



The

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SEAFARERS LOG

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MTD Speakers Tell It Like It Is:

America Depends On U.S. Mariners!



The U.S. Merchant Marine's role as the fourth arm of defense and the worsening U.S. health care crisis were two of the main topics discussed March 4-5 during meetings of the Maritime Trades Department, AFL-CIO executive board in Hollywood, Fla.

Members of Congress and the administration as well as military officers and labor officials examined those issues as well as port security, workers' rights, cargo preference, shipbuilding, runaway-flag shipping and more. In photos above, MTD and SIU President Michael Sacco (left) welcomes U.S. Transportation Secretary Norman Mineta (left photo) and U.S. Treasury Secretary John Snow to the meetings. Pages 3, 8, 9.

Seafarers Continue Sailing in 'OIF2'



SIU members are sailing aboard at least 60 ships that have mobilized for Operation Iraqi Freedom 2, including the *Flickertail State* (above). Page 3.



SIU-Crewed Cable Ship Instrumental In Tough Mission

Seafarers on the *Tyco Decisive* last month helped in the mission to recover bodies from a water-taxi tragedy that claimed five lives. The accident happened March 6 in Baltimore when a 36-foot boat capsized in a fast-moving storm. Bosun Thor Young (left, top photo) and Bosun's Mate Tony Sibola were among the many Seafarers who assisted in the recovery. A remotely operated vehicle (bottom photo) deployed from the *Decisive* proved particularly vital in recovering the last two bodies. Page 3.



U.S. Military Leaders Speak Up for Maritime

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Puerto Rico Towing Boatmen Join SIU

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Stewards Complete Recertification Class

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President's Report

A Crisis America Must Solve

Everyone who cares about America's working families owes a debt of gratitude to the 70,000 union brothers and sisters from the United Food and Commercial Workers who recently approved a new contract after more than five months on the picket lines.



Michael Sacco

The union members' courage and determination in the fight to maintain good, affordable health care benefits is admirable by itself. But the fact is those members were laying it on the line for all workers, not just themselves. They made a stand that had to be made, and while they may not have gotten everything they wanted, I believe they won.

Unfortunately, nationwide, the health care crisis isn't going away. In fact, it's getting worse. And we as a nation must solve it.

You've probably heard the saying that there are three types of lies: lies, damn lies and statistics. But when it comes to health care, the numbers are frighteningly true.

Today, the average family health premium is more than \$9,000 a year. When you consider that the national median household income is a little more than \$42,000, it's obvious the cost of health care is out of control.

We're all aware that the price of health benefits normally only goes one direction—up. But did you know that more and more steadily employed workers are losing their coverage, either because their employers take it away or because they simply can't afford the premiums?

For example, the news media recently reported that a new survey by the state of South Carolina revealed that 19 percent of its citizens didn't have health coverage the previous two years. Well over half of those uninsured people were employed.

AFL-CIO President John Sweeney recently reminded us of a bigger, even more disturbing number. Namely, 44 million people in the U.S. don't have health coverage. "The damage being done to their families is matched perhaps only by the damage being done to union members, union employers and our ability to compete in the world economy," Sweeney said at last month's meeting of the Maritime Trades Department executive board. "Who do you think picks up the tab for those uninsured workers—6 million of whom are fully employed? Our union employers do, and we as union members do, through higher premiums and lower benefits and through the taxes we pay."

Look beyond the statistics and you see the real costs of this crisis. Seniors who can't afford their prescriptions. Parents who agonize over whether they'll have enough money to maintain their family's coverage and still save for their children's education. Hard-working individuals who literally must choose between keeping their insurance and paying other bills. American citizens of all ages who let treatable conditions go unchecked because they don't have the funds for health coverage.

This is a national disgrace. It simply shouldn't happen in the United States—or anywhere else.

America's unions are leading the fight to ensure good, affordable health insurance for every man, woman and child across the country. But we obviously can't do it alone. A challenge this big demands full national debate and complete cooperation among labor, government and business. It's a puzzle that's long overdue for a solution.

