what the future holds. Committee Chairman John McCain (R-Ariz.) set the tone for the hear-

ing following his opening remarks when he offered, "Maritime security, because of the immense volume of trade that must move through our nation's ports, remains a daunting task. While the administration has taken action to implement the many important requirements of the Maritime Security Act of 2002, many in the maritime community still wonder who is in charge. They are confused by what in some cases appears to be competing requirements of the various agencies claiming responsibility for maritime security."

Senator McCain continued, "Such confusion, not unique to the maritime industry, is compounded by the lack of agreements between the various agencies and departments responsible for transportation security. Transportation security is far too important to be placed in limbo due to needless agency turf battles."

Jeffrey Shane, Under Secretary of Transportation Policy, discussed the role of the Department of Transportation regarding security and its coordination with the Department of Homeland Security (DHS).

"While much of the focus since Sept. 11 has been on aviation security, the department has also been doing a great deal of work with our DHS counterparts in assessing the vulnerabilities and improving the security of our other modes of transportation," he said.

Shane pointed out that the Maritime Administration has worked closely with the U.S. Coast Guard and Transportation Security Administration to evaluate security at our nation's ports and to disseminate two rounds of port security grants facilitating \$262 million in security upgrades. The Federal Transit Administration, he added, has also shared its expertise by funding \$30 million in vulnerability assessments and the security training of transit operators across the country.

"Additionally," he continued, "our research and special programs administration has worked closely with TSA to ensure that the transportation of hazardous materials fulfills both safety and security requirements."

Admiral Thomas Collins, commandant, U.S. Coast Guard, discussed the agency's strategy to reduce maritime security risks through increasing maritime domain awareness, implementing preventative measures, securing borders and protecting infrastructure, and preparing to respond quickly if necessary.

"We've been very, very busy in this area," he said, "enhancing our ability to move toward that end state. And we've established a formal intel program in our organization. We've improved

our command control and communications capability, connectivity and interoperability. We're requiring vessels entering our ports to provide 96-hour advanced notice of arrival and tracking and screening vessel arrivals, people cargo in vessels."

Commenting on the maritime security regime, Collins said the Coast Guard is pleased with the progress in implementing the terms and conditions of the Maritime Transportation Security Act. In a parallel effort, he continued, his agency helped guide through the International Maritime Organization a brand new international security regime for ports and ships.

Admiral Collins pointed out that 13 of a total 55 port security assessments have been completed. "By the end of calendar year '04 we'll complete those formal port security assessments through the 55 ports, and we've increased information sharing at the national, state and local level with industry."

The Coast Guard commandant said that the regulatory impact of MTSA on the maritime industry will be significant, affecting more than 10,000 domestic and 20,000 foreign vessels, 5,000 maritime transportation facilities in 40 offshore platforms. He pointed out that the timeline for implementing the new requirement is exceptionally short—the regulation would be fully implemented by July 1, 2004.

"We estimate the cost in industry to be \$1.5 billion in the first year and \$7.3 billion over the next 10 years," Collins said.

In conclusion, Collins said that the Coast Guard has a solid plan for maritime security and it is being executed. "All of our efforts, again, are designed to build the necessary authorities, the necessary capability, the necessary capacity and the necessary partnerships to mitigate maritime security risks to our nation," he said.

After discussing the integration of various agencies into the new bureau, Robert Bonner, commissioner, Customs and Border Protection, turned his attention to recent initiatives to enhance cargo security.

"We use risk management techniques to identify and screen the relatively few high risk cargo containers of the millions—actu-

ally, if you take sea containers, almost seven million containers that come into the U.S. annually," he said. "But that said, if we go back two years ago, only 9 percent of all rail containers were inspected when they crossed the border into the U.S. That figure is now 22.6 percent. Two years ago, we inspected only 2 percent of the sea containers coming into the U.S. We now inspect 5.2 percent."

"The truck inspections have increased from 10.3 to 15.1 percent over the last two years, and overall, if you look at all containers, no matter what the mode is, entering the United States, the Customs and Border Protection is inspecting currently approximately 12.1 percent of all cargo containers entering the United States. That's up from 7.6 percent two years ago. But we're doing it not just on a random basis but we're doing on a targeted basis based upon advanced information we have to identify the high risk containers, because that's the key."

Bonner said that inspection rates have gone up because, among other things, the U.S. has been able to deploy more sophisticated detection equipment like large-scale X-ray machines.

Peter Guerrero, Director, Physical Infrastructure Issues, General Accounting Office, recommended that federal agencies involved in transportation security clearly define their roles and responsibilities through formal agreements.

Margaret Wrightson, director, Homeland Security and Justice Issues, General Accounting Office, noted that significant progress has been made in implementing the Maritime Transportation Security Act, but that five areas of concern remain:

- Only a limited number of ports are covered by the automatic identification system (AIS),
- Questions still exist about the scope and quality of port security assessments,
- Concerns exist related to foreign approval of security plans for foreign ships,
- Potential exists for duplication of maritime intelligence efforts; and
- Continuing inconsistencies with port security grant program requirements.

AFL-CIO's Top Officials Will Seek Re-Election

AFL-CIO President John Sweeney last month announced that he and Executive Vice President Linda Chavez-Thompson and Secretary-Treasurer Richard Trumka will seek re-election at the federation's next convention, scheduled for the summer of 2005.

"Eight years ago, we ran for office calling for an AFL-CIO that focused on changing and growing the labor movement and making workers' voices heard in their workplaces, their communities, the nation and the global economy," Sweeney said. "We've achieved a lot. We have made growth the number one priority of our movement, more unions than ever are focused on organizing and we are building a movement to defend workers' freedom to form unions. We have created a political program for the labor movement that is second to none—a model imitated across the political spectrum. We are changing the debate about trade and globalization and we're building power for workers in the capital markets. We have created a vibrant new labor movement at the grassroots, helped unite the union movement to stand up for immigrant workers' rights, and brought thousands of young people into our efforts through Union Summer and campus outreach."

However, he also cautioned, "We have to escalate our efforts to confront America with its own human rights crisis, the destruc-

tion of American workers' freedom to form unions, and escalate our capacity at every level to help workers form unions. We must create a new industrial policy to stop the hemorrhaging of middle class manufacturing jobs that are the backbone of this country and we must work to extend quality, affordable health care to every man, woman and child in America. The fight for good jobs, secure, defined benefit pensions, civil and workers' rights and workers' freedom to form unions has never been more urgent."

Sweeney was elected president of the AFL-CIO in October 1995 and has been re-elected twice since then. At the time of his election, he was serving his fourth four-year term as president of Service Employees International Union.

Chavez-Thompson became the highest-ranking woman in the labor movement when she was first elected to the new position of AFL-CIO executive vice president at the federation's 1995 convention. Previously, she was vice president of the American Federation of State, County and Municipal Employees and executive director of AFSCME Council 42.

The youngest secretary-treasurer in AFL-CIO history, Trumka was first elected to the post in October 1995 at the age of 46. At that time, he was serving his third term as president of the Mine Workers.

Coast Guard Aims To Ease 'Creepy' Effects of Renewals

The U.S. Coast Guard's National Maritime Center (NMC) on Aug. 26 issued a policy letter addressing the issuance of merchant mariner documents and how current procedures contribute to a phenomenon called "license creep."

Currently, mariners renewing credentials may apply for renewal up to a year before their existing papers expire. When renewal credentials are issued, the actual date of issuance is entered on the new documents and it becomes valid for a period of five years from that date. When the issuance date of the new credential is dated before the expiration date of the credential being renewed, mariners may not use the expiring credential for the full five-year-period. They lose the period of time measured from the date the new credential is issued to the expiration date of the expiring one. This period of time is commonly called license creep. Merchant mariner documents and certificates of registry also are subject to this condition.

Since mariners incur user fees and other costs

when they are issued credentials, some have noted that they are being financially penalized because they cannot use the credential for the entire five-year period. They have requested that changes be instituted to correct this situation. The NMC policy letter, which encourages regional examination centers (RECs) to reduce license creep to a minimum, is the result of their request.

Specifically, the dispatch encourages RECs to establish tickler files and internal procedures to govern the issuance and mailing of renewed credentials at a future date after applications are approved. To be eligible for this service, mariners must request delayed issuance at the time their applications for renewal are submitted.

Under this new approach, NMC officials believe that license creep will be reduced to a minimum. In part, the agency's recent policy letter said, "...issuance of the renewed credentials should be as close as possible to the expiration date of the renewed credentials and in no case should exceed 30 days prior to expiration of the credentials being renewed."

"This will result in the mariner having the use of the expiring credential for nearly all of the five-year period of validity and to receive the renewed credential before the expiring one becomes invalid for service."

International Solidarity



SIU Baltimore Port Agent Dennis Metz (second from left) and SIU International Transport Workers' Federation (ITF) Inspector Arthur Petitpas (far right) recently welcomed labor and government officials from Australia who were in the midst of business trip that included several stops in the United States. Pictured outside the SIU hall in Baltimore on Aug. 11 are (from left) Rick Newlyn, assistant national secretary, Maritime Union of Australia; Metz; Paul Noack, industrial relations liaison officer, Government of South Australia; Alex Gallacher, branch secretary, Transport Workers Union of Australia; and Petitpas.

STCW Certificates Won't List Basic Safety Training Dates

Key Requirement Still Renewable Via Sea Service

The U.S. Coast Guard's National Maritime Center recently announced that STCW certificates no longer will indicate the dates when mariners complete STCW Basic Safety Training (BST).

In announcing the change, the Coast Guard noted that because BST is renewable via sea service, "the date of competency also changes and moves forward." This situation had caused some confusion when mariners went to Coast Guard regional examination centers (RECs) to renew their certificates.

BST is a key component of the amended STCW convention. As previously reported, according to National Maritime Center Policy Letter 12-01, "A mariner who has met the requirements for initial competency in BST and who is actively serving on seagoing ships will be considered as having demonstrated continuing competence in BST provided he or she completes at least one year of sea service within the past five years. This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which the mariner has completed one year of sea service."

"To determine the critical date," the letter continues, "review the mariner's sea service starting with

the current date and go backwards in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has completed one year of sea service. For example, if on 1 October 2001, you count backward and determine the mariner completed one year of sea service on 1 June 2000, then the mariner is considered to be competent in the four elements of BST through 31 May 2005.

"Using similar dates, if on 1 October 2001 a mariner completed one year of sea service on 1 June 1996, then the BST would have been valid until 31 May 2001. Because 31 May 2001 has passed (today's date in this example is 1 October 2001), the mariner has not retained competency in BST."

The policy letter also notes that the "critical date" mentioned above will advance as a mariner continues serving on a seagoing vessel. Additionally, RECs may accept discharges or sea-service letters "prepared in accordance with current standards" as proof of sea service."

If a mariner cannot prove evidence of one year of sea service within the past five years, then he or she must complete a U. S. Coast Guard approved or accepted course "approved for revalidation of BST," such as the STCW curriculum available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Thousands of Seafarers have completed STCW Basic Safety Training at the Paul Hall Center.

U.S. Coast Guard Regional Examination Centers

510 L Street, Suite 100
Anchorage, AK 99501-1946
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) 724-7693

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: (562) 980-4485

200 Jefferson Ave., Suite 1302
Memphis, TN 38103

Phone: (901) 544-3297

51 SW 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) 589-6183

Battery Park Building
New York, NY 10004-8545
Phone: (212) 668-7492

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

1519 Alaskan Way South
Seattle, WA 98134-1192
Phone: (206) 217-6115

Bldg. 14, Rm. 109, Coast Guard
Island
San Francisco Bay, CA 94501-5100
Phone: (510) 437-3092

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

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

3 RRF Vessels Successfully Complete 'Turbo Activation'

The U.S. Department of Transportation's Maritime Administration reported in late August that three SIU-crewed Ready Reserve Force (RRF) vessels recently completed unannounced readiness activation exercises.

The Seafarers-crewed ships activated for the successful exercises were the *Green Mountain State*, *Gem State* and *Grand Canyon State*. The latter two vessels are berthed in Alameda, Calif. while the *Green Mountain State* is berthed in Bremerton, Wash.

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

The exercises, known as turbo activations, are sponsored and monitored by the Joint Chiefs of Staff and the U.S. Transportation Command. They are made without notice. During an exercise, RRF ships are directed to shift from a reduced operating status to a fully crewed status, with the quarters made habitable and cargo gear ready, within four or five days. Activations are often followed immediately by a sea trial.

According to the MarAd, the *Grand Canyon State*, *Gem State* and *Green Mountain State* were successfully delivered to the Military Sealift Command within their readiness time frames. The three ships are auxiliary crane vessels used to carry cargo. In addition, they can be used to load and unload other ships anywhere in the world and are particularly useful when port facilities have been damaged.



The *Green Mountain State* (above) and the *Grand Canyon State* fared well in the latest turbo activation, as did the *Gem State*.



Retired APWU President 'Moe' Biller Dies at 87

Moe Biller, the American Postal Workers Union's president emeritus, died Sept. 5 in New York. He was 87.

The APWU's third national president, Morris Biller, who preferred to be called "Moe," led the union for more than 20 years. He also was a friend of the SIU and he served with Seafarers President Michael Sacco on the AFL-CIO executive board.

Biller retired in 2001. "Moe was the hero of the U.S. postal workers movement," said William Burrus, Biller's successor. "From his first job as a part-time clerk he devoted himself to the labor movement. During his rise to the top he worked tirelessly not just for the workers he represented, but for all those who deserved economic justice."

A native of New York City, Biller began his postal career in 1937, on the Lower East Side of Manhattan. In an interview with *The New York Times* in 1980 (after being elected APWU president), he described his first postal job as a substitute clerk. He earned 65 cents an hour and received no vacation benefits or sick pay, he said. And if he wanted to use a bathroom, he had to leave the building.

However, except for war-time service in the Army's Adjutant General Corps, during which he served in Europe, Biller contin-

ued his employment with the Post Office, and always worked not just at his job, but to improve the lot of those around him, according to the APWU.

A unionist from the beginning, he held numerous local positions, including chairman of the Membership Committee, Sergeant-at-Arms, and Executive Vice President. He was elected president of the Manhattan-Bronx Postal Workers Union (now called New York Metro APWU) in 1959. He was still at the helm in 1970 when the Great Postal Strike began with Post Office employees in New York City walking off the job. The strike spread to 30 major cities and more than 200,000 workers took part.

The strike culminated in the Postal Reorganization Act of 1970, in which Congress created the U.S. Postal Service and gave its workers the right to bargain with management over wages, benefits, and working conditions.

Biller also served on the committee that brought about the merger in 1971 of the five postal unions that now compose the APWU.

"He was a man of his times," Burrus said. "He understood the importance of the social movements of his day. Moe was an early supporter of civil rights and a great advocate for women



Moe Biller

workers."

"Moe was a leader—the leader—of the Great Postal Strike," recalled APWU Vice President Cliff Guffey. "The strike began in his hometown and launched his national reputation as a crusader for economic justice."

In addition to numerous activities within the labor movement, Biller served on the boards of several charitable and civic organizations, including (among many others) the Muscular Dystrophy Association, United Way International, the National Advisory Council to the March of Dimes Birth Defects Foundation, and the Federal Executive Committee of the Combined Federal Campaign.

Survivors include two sons, two daughters-in-law, and two granddaughters.

Funeral services took place Sept. 7 in New York.

Administration: Opening ANWR Means 'Well-Paying Jobs' in U.S.

Pointing to potential benefits that include many thousands of new jobs for Americans, the Bush administration last month repeated its support for opening the coastal plain of Alaska's Arctic National Wildlife Refuge (ANWR) "to environmentally responsible oil and gas exploration and development."

The remarks were contained in a letter from U.S. Secretary of Energy Spencer Abraham to a House-Senate conference committee on energy legislation (H.R. 6). Abraham described "a small part" of the coastal plain as the nation's best onshore prospect for oil.

"We applaud the House for providing for the exploration and development of 2,000 acres in the 19 million acre ANWR using the newest available technology and toughest environmental standards ever imposed on this kind of project," Abraham wrote. "The House bill requires all activities to halt if they produce any significant adverse effect on the fish, the wildlife or the environment of ANWR.... Opening the ANWR is not only key to increasing domestic production and reducing dependence on foreign oil, but also to creating thousands of new well-paying jobs for American workers."

ANWR covers 19 million acres, more than half of which are designated as wilderness. The refuge is located in the northeastern corner of Alaska, edged by the Arctic Ocean on the north, the Prudhoe Bay oil field on the west and Canada on the east. The northern rim of ANWR, 1.2 million acres, was segregated by Congress for resource evaluation because of the potential for crude oil deposits beneath its surface. This area is called the coastal plain.

Proponents of exploring

ANWR—including the SIU—point out that the U.S. imports far more than half of the nation's petroleum. For instance, two years ago, the U.S. imported 60 percent of its petroleum needs, at a cost of more than \$100 billion.

According to the coalition Arctic Power, "These oil imports robbed tens of thousands of steady, high-paying jobs from American workers."

The coalition also points out that more than 20,000 foreign supertankers (most single-hulled) offloaded oil at east, west and gulf coast refineries in 2001.

Studies of ANWR's coastal plain indicate it may contain between 6 and 16 billion barrels of recoverable oil. With enhanced recovery technology, ANWR oil could provide an additional 30 to 50 years of reliable supply. Natural gas, produced with the oil, could be reinjected or added to a new gas pipeline originating in Prudhoe Bay.

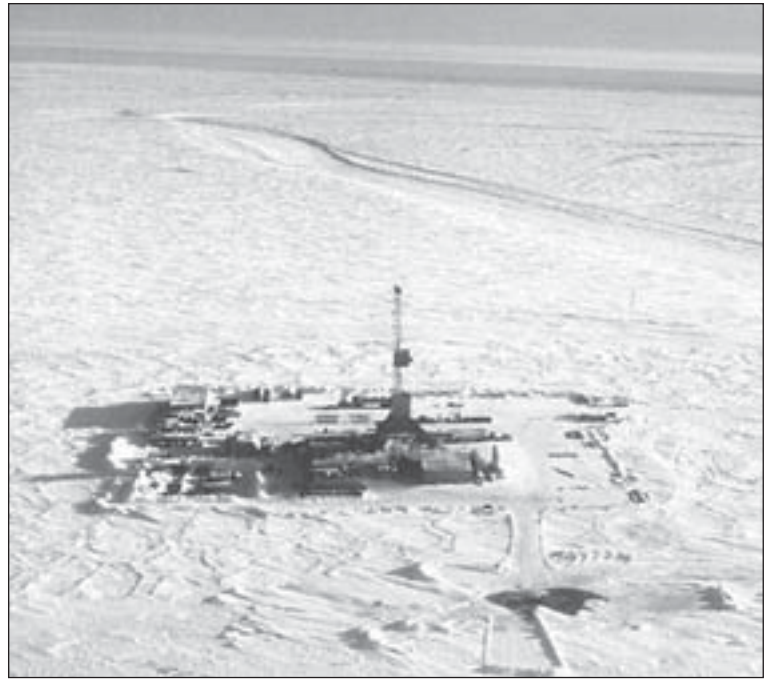
Early this year, during meetings of the executive board of the AFL-CIO Maritime Trades Department, U.S. Rep. Don Young (R-Alaska) and Alaska Governor Frank Murkowski outlined how ANWR exploration potentially offers substantial benefits for the entire nation.

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

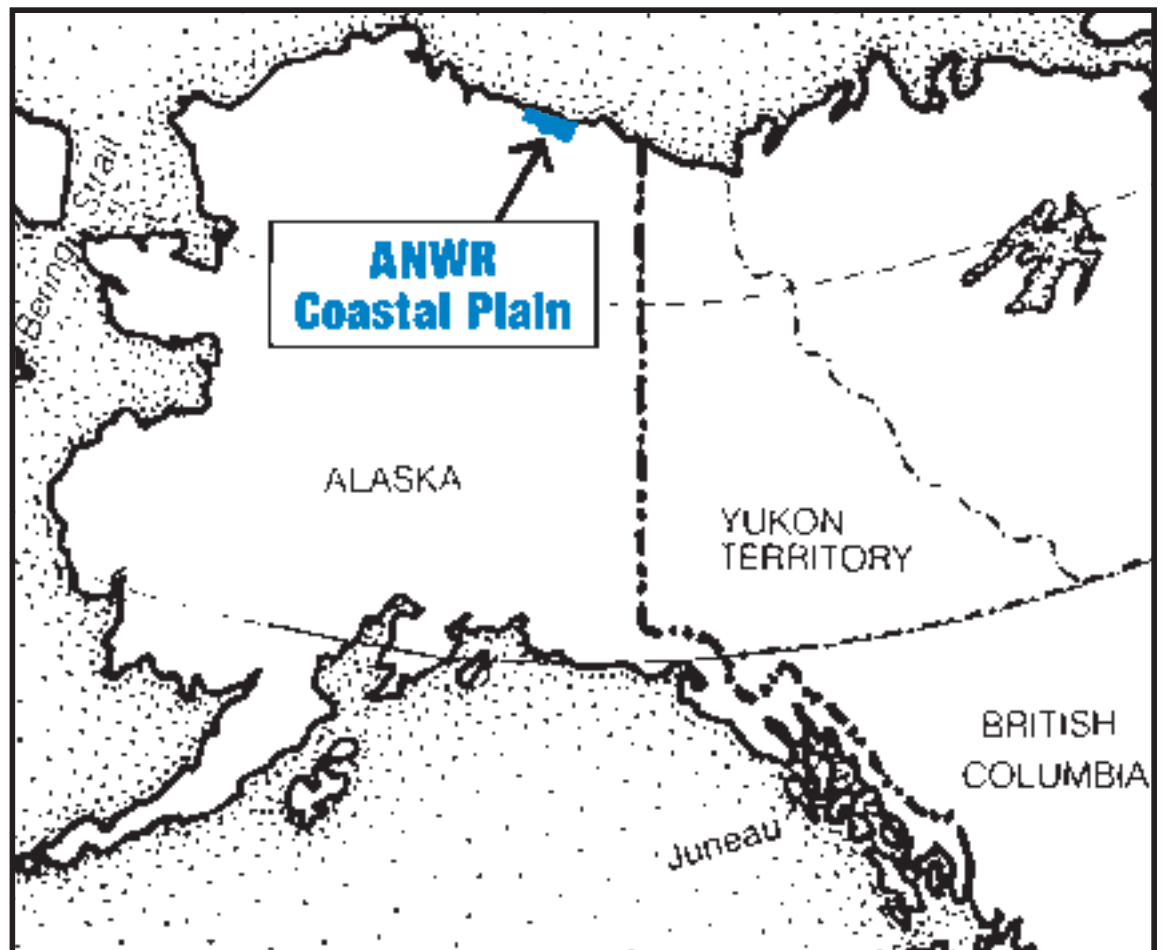
Young said that ANWR exploration would not impact the "pristine area in Alaska. We have 147 million acres now that are still pristine and will always be pristine—and we're talking about 2,000 acres (for potential exploration, all of it essentially and arc-

tic desert). That will deliver us 1 million barrels of oil for the next hundred years. That's the same amount of oil we're buying from Saddam Hussein right now. And the idea that we're thinking that we can't drill there, yet people will say, All right, we'll go there and take the oil from Iraq, is ridiculous."

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



Safe development of ANWR's coastal plain offers many benefits for Americans, not the least of which is new jobs.



On the Job in San Francisco



Seafarers from the Ready Reserve Force vessel *Cape Horn* recently were honored in San Francisco upon returning from deployment in Operation Iraqi Freedom. The SIU crew is pictured above. Pictured at left at the ceremony are (from left) SIU Representative Archie Ware, Military Sealift Command Representative Linda Harman, MSC Pacific Representative Eugene Dawydiak and MEBA Representative John Anderson.



Clockwise from top left: QMED David Castro aboard the *Eric G. Gibson*; the SIU-crewed containership *Eric G. Gibson*; Bosun Inocencio Desaville paints the spare anchor aboard the tanker *Allegiance*; and SIU Representative Archie Ware (left) and Alaska Tanker Company Representative Andrew Loomis are pictured after meeting with crew members aboard the *Kenai*.



Inquiring Seafarer

What was your previous ship, and what do you remember about it?

Asked of Seafarers in Baltimore in late August

Jeff Johnson — Oiler



I was on the *Lt. Calvin P. Titus* for four months. We took a partial load over to the Gulf and then just sat there, waiting (because of the situation involving Turkey). After a month, MSC gave orders to go load at the Kuwait naval base.

Wes Abell — AB/Master



The Crowley tug *Patriarch*, which is an oceangoing tug. We had a good crew. We towed 730-foot barges from Puerto Rico to Philadelphia. The weather was rough—you've got to hold on tight on those babies.

Julie Dvoroznak — Chief Steward



The *Fidelio*. We delivered tanks to northern Europe. It was a nice run, but we didn't get enough time in port. That ship is a worker.... I guess people liked the food, because they just ate and ate and ate!

John Cator — Chief Cook



I was on the *Yano* for six months. During the war, it was smooth, no problems at all. We discharged military vehicles in Kuwait and then went back to South Carolina.

Francisco Bravo — Bosun

I was on the *Overseas Joyce* for three months. It's a car carrier, and we went from Japan to New York and back, then to Jack-



Terrence Carmody — AB



sonville, Baltimore and New York. Everything was good. We got lots of overtime, working hard, bell to bell.

The *Tyco Decisive*. It was kind of exciting, being on board a new ship when it's christened. You can really see the progress of the SIU fleet. Before that, I was on the *Algol* and we made two runs to Kuwait.

James Demoui — Electrician



I sailed on the *Gopher State*—mainly in Guam, but we also went to Thailand and South Korea. It's a crane ship and it has a lot of equipment.

Mark Canada — GUDE



I've been on the *Wright* for four years, but before that I was on the *Global Mariner*. We put in some very long hours on that ship. With cable-laying operations, you can go a long time without seeing land. We'd lay cable off the coasts of England and New York, and then the *Long Lines* would come in and attach it.

Dante Slack — Chief Steward



The *USNS Prevail*. It's a T-AGOS ship and I'm not allowed to talk about it.

With SIU Tug Crews . . .

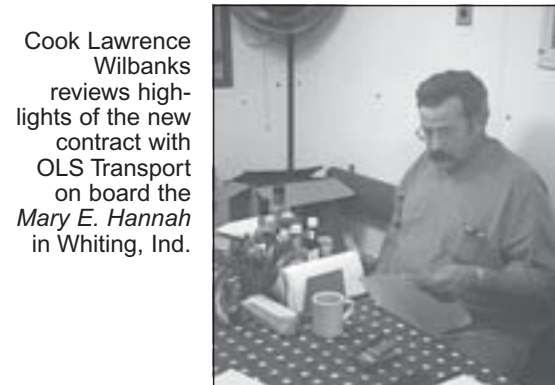


At ports throughout the U.S., SIU boatmen help provide vital ship-docking services as well as transporting cargoes. Their work is important to the nation's commerce and to the security of port operations from coast to coast. Pictured here are SIU tug crews on the job in four different states. The photos were taken in September.

Captain Kerry Wright (left) stays alert aboard Crescent Towing's tug *New Orleans* (right) in St. Rose, La.



Top: Pictured aboard Crescent's *Angus R. Cooper* are Deckhand Jason Bryan (left) and Engineer Bobby Milan. Below: Inside the boat, the same two Seafarers (this time with Milan on the left) catch up on the latest union news.



Cook Lawrence Wilbanks reviews highlights of the new contract with OLS Transport on board the *Mary E. Hannah* in Whiting, Ind.



AB Jeff Davis opens the tug *Wyoming* at the Great Lakes Towing dock in Ecorse, Mich.