I'm proud of the way the SIU supported our UFCW brothers and sisters during the recent strike and lockout. Seafarers marched with them in California, New York and Missouri, and we also donated food and money to help them through a tremendously difficult time.

But what I really look forward to is the day when health care is a given for everyone. In working toward that goal—in fighting for our very well-being—America should spare no resource.

Military Leaders Make It Clear: Strong U.S. Fleet Is Imperative

Three highly respected U.S. military leaders last month jointly testified before the U.S. Senate Armed Services Committee's Seapower Subcommittee, where they reaffirmed the U.S. Merchant Marine's importance in national security.

Gen. John W. Handy, USAF, commander, U.S. Transportation Command (TRANSCOM); Vice Adm. David L. Brewer III, USN, commander, Military Sealift Command (MSC); and Maj. Gen. Ann E. Dunwoody, USA, commanding general, Surface Deployment and Distribution Command (SDDC—formerly the Military Traffic Management Command), submitted a joint statement to the subcommittee March 10. Chaired by Sen. James Talent (R-Mo.), the hearing pertained to a mobility requirements study.

Both in their prepared text and in answering questions from Talent and Sen. Edward Kennedy (D-Mass.), the military officers

offered powerful words detailing the merchant marine's significance.

"Our sealift force is vastly more capable than ever before," the officers noted. "Strategic sealift is critical to our nation's power projection strategy."

During the discussion with the senators, Brewer described the Maritime Security Program—which helps ensure the presence of up to 60 militarily useful U.S.-flag vessels—as "extremely important. We can't exist without it.... But more importantly, ships don't run themselves. Mariners run them. The Maritime Security Program is providing us with a U.S.-flagged fleet that will provide us with the mariners to man these particular ships. And I have to commend some of the people sitting behind me who represent the Maritime Trades Department and unions because, without them, we could not have fought this war."

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Gen. John W. Handy, USAF, Commander, U.S. Transportation Command



Vice Adm. David L. Brewer III, USN, Commander, Military Sealift Command



Maj. Gen. Ann E. Dunwoody, USA, Commanding General, Surface Deployment and Distribution Command

Ready Reserve Force Is 'Great Success'

During last month's Seapower Subcommittee hearing, U.S. Senator Edward Kennedy, the ranking Democrat on the subcommittee, described the U.S. Ready Reserve Force (RRF) as "one of the great successes. We followed that very closely in this (Armed Services) committee. Their ships have done an extraordinary job."

In a prepared statement, Gen. John W. Handy, USAF, commander, U.S. Transportation Command (TRANSCOM); Vice Adm. David L. Brewer III, USN, commander, Military Sealift Command (MSC); and Maj. Gen. Ann E. Dunwoody, USA, commanding general, Surface Deployment and Distribution Command, noted, "The increased readiness standards and maintenance of our RRF have made it more efficient and better able to meet lift requirements than ever before. The RRF today is a well-maintained, ready force of 31 surge roll-on/roll-off ships and 37 special-purpose sealift ships."

During the first phase of Operation Iraqi Freedom, about 22 percent of the cargo moved to support the war effort was carried aboard U.S.-flag RRF ships, most of them crewed by Seafarers.

The U.S. Maritime Administration, which oversees the RRF, described the program as "a key element of strategic sealift. The RRF is specifically structured to transport Army and Marine Corps unit equipment and initial resupply for forces deploying anywhere in the world during the critical period before adequate numbers of commercially available ships can be marshaled."

The RRF made a major contribution to the success of Operation Desert Shield/Desert Storm from August 1990 through June 1992, when 79 vessels were activated and operated to meet military sealift requirements.

Grocery Workers Win Contract Protecting Health Care Benefits

Southern California grocery workers on Feb. 29 ratified a new three-year contract that ended the longest grocery strike and lockout in U.S. history.