Left: In Theodore, Ala., Seafarers gather for a photo aboard the *Donald C. Hannah*. Pictured from the left are OS Will Williams, AB/Utility Hillario Rochez, A/E Glenn Dome, AB Phil Lambeth and Hannah Marine Port Agent Jim Collum.

CWA Settlements with Verizon Meet Key Goals

The Communications Workers of America last month announced a tentative five-year collective bargaining settlement with Verizon Communications that meets the union's key goals of protecting members' job security rights, health care and other benefits and provides fair wage and pension improvements.

The agreement, subject to member ratification, covers 60,000 workers in the company's Northeast and Mid-Atlantic operations in 12 states and the District of Columbia. A similar settlement was announced by the International Brotherhood of Electrical Workers representing another 18,000 Verizon employees. The two unions bargained in coordination and worked closely in member mobilization activities.

Also last month, the CWA reported a tentative contract settlement for Verizon Wireless technicians who maintain the net-

work for the New York City area. The five-year agreement gives the workers seniority rights for the first time in determining the order of layoffs and job recalls, which was "one of our major goals in these talks," said CWA District 1 Vice President Larry Mancino, who heads the union's New York, New Jersey and New England region.

Under terms of the contract covering the 60,000 members,

health care premiums remain fully paid by the company for both active workers and retirees, which was another major CWA goal, the union reported. The agreement calls for some increases in deductibles and co-payments for medical care and prescription drugs, but as a percentage of Verizon's total health care costs, employees' contributions will be the same or slightly less by the end of the contract.



Taking part in a rally for Verizon workers Aug. 13 on Staten Island, N.Y. are (left photo, from left) Seafarers Charlie DiCanio, Ed Doruth and George DiCanio and SIU VP Atlantic Coast Joseph Soresi. Below, workers gather outside a Verizon office to demand a fair contract.



Fast Rescue Boat Course Stresses Practical Training

A little more than a year has passed since the Paul Hall Center for Maritime Training and Education started offering fast rescue boat training. The U.S. Coast Guard-approved course continues to be well-received by students at the Piney Point, Md. facility, who may use it to satisfy the requirements of Table A-VI/2-2 of the STCW Code.

As with nearly all other courses available at the Paul Hall Center, the fast rescue boat curriculum blends hands-on training and classroom instruction. Students receive practical assessments each day and must also pass a 50-question test.



The center's fast rescue boats are jet-driven (like those carried aboard ship), and the absence of propellers helps ensure safety during the class. The boats have rigid hulls and can stop very quickly—from 30 knots to a complete stop in one boat length.

The course's hands-on components include familiarization with the boats, pivot turns, sector searches (utilized when there's evidence of mishap, such as a capsized boat) and expanded-square searches (embarked upon when mariners essentially are making a "best guess" about the possible location of someone in distress).

Other practical training involves approaches to the training vessel *Osprey*, under way at 6 to 8 knots, and securing a line from the vessel that keeps the boat alongside (as may be done when transferring people).

Students are required to swim two boat lengths, and each mariner takes a turn as the "man overboard." The other members of the class then simulate different types of rescues—"direct" for an unconscious victim, indirect for one who's conscious. The latter technique uses a rescue line.

The fast rescue boat course helps students meet some of the requirements of the STCW Code.



The schooling includes transferring personnel from the rescue boat to the training vessel *Osprey*.



Hands-on training, a key feature of the fast rescue boat course, has been a staple at the Paul Hall Center since the school opened in 1967.

Steelworkers Urge Continuation of Tariffs

The United Steelworkers of America (USWA) last month staged a half-dozen rallies and also launched television and radio ads urging President Bush to keep his commitment to workers and the steel industry by maintaining tariffs that have benefited the industry since last year.

Seafarers participated in the USWA's rally Sept. 23 in Washington, D.C. Three days earlier, the Steelworkers conducted demonstrations in Pennsylvania, Michigan, Indiana, Minnesota and Alabama.

The tariffs are supposed to run through 2005, but the International Trade Commission's mid-session review (due late last month) may recommend an earlier end to the program. USWA

President Leo Gerard said the program has led to billions of dollars in new investments, productivity gains and innovative labor-management partnerships that have brought new health to the industry.

In recent years, steel has battled unfair foreign competition that has cost more than 50,000 jobs, forced dozens of steel firms into bankruptcy and cost 200,000 retirees their health care coverage.

"Our message to the Bush administration is clear," said Gerard. "Our union and the integrated steel companies have kept our pledge to streamline the industry. We've negotiated breakthrough agreements to make that consolidation possible. Now the president needs to stand his

ground against the unfounded claims of our foreign competitors and hold to his original commitment by keeping the steel tariffs in place until 2005."

The ads make the case that the president's steel program is working. Since the tariffs were put in place 18 months ago, billions have been invested, companies are consolidating and labor and management are creating innovative partnerships to secure productivity gains. Steel prices in the U.S. are among the lowest in the world and steel is readily available.

This is vastly different to the situation facing this vital manufacturing industry before the president acted in early 2002. More than 30 American steel companies were forced into bankruptcy and 17 had to liquidate, wiping out nearly 50,000 manufacturing jobs, threatening tens of thousands more jobs and eliminating health care coverage for more than 200,000 steelworker retirees.

While the industry has made good progress, significant work remains over the next 18 months, Gerard noted. The sweeping changes made possible by the tariffs are in the process of being implemented. More consolidation needs to occur and the industry's financial health must be restored, he said. Ending the tariffs or scaling them back would jeopardize this manufacturing industry's recovery just as it is getting under way.

The ads feature President Bush's message on Labor Day that "one way to make sure that the manufacturing sector does well is to send a message overseas...we expect there to be a fair playing field when it comes to trade." The ads underscore "that's what President Bush's three-year steel program is all about: helping a vital manufacturing industry



Bill Klinefelter, director of USWA's Washington legislative office, speaks to rally participants Sept. 23 outside the U.S. Department of Commerce. Boxes of petitions favoring steel tariffs are to his right.

try recover from years of illegal trade," Gerard said.

The ads highlight President Bush's statement: "See, we here in America believe we can compete with anybody, just so long as the rules are fair, and we intend to

keep the rules fair."

In addition to Seafarers and USWA members and officials, the rallies drew participation from federal, state and local elected officials and steel company representatives.



Seafarers march in support of their brother and sister trade unionists from the Steelworkers. The demonstration took place last month in Washington, D.C.



At the rally in D.C., U.S. Senator Arlen Specter (R-Pa.) voices support for the domestic steel industry.

SOCP to Meet in Piney Point

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., is scheduled to host the next meeting of the Ship Operations Cooperative Program (SOCP). The meeting dates are Oct. 7-8.

In announcing the conference, the SOCP noted that U.S. Maritime Administrator Capt. William G. Schubert will address the group. At press time, other confirmed speakers included (among others) SIU President Michael Sacco; Rear Admiral Thomas Gilmour, USCG, assistant commandant for Marine Safety, Security and Environmental Protection; Alaska Tanker Co. CEO Anil Mathur; U.S. Coast Guard Captains Ernie Fink and William Abernathy; and Captain Tom Bushy of the Massachusetts Maritime Academy.

A panel presentation on "short sea shipping" initiatives as well as technical presentations on Automatic Identification Systems in the barge industry, intermodal freight opportunities on the Great Lakes/St. Lawrence Seaway System and SE Michigan, GPS-based cargo tracking systems and cargo container advanced 3-D scanning will round out the first day's agenda.

The second day features updates on projects such as the SOCP's mariner administrative card (MAC), ILO/IMO mariner credentialing activities, and more. More information is available at www.socp.org

SOCP is a private/public partnership formed in 1993 to share resources and the application of technology to improve profitability, ship safety, training, and quality of operations, equipment reliability, productivity and competitiveness for its members.

Around the Port of Wilmington . . .



The *USNS Sisler* recently docked at the old Long Beach Naval Station. SIU Wilmington Port Agent John Cox and SIU Rep. Nick Rios held a shipboard meeting after the vessel cleared customs and immigration. The crew then went to work readying the vessel for unloading, after which the Maersk Line LMSR headed to the shipyard in Portland, Ore.



From left, AB Dragi Okak, Mate Wayne Berry, Mate Ed Brooks, AB Herman Monigka and AB John DiMeglio operate and work aboard Crowley tugs in the port of Los Angeles.



Showing off one of the cleanest galleys around are steward department members aboard the *USNS Sisler*. From the left are Recertified Steward Susan Bowman, Chief Cook Adry Libra and ACU Kimberly Strate.



Showing off her hard-earned 3rd engineers license is Electrician Ramona Gayton. With her are (from left) Patrolman Jesse Solis, Port Agent John Cox and SIU Rep. Nick Rios.



Welcoming the SIU reps aboard the Crowley tug *Tioga* are Mate Wayne Berry (left) and AB John DiMeglio.

. . . and at the Labor Day Parade



It was a great day for a parade! In photo above left, Patrolman Jeff Turkus (and dog Sonny) join SIU Rep. Nick Rios on the parade route. In photo above right, Turkus poses with Wilmington Port Agent John Cox during a pause in the day's events.



Seafarers showed their colors during the Sept. 1 Labor Day Parade in Wilmington. Marching with the SIU banner are Seafarers and their families, including Nick Rios, Tausha Cox, Jeff Turkus, Sonny (the dog), Jesse Solis, Louis Diaz, Carey Heinz, Steve Bradfute, Dominic Nonato, Varney Milner, Vince Ippolito, Robert Starceвич and John Cox.



Participating in the Labor Day Parade are (from left) AB Varney Milner, SA Robert Starceвич and AB Vincent Ippolito.



OMU Samuel Garrett sent along these three photos, taken aboard the *Liberty Sun*. From the left: Bosun Greg Jenkins prepares for arrival in port; AB Eddie Ebanks, AB Mark Butler and Unlicensed Apprentice Kerri Curtin keep

up on the necessary maintenance work aboard ship; DEU Anthony Burrell (far right) waits for supper from the galley gang, (from left) Chief Steward Jerry Tucker, Chief Cook Teofilo Blanco and GSU Julio Zapata.

Snapshots from the Membership



Right: AB Jesse Toves, who recently returned to Guam from England, stopped by the union hall to register and check out the job situation. He is planning to spend some quality time with his family before returning to work. Here, he points to the federal laws that protect him and his family. He says everyone should know their rights—the rights for which the union has fought so hard.



David Martin, an instructor from the Paul Hall Center, recently conducted on-site training aboard the *USNS Dahl* in Newport News, Va. Topics covered included damage control, environmental awareness and CBR-D training. Above, crew members pose on the ship's deck. At left, Bosun Klaus "Whitey" Tankersley patches a pipe with the help of another crew member.



Left: Ian Allison, a retired Seafarer and president of the North Bay Chapter of the American Merchant Marine Veterans, donates a mariner's chart to the Paul Hall Center in Piney Point, Md. The chart, which now hangs in the Drozak Building hallway near the deck department classrooms, includes detailed information about different types of sailing vessels.



John Hetmanski, executive chef at the Paul Hall Center (second from left) and Romeo Lupinacci, corporate executive chef at the Paul Hall Center (third from left) attend a dinner for members of the prestigious culinary organization, the Honorable Order of the Golden Toque. With them are Robert Norgrad, the grand commander, and Phillip Bucci.



Tony Colon-Rios (left), chief cook aboard the *Horizon Challenger*, is presented with the vessel's annual award for outstanding seamanship by Captain Donald Isler (right). Looking on is Bosun Roy Williams. The "Goodman" award is given to the person who exhibits the finest qualities of workmanship and professionalism, along with an unselfish attitude and an unwavering dedication to the welfare of everyone on board.



Putting out some great meals aboard the *Overseas Joyce* are steward department members, from left, Unlicensed Apprentice Michael Henry, GSU Hernan Sanga, Chief Steward James Willey and Chief Cook Julito Crodua. Henry is the first trainee to come aboard the *Overseas Joyce* who would like to remain a galley gang member.



When Wilmington Safety Director Jeff Turkus (right) was at Piney Point in August for a meeting of the safety directors, he presented a plaque of appreciation to the manpower office on behalf of the port of Wilmington. Accepting the plaque are, from the left, Ginger Bagwell, Giselle Viohl, Bonnie Johnson and Janice Geisz.



A retirement party was held for Captain Jim Pruitt on board the tug *Baltimore* in the port of Philadelphia. Seated from the left are Roger Campbell, chief operating officer, Express Marine; Captain Jim Pruitt and Port Engineer Pierre Daigle. Standing from left are AB Ottis Foster, Chief Engineer Sammy Edwards and Mate Guy Pruitt.



SIU's Progress Ev

The *North Star* (shown in photos above and below) is one of two new Orca Class RO/ROs to join TOTE's SIU-crewed fleet this year.

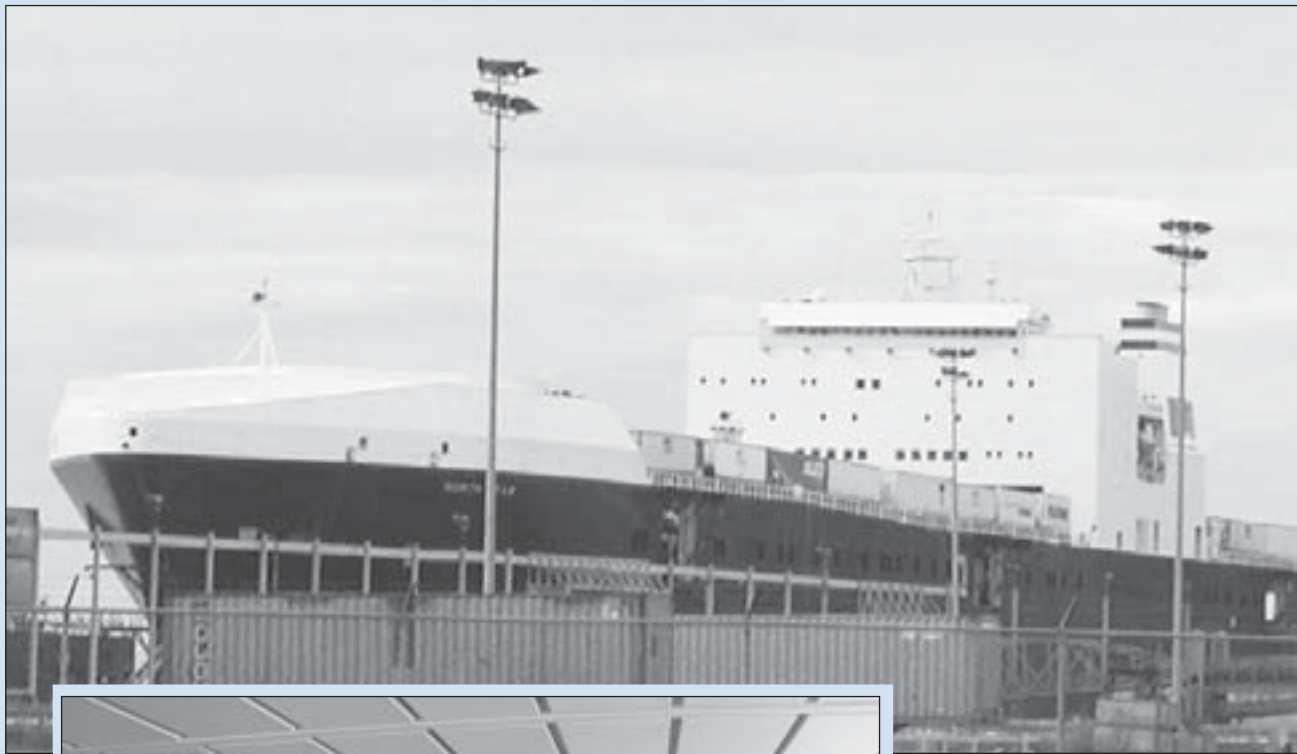
The Tacoma, Wash. area is one of the busiest in the nation for Seafarers, as illustrated by a recent look at that port and its surroundings. A snapshot of the SIU in Tacoma also highlights some of the union's recent gains.

In late August, the new TOTE ship *North Star* arrived in Tacoma and was greeted by SIU representatives. During the ensuing shipboard meetings, members and officials discussed important current events affecting the industry. They also recognized the native Alaskans sailing aboard the new vessel and celebrated the ship's completion and delivery.

More recently, Seafarers welcomed Intrepid Ship Management's new ATB *Ocean Reliance*—the fourth in a series of new builds. Christened in Bellingham, Wash. and based in Long Beach, Calif., the *Ocean Reliance* has an accompanying double-hulled barge.

Meanwhile, Seafarers aboard Alaska Tanker Co.'s fleet continue to help set safety records. In early August, ATC tankers collectively reached four million man hours without a lost-time injury. A month earlier,

compan...
one year...
anywhere...
Durin...
jointly p...
well-rec...
will be...
availabl...
where t...
Addi...
number...
fresh pa...
The p...
ping ter...
ufactur...
than 28...
jobs in...
The p...
marine...
Alaska.



SIU VP West Coast Nick Marrone (left) and SIU VP Gulf Coast discuss union and maritime industry issues with crew members aboard the vessel just prior to christening in Bellingham, Wash. on September 12.



Left: SIU VP West Coast Nick Marrone (left) speaking to crew members aboard the vessel just prior to christening in Bellingham, Wash. on September 12.



Seafarers and SIU officials attending the *Ocean Reliance* christening included (from left) Captain George Coast Dean Corgey, Second Mate Peter Funk, SIU Tacoma Port Agent Bryan Powell, Chief Mate Tom Brennan, Chief Mate Brendan Sadler and VP West Coast Nick Marrone.

vident in Tacoma

...y and crew members celebrated the completion of ...r without any of ATC's ships spilling any oil to sea, ...re.

...ng recent shipboard meetings, SIU and ATC officials presented details about payroll changes that were received by Seafarers. The alterations mean ATC crews paid more often. Electronic deposits are more readily available, and there is greater flexibility concerning how and when the crews receive their pay.

...tionally, the SIU hall in Tacoma has undergone a series of modest but useful upgrades—everything from new paint to décor to expansion of the administrative area. The port itself covers 2,400 acres that are used for ship-repair activity and warehouse, distributing, and managing. Port activities reportedly account for more than 100,000 jobs in Pierce County, Wash. and 101,000 jobs in Washington State.

...port also handles more than 70 percent of the cargo moving between the lower 48 states and



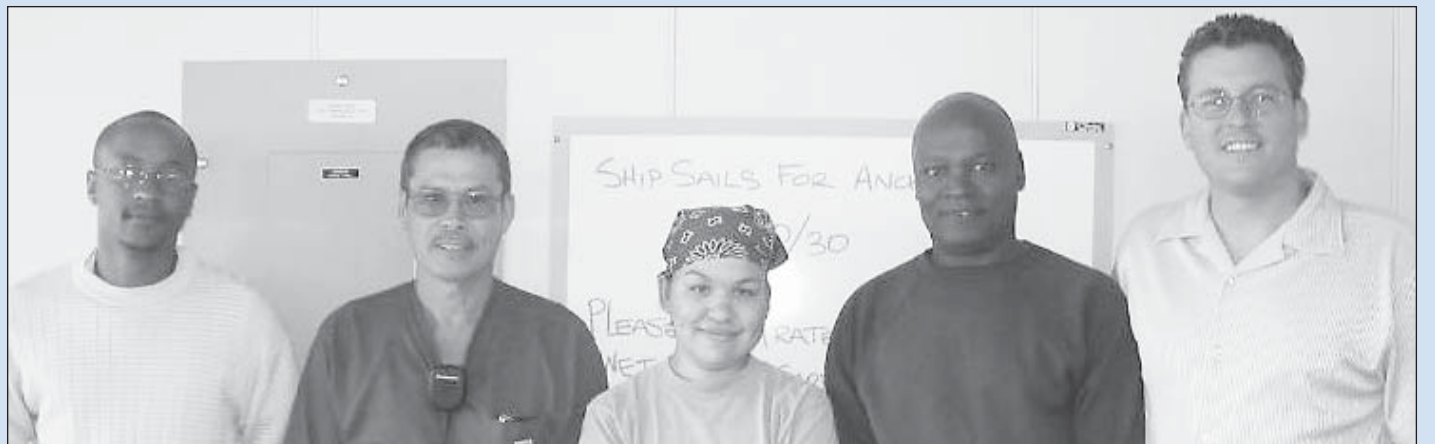
Chief Cook Valonder Alford prepares to serve lunch aboard the *Overseas Washington*.

Left: SIU Representative Joe Vincenzo (right) assists AB Leroy Williamson at the service counter in Tacoma.



...st Dean Corgey (second from left) disembarked the ATB *Ocean Reliance* aboard Sept. 9.

...left: ATC Labor Relations VP Bill Cole (left) and SIU VP West Coast Nick Marrone meet with seafarers aboard the *Tonsina* in Portland, Ore.



The *North Star's* crew list features several Seafarers from Alaska, including those pictured above. Standing left to right are SIU Representative Trebion Dixon, Bosun John Glenn, GUDE Eileen Lammers, AB Matel Romney and SIU Tacoma Port Agent Bryan Powell.



GUDE Eileen Lammers is one of several native Alaskans sailing aboard the *North Star*. Pictured with her aboard the ship are TOTE President and CEO Bob Magee (left) and SIU Tacoma Port Agent Bryan Powell.



The SIU and Alaska Tanker Co. recently conducted joint meetings aboard several ATC ships to implement and explain the company's new payroll system and to review maritime issues. Pictured on the *Overseas Washington* are (from left) ATC Crewing Manager Jim Hall, SIU Tacoma Port Agent Bryan Powell and *Overseas Washington* Captain David Arzt.



OS Jose Laranjo paints aboard the *Overseas Washington*.



...George Sadler, VP Gulf of Mexico, and Tony Cataldo, GUDE.



Seafarers aboard the *Tonsina* have helped ATC achieve one safety milestone after another, including a current fleet-wide run of more than 4 million "man hours" without a lost-time injury. Pictured with the crew is SIU VP West Coast Nick Marrone (kneeling, sixth from left).

College Tuition Rates on the Rise

Start Working on Your Scholarship Application

Paying for college can be one of the largest financial investments a family will make, and many college-bound students and their parents will have to dig a lot deeper to find the money to pay tuition as well as room and board. Tuition increases have risen well past the rate of inflation and are expected to be the largest in 30 years—many in double digits.

Many students secure some sort of financial aid, but much of that money is in the form of loans—which eventually must be repaid—and only puts a student deeper in debt.

But this fall, six students who were awarded scholarship monies from the Seafarers Health and Benefits Plan in 2003 walked through the doors of colleges and universities to start or, in some cases, continue their quest for education at a higher level. These students took advantage of the unique benefit available to them as members of the Seafarers International Union or as spouses and dependent children of SIU members and pensioners.

Eight scholarships are being offered in 2004 from the Seafarers Health and Benefits Plan. Three of the scholarships are reserved for SIU members. One is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Now is a great time to begin the application process. The first step is sending away for the Seafarers Scholarship Program booklet. To receive a copy of this guide, fill out the coupon at right and return it to the address listed on the form. Or, like Niky Las, in the photo above, pick up a copy of the booklet at your nearest SIU hall.

Once the scholarship booklet has been



Receiving a scholarship packet at the new SIU hall in Joliet is Niky Las, daughter of AB/Bosun Ron Las (right). With them are SIU Vice President Lakes and Inland Waters Tom Orzechowski (standing left) and SIU Joliet Port Agent Don Thornton.

received, applicants should then check the eligibility information and, if they are eligible, should start collecting some of the other paperwork which must be submitted along with the full application by the April 15, 2004 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the requests are made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicants character, personality and career goals. A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2004 to ensure the results reach the committee in time to be evaluated.

Those Seafarers and dependents who previous-

Are You Receiving All Your Important Mail?

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

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

Your home address is your permanent address, and this is

where all official union documents will be mailed (unless otherwise specified).

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

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746
or via e-mail, contact:
kclements@seafarers.org.

HOME ADDRESS FORM (Please Print)

10/03

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other

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

ly have applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Don't let the steadily increasing costs of a college education stop you from reach your goals. The Seafarers Scholarship Program can make a difference.

Send Away for Your Program Booklet Today!

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

10/03

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

IMPORTANT NOTICE SEAFARERS HEALTH AND BENEFITS PLAN COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

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

Update your Beneficiary Designations

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

Inform the Plan of your Divorce

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

Full-time College Students

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

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

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2003

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	0	1	0	0	0	0	3	1	2
Baltimore	5	2	2	5	0	1	1	7	5	3
Guam	2	5	1	0	3	0	0	2	6	3
Honolulu	5	3	2	4	5	1	0	13	12	5
Houston	25	14	15	23	15	8	10	42	19	30
Jacksonville	38	30	12	29	21	6	17	58	35	20
Mobile	14	9	2	13	7	2	3	19	14	5
New Orleans	29	22	10	14	14	7	2	35	25	16
New York	25	20	8	11	8	2	5	52	36	25
Norfolk	14	21	5	12	15	6	3	23	23	5
Philadelphia	4	1	3	1	0	0	3	9	3	5
Piney Point	2	3	1	0	5	0	1	3	14	2
Puerto Rico	9	11	0	7	4	0	2	15	12	1
San Francisco	22	11	5	12	4	0	10	37	14	8
St. Louis	3	2	4	1	3	3	0	4	3	8
Tacoma	28	22	21	23	16	8	8	54	25	29
Wilmington	19	20	13	11	9	5	8	29	35	24
Totals	244	196	105	166	129	49	73	405	282	191
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	1	0	0	0	1
Baltimore	6	3	0	5	2	1	1	7	4	1
Guam	2	1	0	0	1	0	0	2	3	2
Honolulu	6	5	1	5	0	1	2	10	9	1
Houston	13	9	11	7	3	2	1	23	12	21
Jacksonville	15	20	2	25	13	0	11	24	29	11
Mobile	6	7	0	6	3	1	1	8	10	1
New Orleans	9	4	3	9	3	0	2	17	10	6
New York	11	9	7	3	3	2	3	20	17	12
Norfolk	9	12	2	3	12	1	3	13	17	2
Philadelphia	4	4	1	0	1	0	0	6	4	2
Piney Point	1	1	1	0	0	0	1	3	2	1
Puerto Rico	1	0	0	7	3	0	4	2	0	0
San Francisco	8	6	2	7	6	1	1	17	13	3
St. Louis	1	3	1	0	2	1	0	1	5	1
Tacoma	18	13	5	7	8	6	13	23	24	9
Wilmington	6	5	4	2	4	0	1	8	14	8
Totals	116	102	40	86	64	17	44	184	173	82
STEWARD DEPARTMENT										
Algonac	0	1	0	0	1	1	0	0	1	0
Baltimore	4	1	0	0	1	0	1	6	1	0
Guam	2	3	0	0	2	0	0	2	2	0
Honolulu	8	3	1	6	3	1	2	14	7	5
Houston	11	2	1	12	1	0	2	25	6	5
Jacksonville	27	4	3	21	8	2	10	29	8	4
Mobile	2	3	0	2	1	0	2	4	7	0
New Orleans	11	6	2	5	5	0	0	15	5	5
New York	17	7	5	10	4	2	5	29	8	7
Norfolk	13	12	6	3	3	1	2	18	17	10
Philadelphia	5	0	0	4	1	0	0	3	0	0
Piney Point	5	5	0	1	0	0	0	6	7	0
Puerto Rico	0	0	2	1	1	0	2	0	3	2
San Francisco	18	5	1	12	7	1	2	38	5	1
St. Louis	3	1	1	0	1	0	0	3	1	2
Tacoma	9	2	3	13	2	4	4	31	6	3
Wilmington	27	3	2	21	1	1	8	37	5	2
Totals	162	58	27	111	42	13	40	260	89	46
ENTRY DEPARTMENT										
Algonac	0	3	2	0	1	1	0	0	3	2
Baltimore	0	2	1	0	2	3	0	0	1	2
Guam	0	2	1	0	1	0	0	0	3	1
Honolulu	5	13	6	0	4	2	0	8	22	13
Houston	3	12	14	0	5	6	0	4	27	26
Jacksonville	2	21	21	1	5	7	0	5	33	37
Mobile	1	5	1	1	4	0	0	0	6	3
New Orleans	1	9	7	0	6	0	0	3	12	19
New York	5	35	21	1	16	4	0	8	47	55
Norfolk	0	11	8	0	7	5	0	0	11	15
Philadelphia	1	3	2	0	3	1	0	1	1	2
Piney Point	0	3	7	0	1	6	0	0	16	9
Puerto Rico	2	5	1	3	2	2	0	4	6	0
San Francisco	3	10	6	5	9	2	0	5	18	10
St. Louis	0	1	0	0	0	0	0	0	1	1
Tacoma	3	13	16	1	9	12	0	5	32	25
Wilmington	1	5	7	2	2	3	0	4	11	16
Totals	27	153	121	14	77	54	0	47	250	236
Totals All Departments	549	509	293	377	312	133	157	896	794	555

*"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.

November & December 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: November 3, December 8
Algonac	Friday: November 7, December 12
Baltimore	Thursday: November 6, December 11
Boston	Friday: November 7, December 12
Duluth	Wednesday: November 12, Dec. 17
Guam	Thursday: November 20 Friday: December 26*
	*(change created by Christmas holiday)
Honolulu	Friday: November 14, December 19
Houston	Monday: November 10, December 15
Jacksonville	Thursday: November 6, December 11
Joliet	Thursday: November 13, December 18
Mobile	Wednesday: November 12, Dec. 17
New Bedford	Tuesday: November 18, December 23
New Orleans	Wednesday: November 12* Tuesday: December 16
	*(change created by Veterans Day holiday)
New York	Tuesday: November 4, December 9
Norfolk	Thursday: November 6, December 11
Philadelphia	Wednesday: November 5, Dec. 10
Port Everglades	Thursday: November 13, December 18
San Francisco	Thursday: November 13, December 18
San Juan	Thursday: November 6, December 11
St. Louis	Friday: November 14, December 19
Tacoma	Friday: November 21, December 26
Wilmington	Monday: November 17, December 22

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

Personals

SUMPTER GAULT

Anyone knowing the whereabouts of former NMU member Sumpter Gault may contact his nephew Billy F. Gault by email at BillFGault@aol.com, by phone at (501) 241-1083, or by mail at 4504 Pennpointe Place, Jacksonville, AR 72076.

Correction

Editor's Note: The August 2003 Welcome Ashore Column carried a retirement announcement on Brother Leon T. Jekot. That piece contained some erroneous information. It is being reprinted with the correct information.



LEON T. JEKOT, 61, joined the SIU in 1960 in San Francisco. Brother Jekot first went to sea aboard the *Ocean Alice*, a Maritime Overseas Corp. vessel. A native of Philadelphia, he shipped in the deck department as a bosun. He upgraded his skills often at the union's training school in Piney Point, Md. and completed the bosun recertification course in 1980. Brother Jekot lives in St. Augustine, Fla. He last worked on the *USNS Capella*.

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

AUGUST 2003

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
DECK DEPARTMENT										
Boston	7	1	0	3	0	0	1	10	9	0
Houston	5	1	0	1	0	0	2	11	1	7
Harvey, LA	5	1	4	2	0	2	7	8	4	9
New York	8	2	1	9	0	0	7	20	7	6
Norfolk	2	0	0	0	0	0	0	2	0	0
San Pedro	18	0	0	1	1	0	14	32	20	0
Tacoma	1	0	0	0	0	0	0	0	0	0
Totals	46	5	5	16	1	2	31	83	41	22
ENGINE DEPARTMENT										
Boston	2	0	0	1	0	0	2	1	3	0
Houston	1	0	2	2	0	1	3	5	1	3
Harvey, LA	2	0	1	0	0	0	1	8	2	3
New York	5	1	0	4	0	0	3	13	14	10
Norfolk	0	0	0	1	0	0	0	2	0	0
San Pedro	7	0	0	2	0	0	9	14	40	0
Tacoma	1	0	0	0	0	0	0	0	0	0
Totals	18	1	3	10	0	1	18	43	60	16
STEWARD DEPARTMENT										
Boston	1	0	0	5	0	0	0	1	0	0
Houston	3	0	0	0	0	0	1	5	0	1
Harvey, LA	0	2	0	1	0	0	2	2	4	3
New York	3	0	0	2	0	0	1	4	8	11
Norfolk	2	0	0	1	0	0	0	2	0	0
San Pedro	2	0	0	1	1	0	8	11	8	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Totals	11	2	0	10	1	0	12	25	20	15
ENTRY DEPARTMENT										
Boston	1	0	0	0	0	0	2	3	19	4
Houston	3	1	2	0	0	0	4	12	5	7
Harvey, LA	2	0	1	0	0	0	3	4	0	8
New York	3	3	1	1	1	0	5	15	18	44
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	2	7	0	0	0	0	3	62	52	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Totals	11	11	4	1	1	0	17	96	94	63
Totals All Departments	86	19	12	37	3	3	78	244	215	116

PIC-FROM-THE-PAST



This photo was sent to the *LOG* by pensioner **Joseph Bertie Fruge** of Sulphur, La. It was taken in December 1962 at the docks in Texas City, Texas.

Fruge, who sailed in the deck department, is chatting with the chief mate. Both were working on the *Cities Service Miami*, seen in the background.

Now 69, Fruge states: "Those were the good old days! I'm proud to say I am a member of the Seafarers International Union. It has been good to me all these years. I'm retired now, but I remember lots of good times at sea, and the men I worked with, good men!"

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



DEEP SEA



ROYCE BARRETT, 66, began his career with the SIU in 1990 after serving in the U.S. Navy. He joined in the port of Wilmington, Calif. His first ship was Interocean Management Corp.'s *Meteor*. Born in Callahan County, Texas, Brother Barrett worked in both the deck and engine departments. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 2000 and 2002. The Westminster, Calif. resident last went to sea aboard the *Overseas Joyce*.

VIRGILIO CASILDO

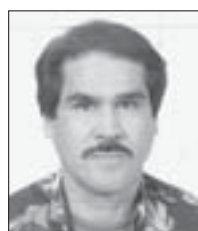
65, was born in Honduras. Brother Casildo joined the Seafarers in 1991 in Houston. His first ship was the *USNS Capella*. Brother Casildo worked in both the engine and steward departments and enhanced his skills on two occasions at the Paul Hall Center. His last voyage was aboard the *Overseas New Orleans*. Brother Casildo makes his home in Houston.



DONNA CLEMONS, 64, began her seafaring career in 1984 in the port of Piney Point, Md. Sister Clemons first sailed aboard the *USNS Kane*. Born in California, she shipped in the steward department. She was a frequent upgrader at the union's training school in Piney Point, Md., completing the steward recertification program in 1992. She last sailed on the *SL Challenger*. Sister Clemons calls Las Vegas home.

JOSE A. DE LOS SANTOS

59, launched his SIU career in 1964 in the port of Baltimore. Born in Puerto Rico, Brother De Los Santos first worked on the *Rio Grande*, a Rio Grande Transport, Inc. vessel. The steward department member last sailed on the *Horizon Challenger*. Brother De Los Santos lives in his native commonwealth.



VINCENT FLORES JR., 52, joined the Seafarer ranks in 1982 in San Francisco. His first ship was the *Lurline*, a Matson Navigation Co. vessel. Born in the Philippines, Brother Flores worked in all three shipboard departments. He upgraded

his skills at the Paul Hall Center in 1994 and resides in Pinole, Calif.

ROBERT GARCIA

60, began his career with the SIU in 1969 in the port of New York after serving in the U.S. Marine Corps. His first voyage was on the *Steel Artisan*, an Isco Inc. vessel. Born in Washington, D.C., Brother Garcia shipped in the deck department as a bosun. He upgraded his skills on nine separate occasions at the Paul Hall Center, completing the bosun recertification course in 1979. Brother Garcia last worked aboard the *SL Patriot*. He lives in Encinitas, Calif.



JOSEPH A. OSARIO, 64, started his career with the Seafarers in 1968 in New Orleans. His initial voyage was aboard the *Sabine*. Brother Osario shipped in the deck department as a bosun. He completed the bosun recertification course in 1989 at the Paul Hall Center. His last vessel was Interocean Management Corp.'s *El Morro*. Brother Osario was born in New Mexico; he now calls Toa Baja, P.R. home.

ARDEN L. SELICK

64, embarked on his SIU career in 1963 in Seattle. Brother Sellick initially went to sea aboard an Isco Inc. vessel. The Oregon native shipped in the engine department and last sailed on the *Walter Rice*. Brother Sellick is a resident of Portland, Ore.



KLAUS TAMMLER, 66, was born in Germany. He joined the SIU in the port of Honolulu. Brother Tammler's first ship was the *Overseas Valdez*. The deck department member last worked on the *SL Explorer*. Brother Tammler is a resident of Carson, Calif.

GREAT LAKES

ERVIN EARLEY

64, hails from North Carolina. He started his seafaring career in 1973 in Frankfort, Mich. A veteran of the U.S. Navy, Brother Earley's first SIU vessel was the *William Roesch*. The deck department member was a frequent upgrader at the Seafarers training school, attending the Piney Point, Md.-based institution on four



occasions. Brother Earley resides in Asheville, N.C. He last worked aboard American Steamship's *Indiana Harbor*.



CLINTON D. ROSS, 62, launched his career with the Seafarers in 1975 in Duluth, Minn. Born in Wisconsin,

Brother Ross worked primarily on Great Lakes Towing Co. vessels. He shipped in the deck department and upgraded his skills in 1993 and 1995 at the Paul Hall Center. Brother Ross makes his home in South Range, Wis.

INLAND

DONALD E. GLASS

65, hails from Pennsylvania. He began his career with the SIU in 1975 in the port of Philadelphia. Boatman Glass worked in all three divisions, initially sailing on a Maritrans vessel. The deck department member is a resident of Algonac, Mich. Boatman Glass last sailed on American Steamship's *Buffalo*.



STEVEN HARDIN, 56, joined the SIU in 1971 in the port of Baltimore. Boatman Hardin worked mainly aboard McAllister Towing Co. vessels.

Welcome Ashore

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

The Indiana-born mariner shipped in the deck department as a captain. He makes his home in Baltimore.

WILLIAM KRUGER

64, joined the Seafarers in 1977 in New Orleans. Born in Louisiana, Boatman Kruger is a veteran of the U.S. Marine Corps. He worked primarily aboard Crescent Towing & Salvage Co. vessels. Boatman Kruger shipped in the deck department and enhanced his skills at the Paul Hall Center in 1978 and 1980. He makes his home in New Orleans.



WILLIAM LEWIS, 62, was born in Milwaukee. He joined the Seafarers in 1996 in the port of Philadelphia.

Boatman Lewis worked primarily aboard vessels managed by Maritrans Operating Co. The deck department member calls King of Prussia, Pa. home.

SALVADOR MACALUSO

65, began his seafaring career in 1981 in New Orleans. Born in Louisiana, Boatman Macaluso shipped in both the engine and deck departments. He worked chiefly aboard vessels operated by Crescent Towing & Salvage Co. Boatman Macaluso lives in his native state in the city of Gretna.



ROBERT SMITH, 65, launched his SIU career in 1978 in the port of Jacksonville, Fla. A native of Harrisburg, Pa., he sailed in the inland as well as deep sea divisions. Boatman Smith first worked aboard the *Manhattan Island*, a NATCO vessel. A member of the deck department, Boatman Smith makes his home in Green Cove, Fla.

Editor's Note: The following brother, a former member of the NMU and a participant in the NMU Pension Trust, recently went on pension.

GERALD NORDSTROM

65, started his career with the NMU in 1980. Brother Nordstrom first went to sea aboard the *M/V Uncatena*. Born in Norwood, Mass, he shipped in the deck and steward departments. His final voyage was on the *M/V Martha's Vineyard*.

In addition to the member listed above, the following NMU brothers went on pension effective the dates indicated.

Name	Age	EDP
Paul Fuller	66	Aug. 1
Mariano Lacayo	65	Mar. 3
Hussain Saleh	63	Sept. 1

Reprinted from past issues of the Seafarers LOG

1949

An SIU-backed bill to guarantee that 50 percent of the military supplies shipped to non-communist nations will be shipped on American vessels, manned by American seamen, was passed in Congress last week. This is the second victory for the SIU this year in the legislative

arena. Earlier this session, the battle waged by the union and other maritime organizations resulted in the passage of a law requiring the government to send at least 50 percent of Marshall Plan goods on American-flag ships. To promote the bill, Secretary-Treasurer Paul Hall warned the Congress that "the critical condition of the United States merchant marine" made the guarantee imperative. Unless it was enacted, he warned, the U.S. merchant fleet would continue to dwindle.

1975

SIU Vice President Earl Shepard, as an official U.S. representative, attended conferences of the Intergovernmental Maritime Consultative

Organization (IMCO) and the International Labor Organization (ILO) in Europe during the months of September and October where recommendations are being formulated on international maritime safety standards and training. The delegates to these conference

sessions are working out proposals which may eventually become part of international maritime law. It is very important that the SIU participate in these forums to ensure that the

unlicensed seaman's rights and jurisdiction are not invaded or eliminated.

1990

Seafarers aboard the *1st Lt. Alex Bonnyman*, a repositioning ship stationed in Diego Garcia in the Indian Ocean, were among the first civilian mariners to reach the Persian Gulf area as part of Operation Desert Shield. Along with the *PFC James Anderson* and the *CPL Louis J. Hauge Jr.*, the *Bonnyman* received orders to proceed to Saudi Arabia. Docking 90 miles south of Kuwait, they were greeted by the Navy ship *USS LaSalle*, the command center for U.S. operations in the Persian Gulf conflict.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

JAMES BOLAND



Pensioner James Boland, 77, died June 26. Born in Pennsylvania, he joined the Seafarers in 1947 in the port of Philadelphia after serving in the U.S. Army. Brother Boland shipped in the deck department as a bosun and last worked aboard the *Overseas Alice*. He lived in Carson City, Nev. and began receiving his pension in 1987.

LUIS CENTENO



Pensioner Luis Centeno, 69, passed away May 16. Brother Centeno began his SIU career in 1959 in Puerto Rico. His first ship was the *Beauregard*. The Puerto Rico-born mariner worked in both the engine and deck departments and began receiving retirement stipends in 2000. San Francisco was his home.

PAUL G. DAILEY



Pensioner Paul G. Dailey, 78, died May 2. Brother Dailey was a veteran of the U.S. Army Air Corps. Born in Pennsylvania, he joined the SIU in 1978 in San Francisco. Brother Dailey initially sailed aboard Delta Steamship Lines' *Santa Mariana*. The steward department member lived in San Bernardino, Calif. and began collecting compensation for his retirement in 1990. He last went to sea on the *M/V Patriot*.

LESTER FREEBURN



Pensioner Lester Freeburn, 78, passed away June 3. Born in Oklahoma, he began his career with the Seafarers in 1966 in the port of Wilmington, Calif. The U.S. Navy veteran first sailed aboard the *Overseas Rose*. Brother Freeburn was a member of the deck department and sailed as a bosun. He lived in San Bernardino, Calif. and began receiving compensation for his retirement in 1991. Brother Freeburn last went to sea on the *SL Pacific*.

WAH C. GOO



Pensioner Wah C. Goo, 93, passed away May 8. Born in Hawaii, he launched his profession with the Marine Cooks & Stewards (MC&S) in San Francisco. Brother Goo sailed in the steward department and began receiving stipends for his retirement in 1973. He resided in his native state.

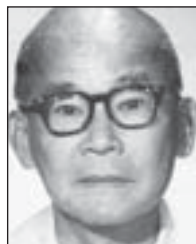
KIM O. LOUIE



Pensioner Kim O. Louie, 76, passed away May 20. Brother Louie began his career with the MC&S in San Francisco. Born

in China, he worked in the steward department. Brother Louie started receiving stipends for his retirement in 1974. He resided in San Francisco.

KAZUO MATSUDA



Pensioner Kazuo Matsuda, 85, passed away June 22. Born in Hawaii, he began his career with the MC&S in 1965 in San Francisco. The steward department member was a resident of Honolulu. He began receiving his pension in 1978.

WILFREDO MAURICIO



Pensioner Wilfredo Mauricio, 89, died June 6. Brother Mauricio embarked on his career with the MC&S in San Francisco. The Philippine-born mariner sailed in the steward department and started collecting compensation for his retirement in 1975. Brother Mauricio made his home in San Francisco.

HENRY MCKINNEY



Pensioner Henry McKinney, 78, died June 4. Brother McKinney joined the SIU in 1945 in New Orleans after serving in the U.S. Army. His first ship was the *Transatlantic*. The Wauchula, La. native worked in the deck department and went on pension in 1981. Brother McKinney last sailed on Delta Steamship Lines' *Del Viento*. He was a resident of Springfield, La.

JAMES MELENDES



Pensioner James Melendes, 86, passed away May 9. A member of the steward department, he joined the MC&S in San Francisco. Brother Melendes was born in Hawaii but called Santa Rosa, Calif. home. He began receiving stipends for his retirement in 1970.

JACOB RAMELLI



Pensioner Jacob Ramelli, 95, died May 21. Brother Ramelli was born in Massachusetts and commenced his career with the MC&S in San Francisco. He started receiving his pension in 1969 and lived in Santa Rosa, Calif.

ANDREW REASKO



Pensioner Andrew Reasko, 76, passed away June 19. Brother Reasko joined the Seafarers in 1949 in the port of Baltimore after serving in the U.S. Navy. Brother Reasko's first ship was the *Robin Locksley*. Born in Pennsylvania, he shipped in the steward department as a recertified steward. Brother Reasko's last ship was the

SL Enterprise. He was a resident of San Francisco and began receiving his pension in 1988.

ANGEL ROJAS



Pensioner Angel Rojas, 79, died May 22. He joined the SIU in 1956 in the port of New York. Born in Puerto Rico, Brother Rojas worked in the deep sea as well as inland divisions. The steward department member went on pension in 1989. He resided in his native commonwealth and last shipped on a Puerto Rico Marine Management vessel.

ROBERT SULLIVAN

Pensioner Robert Sullivan, 80, passed away July 28. Brother Sullivan joined the Seafarers in 1955 in the port of New York. Born in Mounds, Ill., he shipped in the engine department, last sailing aboard the *Maine*. Brother Sullivan began receiving retirement stipends in 1985 and lived in Ullin, Ill.

NICKOLAS SUSHKO



Pensioner Nickolas Sushko, 86, died June 21. He joined the SIU ranks in 1944 in the port of New York. The Yonkers, N.Y.-born mariner worked in the engine department and started receiving compensation for his retirement in 1972. Brother Sushko was a resident of Forked River, N.J.

STEWART SWORDS

Pensioner Stewart Swords, 91, passed away July 6. Brother Swords was a charter member of the SIU, having joined the union in 1939 in the port of Savannah, Ga. Born in Tift, Ga., he sailed on many vessels including the *Robin Gray*, the *Ponce* and the *Alcoa Master*. The engine department member made his home in Thunderbolt, Ga. and started receiving his pension in 1971.

RALPH TROTMAN

Pensioner Ralph Trotman, 80, died July 4. He launched his seafaring career in 1968, first sailing aboard the *Western Comet*. Born in St. Michaels, Barbados, he shipped in the steward department. The Brooklyn, N.Y. resident last sailed on Tyco's *Long Lines*. He began collecting stipends for his retirement in 1992.

GUM WONG



Pensioner Gum Wong, 76, passed away June 5. Brother Wong joined the MC&S in San Francisco in 1957. Born in China, the steward department member lived in San Francisco. He last sailed on Matson Navigation Co.'s *Mokihana* and began receiving his pension in 1998.

GREAT LAKES

JESSE HERNANDEZ



Brother Jesse Hernandez, 58, died May 17. Born in Port Huron, Mich., he joined the SIU in 2001 in Detroit. Brother Hernandez worked primar-

ily aboard American Steamship vessels during his career, including the *Sam Laud* and the *Adam E. Cornelius*. The engine department member made his home in his native state in the city of Cottleville.

JOHN KNOPF



Pensioner John Knopf, 78, passed away May 27. Brother Knopf began his career with the Seafarers in 1967 in Duluth, Minn. An engine department member, Brother Knopf worked primarily aboard vessels operated by Great Lakes Associates, Inc. including the *Joseph Morrow* and *Kinsman Enterprise*. The Bayfield, Wis. resident began receiving his pension in 1992.

HENRY KOZLOWSKI



Pensioner Henry Kozlowski, 80, died June 7. He joined the SIU in 1960 in Detroit after serving in the U.S. Army. The Cleveland native worked in the engine department and initially sailed on the *G.A. Tomlinson*. Brother Kozlowski lived in Seven Hills, Ohio and last sailed on the *American Republic*. He started receiving his pension in 1986.

INLAND

JACK FARMER



Pensioner Jack Farmer, 84, died June 24. A veteran of the U.S. Navy, Boatman Farmer joined the Seafarers in 1979 in the port of Wilmington, Calif. The California-born mariner shipped in the engine department. Boatman Farmer began receiving pension stipends in 1991 and made his home in Las Vegas.

WOODROW FOSHEE



Pensioner Woodrow Foshee, 84, passed away June 22. Boatman Foshee was born in Rosepine, La. and was a veteran of the U.S. Navy. He started his SIU career in 1963 in Port Arthur, Texas. The engine department member started receiving pension payments in 1981 and called DeRidden, La. home.

CLAUDE NEWMAN



Pensioner Claude Newman, 76, died May 5. A native of Memphis, Tenn., he launched his career with the Seafarers in 1963 in Port Arthur, Texas. Boatman Newman shipped in the deck department as a captain. The Lake Charles, La. resident began receiving his pension in 1988.

ANTHONY VIOLANTE

Pensioner Anthony Violante, 79, passed away June 9. Boatman Violante joined the Seafarers in 1952 in the port of New York and worked in the inland as well as deep sea



divisions. His initial voyage was aboard the *Steel Flyer*, an Isco Inc. vessel. Boatman Violante shipped in the engine and deck departments. A resident of Galveston, Texas, he started collecting retirement stipends in 1987.

ATLANTIC FISHERMEN

PAUL HOLLORAN



Pensioner Paul Holloran, 86, passed away May 11. Brother Holloran started his career with the Atlantic Fisherman's Union, an affiliate of the SIU before it merged with the AGLIWD in 1981. A native of Boston and a U.S. Navy veteran, Brother Holloran sailed in the steward department. Brother Holloran lived in Gloucester, Mass. and started receiving his pension in 1981.

FRANCESCO LOGRASSO

Pensioner Francesco Lograsso, 84, died July 31. He started his career with the Atlantic Fisherman's Union in 1967 in Gloucester, Mass. Born in Italy, Brother Lograsso shipped in the deck department. He began receiving pension payments in 1981 and made his home in Gloucester.

JAMES REED

Pensioner James Reed, 67, passed away June 10. Brother Reed embarked on his profession with the Atlantic Fisherman's Union in 1975. A native of Gloucester, Mass., Brother Reed was a veteran of the U.S. Marine Corps. He shipped in the steward department, last sailing aboard the *Cape May*. Brother Reed lived in his native state and started receiving stipends for his retirement in 1997.

RAILROAD MARINE

JAMES LYNCH



Pensioner James Lynch, 76, passed away June 6. Brother Lynch commenced his career with the Seafarers in 1960 in the port of New York. Born in Jersey City, N.J., he worked primarily aboard vessels operated by the Pennsylvania Central Railroad Co. The deck department member began collecting compensation for his retirement in 1972. Brother Lynch was a resident of Parlin, N.J.

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

BIENVENIDO BLANCO



Pensioner Bienvenido Blanco, 77, passed away Aug. 16. He joined the NMU in 1961. Brother Blanco's initial voyage, which departed from San Francisco, was on the *Hans Isbrahdtsen*. The Philippine-born mariner worked in the engine department and began receiving his pension in 1987. His last ship was the *Louise Lykes*.

Continued on page 20

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), July 28—Chairman **Samuel L. Porchea**, Secretary **Samuel Raines**, Deck Delegate **Inocencio M. DeSaville**, Engine Delegate **Charles L. Jensen**, Steward Delegate **Sherman Harper**. Chairman announced payoff that day. Educational director spoke about upgrading opportunities available at Paul Hall Center in Piney Point, Md. and about importance of contributing to SPAD. No beefs or disputed OT reported. Discussion held about getting overtime hours. Request made for new washer and dryer to be used for good clothing. Suggestion made for 100 percent dental coverage. Thanks given to steward department for job well done.

CAPE HORN (Marine Transport Lines), July 6—Chairman **Winfred Itima**, Secretary **Clark S. Williams**, Educational Director **Robert Nelson**, Deck Delegate **Charles K. Jackson**. Chairman spoke about donating to SPAD and thanked crew for job well done. Secretary encouraged Seafarers to upgrade skills at Piney Point and urged everyone to check expiration dates on shipping documents. Educational director stated crew members must remain aboard ship until properly relieved and reminded them that 120-day shipping rule has been waived during current crisis. Treasurer noted large-screen TV recently purchased along with VCR, movies and CDs. No beefs or disputed OT reported. Request made for new furniture in crew lounge and that e-mail be available to all. Suggestion made for lump sum payment on pension and establishment of 401(k) plan.

DEFENDER (USSM), July 27—Chairman **Robert S. Wilson**, Secretary **Louis Nicoud**, Educational Director **Olie E. Webber**, Deck Delegate **Benedicto P. Miranda**, Engine Delegate **George Lockett**, Steward Delegate **Jim Saxton**. Chairman stated room inspection went well and reminded those getting off to leave rooms ready for next person. He urged everyone to keep current on new requirements needed to sail aboard military vessels. Educational director reminded crew members of importance of upgrading skills at Piney Point. "The school is the key to your future." Some disputed OT reported in deck department. Steward department given vote of thanks for good job. Ship heading to Los Angeles and Oakland before sailing to Yokohama, Japan.

EXPLORER (USSM), July 20—Chairman **James L. Carter**, Secretary **William R. Burdette**, Educational Director **Mario G. Paquiz**, Deck Delegate **Milton F. Caballero**, Engine Delegate **Fadel A. Mohamad**, Steward Delegate **Fernando C. Onativa**. Chairman announced arrival in Los Angeles July 23. Payoff to follow meeting with boarding officials. During SARS epidemic, crew members were restricted to ship in China. This is no longer the case. Additionally, visas are no longer needed for entry to China. Educational director talked about opportunities for upgrading available at Paul Hall Center. Treasurer stated \$661

in ship's fund. No beefs or disputed OT reported. Thanks given to all crew members, with special kudos to steward department, for job well done this trip. Brother Caballero reminded everyone that union is looking for input regarding suggested changes to next contract. Ten members' signatures are required on every motion for change. Next ports: Los Angeles and Oakland, Calif.

EXPRESS (USSM), July 13—Chairman **George H. Perry Jr.**, Secretary **Ronald V. Lupinacci**, Educational Director **Lawrence A. Banks II**, Steward Delegate **Kenneth W. Clark**. Chairman spoke about need to send STCW certificates to Piney Point for verification if training was received at schools other than Paul Hall Center. He noted fans received aboard ship but not yet issued. Disputed OT reported by deck delegate; no beefs noted. Suggestion made to include reference to carpeting in contract (regarding bridge sanitary). Recommendation made to increase current travel expense amount from ship to airport. New mattresses and pillows requested as well as U.S.-grade food.

HORIZON EXPEDITION (Horizon Lines), July 20—Chairman **Jeffery P. Libby**, Secretary **Brenda M. Kamiya**, Deck Delegate **Peter Koucky**, Educational Director **Shawn L. Clark**, Engine Delegate **John D. Lange**, Steward Delegate **Thomas M. Kelly**. Chairman announced payoff July 25 in Tacoma, Wash. Clarification requested about claiming compensation for working aboard ship carrying certain types of cargo. Educational director spoke about training/upgrading opportunities at Piney Point and other locations. No beefs or disputed OT reported. Discussion held about rotary shipping. Vote of thanks given to steward department for job well done.

HORIZON HAWAII (Horizon Lines), July 13—Chairman **David I. Murray**, Secretary **Edward P. Herrera**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Macario I. Torre**, Engine Delegate **Therman E. Ames III**, Steward Delegate **Arturo Lopez**. Chairman announced upcoming payoff in Jacksonville. Secretary reminded those crew members filing for vacation to be sure to bring discharges and pay vouchers. Educational director urged everyone to check expiration dates on shipping documents and take advantage of Paul Hall Center to upgrade skills and job ratings. No disputed OT reported. Engine delegate requested clarification of port time pay. Everyone thanked for doing good job. Special expression of gratitude given to steward department for great meals and service.

HORIZON SPIRIT (Horizon Lines), July 31—Chairman **Ralph W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Prescilo Zuniga**, Engine Delegate **Randolph P. Llanes**, Steward Delegate **Maria S. Enriquez**. Chairman announced payoff Aug. 1 in Tacoma, Wash. He thanked

everyone for following safety procedures, especially wearing hard hats during ship operations. He reminded crew members to stay off deck during rough seas and advised those going ashore in any port to carry z-cards with them. Secretary noted next stores to be loaded in Oakland, Calif. Educational director recommended Seafarers upgrade skills at Paul Hall Center and advised them to check that all shipping documents are current. Treasurer stated \$65 remains in movie fund after purchasing new tapes last trip. No beefs or disputed OT reported. Thanks given to steward department for good food and clean mess hall. Next ports: Tacoma; Oakland; Honolulu; Guam.

ITB NEW YORK (USS Transport), July 29—Chairman **Nathaniel Leary**, Secretary **Robert E. Wilcox Jr.**, Educational Director **John K. Bimpong**, Deck Delegate **Edward Tennyson**, Engine Delegate **Anthony Sanchez**, Steward Delegate **Breon Lucas**. Chairman announced payoff July 31 in Port Everglades, Fla. Steward delegate expressed appreciation to crew for cooperation in keeping mess hall and common areas clean. Educational director urged members to take advantage of upgrading opportunities available at Piney Point. No beefs or disputed OT reported. Discussion held about tour limits and bidding on short relief jobs. Steward department given vote of thanks for good food.

MIDNIGHT SUN (IUM), July 27—Chairman **Fadel N. Saleh**, Secretary **Scott A. Opsahl**, Educational Director **Christopher W. Cunningham**. Chairman announced payoff July 30 in Tacoma, Wash. He thanked crew for outstanding team effort in bringing this new vessel out of shipyard. *Midnight Sun* to dock across from TOTE for repairs before getting back on schedule. Secretary requested crew to use proper sinks in laundry room for washing dirt and grease off hands. He asked those getting off to be sure relief has new linen and that room is clean before arrival in port. Educational director reminded crew members to keep up to date on union news by reading *Seafarers LOG* each month. He also encouraged them to upgrade at Paul Hall Center and keep all necessary shipping documents and beneficiary information up to date. Additionally, he stressed importance of contributing to SPAD. No beefs or disputed OT reported. Suggestion made to adjust pension to keep up with high cost of living. Crew thanked steward department for great job. Next ports: Tacoma; Anchorage, Alaska.

MOTIVATOR (USSM), July 19—Chairman **Michael Brewley**, Secretary **Matthew Scott**, Educational Director **Oswald N. Bermeo**, Deck Delegate **Raul L. Guerra Jr.**, Engine Delegate **David Vega**. Chairman announced payoff July 20. He thanked everyone for job well done. Secretary stressed need to keep all documents up to date. He requested clarification on whether shipping rules were back in effect. Educational director spoke about upgrading opportunities available at union's affiliated school in Piney Point and about paying union dues on time. No beefs or disputed OT reported. Recommendation made to raise pension and include cost of living increases. Request made for new furniture for crew lounge.

SEALAND FLORIDA (USSM), July 25—Secretary **Robert T. Seim**. Chairman announced payoff Aug. 4 in Houston. New LOGs will be brought aboard at that time. Secretary noted ship's fund is held

by captain, who is taking suggestions from crew members on ways to spend the money. Educational director advised everyone about importance of upgrading skills at Piney Point facility. Deck delegate reported beef/disputed OT in his department. Suggestion made for contracts department to look into better dental plan for membership and that rotation be changed to six months. Vote of thanks for great teamwork by all members.

USNS FRED W. STOCKHAM (Amsea), July 17—Chairman **Andrew B. Barrows**, Secretary

July 16—Chairman **Glenn P. Baker Sr.**, Secretary **Susan K. Bowman**, Educational Director **Thomas P. Arthur**, Deck Delegate **Godofredo F. Milabo III**, Engine Delegate **Ronald Kitlas**, Steward Delegate **Adry Libra**. Bosun thanked everyone for good safety record, steward department for great food—especially extra work with troops aboard—and engine and deck departments for hard work offloading in Kuwait. He informed members about the prescription discount and reminded them of importance of contributing to SPAD. Secretary asked crew to

Job Well Done Aboard the USNS Gordon



Following a voyage to the Middle East in support of Operation Iraqi Freedom, crew members aboard the *USNS Gordon* return to Norfolk, Va. for a payoff. Members of the galley gang include, from left, Chief Cook Marie Mitchell, SA Mohamed Mohamed and Recertified Steward Roderick Bright.

Stephen M. Avallone, Educational Director **Charles W. Clackley Jr.**, Deck Delegate **Robert J. Butler**, Engine Delegate **Alan H. Nelson**, Steward **Allen Van Buren**. Chairman talked about upcoming schedule and ports of call. He asked everyone to remain on board until properly relieved. Educational director said shipping may slow down after Iraq war and suggested Seafarers take time to upgrade skills at Paul Hall Center. Treasurer stated \$2,400 in ship's fund and indicated that money should be spent in U.S. ports. Suggestions from crew include purchase of 2 VCR/DVD units, gym equipment, sewing machine, movies and books for ship's library. No beefs or disputed OT reported. E-mail communications received and read regarding filing for vacation benefits. Recommendation made for contracts department to look into upgrading benefits during next round of contract negotiations and have alternate plan made available as retirement benefit. Vote of thanks given to steward department. Next port: Wilmington, N.C.

USNS LOYAL (Maersk Lines), July 6—Chairman **Christopher E. Brady**, Secretary **Robert C. Langdon**, Educational Director **Richard A. Kucharski**, Engine Delegate **Lance K. Cutchember**. Chairman talked about upcoming shipyard period and about each person's responsibility as a member of the SIU. He explained various forms currently on board ship which members can use for vacation, upgrading, etc. He also spoke about importance of keeping U.S. Coast Guard discharges, TRBs and other union documents safe. Educational director urged Seafarers to take advantage of upgrading classes at Piney Point. No beefs or disputed OT reported. Discussion held about recent delays and problems with mail delivery to ship which, hopefully, will be solved when ship arrives in U.S. Next ports: Norfolk, Va.; Charleston, S.C.

USNS SISLER (Maersk Lines),

see her if they need union information or forms. Educational director reminded everyone to upgrade at Paul Hall Center and stay abreast of new seafarers ID program. Information given out about bonus checks from MSC. No beefs or disputed OT reported. Next ports: Sasebo, Japan; San Diego, Calif.

COMMITMENT (USSM), Aug. 3—Chairman **Frank Lyle**, Secretary **Jerome Jordan**, Educational Director **Louisa Santiago**, Deck Delegate **John A. Elias Jr.**, Engine Delegate **Gregory T. Johns**. Chairman announced Aug. 4 payoff in Houston. He thanked crew for helping keep ship clean. Educational director urged everyone to upgrade skills at Piney Point facility. No beefs reported; some disputed OT noted in deck department. Suggestion made for contracts department to look into retirement benefits after 20 years' service. Request made for penalty rates when working cargo holds and meal hour. Vote of thanks given to steward department for job well done.

HORIZON CHALLENGER (Horizon Lines), Aug. 5—Chairman **Roy L. Williams**, Secretary **Brandon D. Maeda**, Educational Director **Chester W. Preston**, Engine Delegate **Robert T. Norris**, Steward Delegate **John L. Foster**. Bosun announced payoff Aug. 7 in Houston. He informed crew that reliefs are not entitled to extra day vacation pay. Secretary reported vacation applications must be submitted with original copies of company payoff vouchers and Coast Guard discharges. Educational director urged all crew members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Suggestions made for contracts department to look into lowering age required for pension, increase retirement pay, improve dental coverage and raise vacation benefit to day for day. Minute of silence stood in memory and in honor of departed military brothers and sisters killed or wounded in Iraq war.

Letter to the Editor

(Editor's note: The Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

The following letter, written by SIU member **Ricky Goodman**, appeared in the *Tybee Breeze*, a local publication in his hometown of Tybee Island, Ga.

From Tybee To Kuwait

My name is Ricky Goodman. I'd like to share with you my role in Operation Enduring Freedom/Iraqi Freedom.

I am a merchant seaman with the Seafarers International Union. I had the patriotic pleasure of assisting our troops in this adventure to oust the evil Saddam Hussein.

I joined the MARAD/MSC vessel *M/V Cape Wrath* in Baltimore, Md. in January. I sailed as a GVA 3rd cook aboard the 697-foot *Cape Wrath* with 25 other merchant seamen.

Our eight decks hold 295,958 sq. ft. of cargo with two fixed vehicle stern ramps permitting roll-on/roll-off operations. We loaded, wheeled and tracked vehicles in Charleston, S.C., along with three Army personnel and set sail on Valentine's Day to Rota, Spain, where we picked up 12 Army personnel from the 4th I.D. as a security force for the rest of our voyage. It was supposed to be a nine-day trip to Turkey to offload our cargo.

We learned that Turkey decided to deny the use of their ports for our operation. This forced us into a holding pattern in the Mediterranean for 23 days while we awaited orders to join a convoy through the Suez Canal.

I am pleased to say that our stores of food were

sufficient to keep our crew and troops happy. We did make a stop in Souda Bay on the Isle of Crete, Greece for fresh fruits and vegetables. The passage through the Suez Canal was a welcome sight and quite an adventure. The Egyptian Army guarded the shores the entire 100 miles. There were 42 vessels in our convoy.

We had air and sea support from the U.S., Spanish and Canadian navies through such places as the Strait of Gibraltar, The Strait of Hormuz and the Red and Arabian seas. We felt quite safe as we made our journey to our final destination in the port of Shuiaba, Kuwait. There is always a factor of fear when venturing into a hostile area of the world. I was able to witness a moonlit U.S. submarine firing 10 Cruise missiles from about 20 miles away at the stroke of midnight while in the Arabian Sea. That sight brought a fiery sense of reality to our missions.

Our voyage took us through beautiful waters and awesome sunsets. I must say that I felt for the soldiers who were anxious to join their Company after 34 days at sea. Their spirits were high, and we gave them all of our effort to make them at home on the *Cape Wrath*. The ship boasts a swimming pool and sauna as well as a complete weight room. We had barbecues on the upper deck to break the monotony. We shared our full video and book library with the soldiers. Their appreciation was well shown as we said heartfelt farewells in Kuwait.

I am very proud to be a part of our nation's willingness to stand up to the tyrants of the world, wherever they may be. In all, the U.S. merchant fleet carried over 13,000,000 sq. ft. of cargo for the military's effort to free the people of Iraq. I brought with me issues of the *Tybee Breeze* as well as pictures of my Tybee family. Of the 105 days at sea, 83 were spent on board without touching ground. And, after 20,000 nautical miles, I am happy to be home with all of you. Thank you for your support. The letters and care packages are what make going to sea seem normal.

Ricky Goodman
Tybee Island, Ga.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Final Departures

Continued from page 18

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

BIENVENIDO BLANCO

Pensioner Bienvenido Blanco, 77, passed away Aug. 16. He joined the NMU in 1961. Brother Blanco's initial voyage, which departed from San Francisco, was on the *Hans Isbrahdtsen*. The Philippine-born mariner worked in the engine department and began receiving his pension in 1987. His last ship was the *Louise Lykes*.

WILLIAM McPHERSON

Pensioner William McPherson, 105, died Aug. 14. Brother McPherson embarked on his profession with the NMU in 1941. His first voyage was from the port of New York aboard the *Concord*. Born in Henderson, N.C., Brother McPherson worked in the steward department. He began receiving stipends for his retirement in 1969.

MIGUEL MELENDEZ

Pensioner Miguel Melendez, 89, passed away July 26. Brother Melendez was born in San Juan. He joined the NMU in 1938 and first went to sea aboard the *Mariana*. The steward department member's final voyage was on the *SS United States*. Brother Melendez began receiving his pension in 1970.

JOSE A. MORALES



Pensioner Jose A. Morales, 73, died Feb. 16. Brother Morales started his NMU career in 1947. His maiden voyage was out of the port of

Baltimore aboard the *Fort Meigs*. Born in Yauco, P.R., he shipped in the engine department. Brother Morales upgraded his skills in 1962 and started receiving his pension in 1986. He last went to sea on the *Fortaleza*.

BERNARDO RIOS



Pensioner Bernardo Rios, 87, passed away Aug. 26. Born in Puerto Rico, Brother Rios joined the NMU in 1946. A member of the steward

department, Brother Rios' first trip to sea was aboard the *Samuel Samuels*. He started receiving retirement stipends in 1969 and last sailed aboard the *SS Constitution*.

FRANCISCO TORRES



Pensioner Francisco Torres, 78, died July 13. Born in New York, he joined the NMU in 1943. Brother Torres worked in the engine department and sailed aboard many vessels during his career, including the *Baton Rouge*. He upgraded his skills in 1947 and started receiving retirement compensation in 1987.

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

Name	Age	DOD
Acevedo, Francisco	81	Aug. 13
Appley, Willard	96	June 23
Arthur, Ivan	78	July 6
Beatty, James	78	June 29
Bee, John	77	July 20
Blanco, Raul	89	July 5
Britton, Harold	65	Feb. 12
Broughton, Maxie	87	Aug. 5
Brown, William	75	July 5
Byes, Eldridge	72	Aug. 26
Carney, William	87	July 17
Chan, Chocolate	89	July 6
Charles, Clifton	83	July 27
Cohen, Stanley	89	July 25
Collazo, Ferdinand	74	Mar. 3
Danielsson, Erik	79	July 28
Davis, Foster	69	July 23
DeJesus, Angel	91	July 1
Ebanks, Laurie	93	Apr. 13
Farmby, Wesley	76	June 29
Figueroa, Jose	91	June 7
Figueroa, Victor	100	Aug. 3
Gladwin, Kenneth	79	July 7
Goodrich, Kerry	64	July 2
Hadley, Louis	74	Aug. 1
Hanan, Eldon	78	Apr. 13
Hawkins, Stephen	77	July 23
Hervas, Hector	71	Mar. 26
Horan, Joseph	76	July 20
Howell, Mario	77	Aug. 11
Jackson, Alvin	73	July 10
James, Harold	83	Aug. 10
Jarvis, G.	91	July 24
Johnson, T.	68	July 30
Jordan, Donald	80	June 29
Judah, Franklin	70	Feb. 11
Kearns, John	80	Aug. 2
Liebe, Dorothy	99	July 17
Lukans, Henry	59	Aug. 6
Malave, Luis	78	July 9
Malm, Gordon	65	Aug. 3
McCullum, Lynn	87	June 15
McCormick, John	80	June 2
Milbrook, James	92	Mar. 26
Mouton, David	88	May 6
Nakahara, Clarence	93	June 29
Ng, Henry	82	June 13
Oliver, Jesse	75	May 29
Papafote, Giacomo	94	Jan. 12
Perez, Ricardo	89	Aug. 5
Polit, Jose	78	July 12
Pyszka, Richard	75	May 28
Quest, Albert	80	July 1
Rainey, Edward	78	July 7
Ramirez, Romero	81	Aug. 26
Reyes, Raymond	78	July 22

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	November 10	December 5
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	October 27	October 31
Lifeboatman/Water Survival	October 27	November 7
Radar	October 13	October 24
Specially Trained Ordinary Seaman (STOS)	October 13 December 1	October 24 December 12

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning September 29.

Recertification

Bosun	October 6	November 3
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Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	November 3	December 12
Welding	October 6 November 3	October 24 November 21
Engine Utility (EU)	November 17	December 12
Marine Electrical Maintenance	October 20	December 12

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Fire Fighting* – (5-day course) <i>(*must have basic fire fighting)</i>	November 3	November 7
Basic Fire Fighting/STCW	October 13 October 27 November 3 November 10 November 17 December 1 December 8	October 17 October 31 November 7 November 14 November 21 December 5 December 12
Government Vessels	October 20 November 3	October 24 November 7
Tanker Familiarization	October 6 December 1	October 17 December 12
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	November 17	November 21

Academic Department Courses

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

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.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

10/03

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 641 — Graduating from the water survival class are unlicensed apprentices from class 641 (in alphabetical order) Jeremy Abbott, Michael Alexander, Isaac Colwell, Clayton Coulter, Carlo Johnson, Christopher Paul, Justin Perry, Christopher Ryan, Jonathan Scurry, Damar Shaw, Leonard Simecki, Patrick Stafford, Oscar Swangin Jr., Michael Henry, Jim Farmer, Andrea Mercado, Trevon Johnson and Carlos Perez-Arroyo.



Able Seaman — Receiving their certificates for completion of the AB class ending Sept. 12 are upgrading students (in alphabetical order) Munassar Ahmed, Erica Andrews, Justin Bove, Donald Cooper, Douglas Hemphill, Karen Laycock, Jimmy Orr, William Ray, Nathan Rippey and Raymond Searles. Their instructor, Bernabe Pelingon, is at far right.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsements Aug. 15 are (in alphabetical order) Warren Barney, Albert Bharrat, Donald Cooper, Douglas Hemphill, David James, Karen Laycock, Nestor Montano, Roger Nesbeth, Ron Schexnayder, Raymond Searles and William Yore. Their instructor, Bernabe Pelingon, stands in center.



Tanker Familiarization/Assistant Cargo (DL) — Unlicensed apprentices graduating Aug. 1 from the tanker familiarization/assistant cargo (DL) course are (in alphabetical order) Francis Dundas, Leroy Flores, Sergio Gonzalez, Gregory Grove, Todd Keith, Edward Majesky, Brian McBride, James Osborne, Henry Rivera-Rodriguez, Ryan Strick, Jared Taylor and Brett Wilson. Their instructor, Herb Walling, is at far right.



Engine Utility — Graduating Aug. 11 from the engine utility course are (in no specific order) Ramli Sulaiman, Thomas Leong, Rigoberto Beata, Neil Warren, Sergio Gonzalez, Henry Rivera, Brett Wilson, Brian McBride, Ryan Strick, Leroy Flores and Gregory Grove. Their instructor was Ben Vernon.



Tanker Familiarization/Assistant Cargo (DL) — Upgrading Seafarers completing the tanker familiarization/assistant cargo (DL) course Aug. 1 are (in alphabetical order) Charles Bennett, Clinton Cephas, Alfonza Davis, Roberto Flores, Frank Guido, Lowell Jones, George Lammers, Russell Luther, Mark Maduro, Robert Mong, Walter Ott, Richard Owusu, John Regina, Winston Restauero, Jerome Slade, Jeffrey Stuart, Crescencio Suazo, David Wakeman, Neil Warren, Emmett Wattigny, Keith Williams and Nevis Williams. Their instructor, Jim Shaffer, is at far right.

Computer Lab Classes



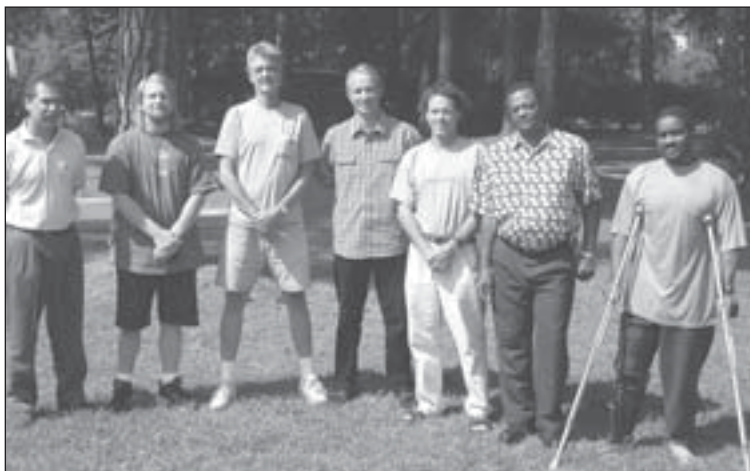
Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. In photo at left, graduating Aug. 22, are (front row, from left) Frank Guido, Ron Schexnayder, Tyler Laffitte, Ian Ferguson, Nestor Montano, (second row) Rick Prucha (instructor), Randy Clark, Michael Moore, Johnie Chavis and Vessislav Dyoulgerov.

In photo at right are Seafarers who received their certificates of achievement Aug. 15. Seated from left are Jonathan Eitz and Cassandra Burdett. Their instructor, Rich Prucha, is standing behind them.



Paul Hall Center Classes

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.



Radar — Under the instruction of Mike Smith (far left) are Seafarers who completed the radar course Sept. 3. From the left are Smith, Ian Ferguson, Michael Moore, Alexander Fyodorovkh, John Gilston, Jose Boza and Anthony Simon.



GMDSS — Completing the GMDSS course Aug. 15 are (in alphabetical order) Darryl Alexander, Johnnie Chavis, Vessislav Dyoulgerov, Tom Grose, Frank Guido, Paul Hanley, Jerry Sobieraj and David Turinski. Their instructor, Brad Wheeler, is at far left.



Specially Trained OS — Members of the specially trained OS class, graduating Sept. 5, are (from left) Joseph Jesnes, Greg Tojong, Carlos Grillasca, Jose Blanco Amayo and Nieves Guerrero-Mariano.



Tankerman (PIC) Barge — Graduating Aug. 29 from the tankerman (PIC) barge course are (front row, from left) Mitch Oaklay (instructor), Bill Yore, Bill Madden, Michael Blizzard, Sherman Sakatani, Jim O'Meara, (second row) William Charnock, Donnie Collins, John Harvard and Thomas Pelfrey.



Government Vessels — Upgrading Seafarers who took part in the government vessels course Aug. 4-8 include (in no specific order) Joseph Jesnes, Ryan Strick, Francis Dundas, John Johnson, Cassandra Burdett, John Regina, Jonathan Eitz, Roberto Flores, Richard Owusu, Eugene Evans, Russell Luther, Naomi Blount, Christy Goodfellow and Neil Warren. (Note: not all are pictured.)



Fast Rescue Boat — Aug. 25 was graduation day for members of instructor Stan Beck's recent fast rescue boat course. They included Jonathan Eitz, Jawaid Pardesi, David Martin, Gordon Scott, Karl Mayhew and Leonard Lambert.

Basic Safety Training Classes



STCW — Aug. 15: Endang Abidin, Abdulhakim Aljahmi, Edward Aperto, James Barrett, Steven Biles, Angel Bruno, Randy Clark, Rodney Clark, James Crosby, Richard Dobbyn, Eugene Evans Jr, Christy Goodfellow II, Marco Guevara, Mary Hancock, Christopher Heath, Brenda Kamiya, Tyler Laffitte, Eduardo Olaes, James Roy, Paul Stinglew III, Reynaldo Telmo, Gary White, Joseph Willett, Leroy Williamson and Phil Yaros.



STCW — Aug. 29: Gary Loftin, Glenn Barnes, Theodore Smith, Tran Luu, Mark Pesola, Delfino Castro, Todd Homer, Ron Schexnayder, Nestor Montano, Linnell Coleman, Dennis Riley, Ali Abdulla, Conrad Burke, Rudolph Daniels, Mark Chalmers, Robert Snow, Thomas Kelton, Natividad Zapata, Ramon Castillo, David Gardner, Ramont Jackson, Bridgett McIntosh and John Dail Jr.



Scholarship Program

Now is the time to start the application process for one of eight scholarships being awarded by the Seafarers Health and Benefits Plan. See page 14.

Sealift Remains Vital to U.S. Security

Fourth Arm of Defense Delivered During Iraqi Freedom



The *Cape Edmont* discharges military cargo in Kuwait during Operation Iraqi Freedom. The *Cape Knox* is in the background.

Sealift remains a vital component in the formula that protects our country's national security.

Just as was the case during colonial times, and during our country's periods of global crisis since

then, a significant chunk of the national security responsibility proudly has been accepted and performed by the U.S. Merchant Marine.

Most recently, merchant mariners answered their country's call to duty during the just-completed combat phase of Operation Iraqi Freedom. An estimated 5,000 merchant mariners—including more than 2,000 Seafarers who sailed aboard more than 100 SIU—crewed ships—helped transport and supply coalition

forces as the U.S. and our allies removed Saddam Hussein's regime in Iraq.

Mariners transported a myriad of critical cargo including Apache helicopters, multiple rocket launch systems, wheeled vehicles including HUMVEES

and fuel tankers, bulldozers and other combat engineer equipment, and ammunition to our forces.

Without a doubt, the former cargo made a huge difference; ultimately the difference between victory and defeat. Merchant mariners justly deserved the thanks and honors which came their way at the war's end.

U.S. Department of Transportation Chief of Staff John A. Flaherty, during a May 28 U.S. Maritime Administration-sponsored ceremony in Alameda, Calif. to honor merchant mariners said, "The maritime

community has served America with great distinction during every major crisis in our nation's history, and the mariners who crew the ships are the cornerstone of this effort. From the Revolutionary War, through both World Wars, the Korean War and up to today, our mariners have willingly defended and served this nation with enthusiasm and valor."

Air Force Gen. John W. Handy, commander, U.S. Transportation Command, during a similar ceremony June 16 in Baltimore praised members of the nation's fourth arm of defense for "the incredible job you've done in support of this nation. You make all the difference in the world, and I salute your dedication, patriotism and excellence. Victory was made possible by America's dedicated merchant mariners."

Vice Admiral David L. Brewer, commander U.S. Military Sealift Command, also spoke during the June 16 event in Baltimore. In his praise to mariners Brewer noted, "We have prevailed because you answered your nation's call. You built a steel bridge of democracy from the USA to the Coast of Kuwait."

Norman Mineta, U.S. Secretary of Transportation, summed up the valuable sealift role mariners played during the war May 22 during his National Maritime Day 2003 remarks. On that occasion, Secretary Mineta noted, "The role of the U.S. Merchant Marine once again proved critical to victory in 2003. President Bush, Vice President Cheney and the American people are indebted to every merchant mariner."



LMSRs such as the *USNS Watkins* helped sustain U.S. troops during the war.



U.S. Marines land on a crane aboard the *SP5 Eric G. Gibson* en route to the Middle East.



The U.S. military contingent aboard *Northern Lights* worked well with crew members.



The Ready Reserve Force, including the *Cape Texas* (shown here enduring choppy seas), carried much of the materiel for Operation Iraqi Freedom.



At times, gas masks were the norm aboard the *Northern Lights* while the vessel was docked in Kuwait. Seafarers in the crew mess don't seem to mind.



Seafarers and military personnel are pictured aboard the *Wright*.