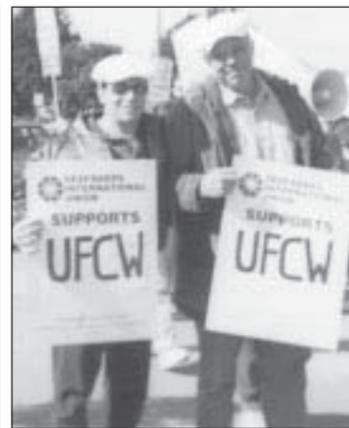
The new pact, which covers some 70,000 members of the United Food and Commercial Workers Union (UFCW) at three major supermarket chains—Kroger Co., Albertsons Inc. and Safeway Inc.—was approved by 86 percent of voting members after a two-day tally which commenced Feb. 28. As reported earlier in the *Seafarers LOG*, the dispute began Oct. 11 when the UFCW members refused to give in to demands to slash their health care benefits. Kroger's, Ralphs and Albertsons, bargaining jointly with Safeway, locked out their union workers the next day. Nearly 900 stores were affected by the work stoppage.

The five-month dispute centered on health care costs. The supermarket chains asserted that they could no longer afford to pay for the benefits without what many deemed unfairly high con-

tributions from workers in the face of competition from non-union rivals like Wal-Mart Stores Inc. Following 20 weeks without paychecks, the union workers won their fight to protect affordable health care, their pensions and job security. Under the new contract, workers won:

- Affordable health care benefits for new and current workers with no weekly employee premiums in the first two years, and only nominal payments, if needed, in the third year.
- Employer contributions of nearly \$190 million to rebuild the health plan reserves.
- A combined pension fund for new hires and current employees—ensuring a secure pension fund in the future.
- A wage increase averaging about \$500 in the first and third years of the contract.

By standing up for affordable health care, the grocery workers



SIU Asst. VP West Coast Nick Celona, left, and Bosun Mike Hester join striking UFCW grocery workers on the picket lines in Southern California.

kept health care on the national agenda and sent a message to employers everywhere that attempts to eliminate health care benefits will come at a high price. The strike also raised the alarm for national health care reform.

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'Maritime Is Essential'

Merchant Marine's Defense Role, U.S. Health Care Crisis Addressed by MTD

Insightful discussions about the U.S. Merchant Marine's role as the fourth arm of defense and the worsening U.S. health care crisis dominated much of the proceedings March 4-5 during meetings of the Maritime Trades Department, AFL-CIO executive board in Hollywood, Fla.

Members of Congress and the administration as well as military officers and labor officials examined those issues and others including port security, workers' rights, cargo preference, ship-

building, runaway-flag shipping and more.

See pages 8 and 9 for full coverage of the MTD executive board meetings.

The MTD consists of 29 international unions (including the SIU) and 24 port maritime councils in the United States and Canada representing 6.5 million working men and women.

MTD President Michael

Sacco, who also serves as president of the SIU, opened the meetings by noting that members of MTD unions continue handling important jobs in the current phase of Operation Iraqi Freedom, known as OIF2.

"Just like last year at this time, the unions of the MTD are playing key roles in the mission," Sacco said. "Already, thousands of U.S. merchant mariners have crewed up military support ships that are transporting vital cargo and relief troops to the Middle East. They're also sailing aboard commercial ships involved in supporting our troops.

"At the same time, America's war on terrorism, while full of ongoing challenges, has become an everyday fact of life," he continued. "Here again, the unions of the MTD are doing our part.



MTD and SIU President Michael Sacco (left) greets U.S. Treasury Secretary John Snow at last month's executive board meeting in Florida.

That's true on the docks, in the shipyards, on the railroads and highways, in the skies, and on the streets of our cities."

Board members approved 14 policy statements covering topics including the Maritime Security Program; shipbuilding; cabotage laws; support of U.S. troops; short sea shipping; runaway flags; overtime pay; health care; and other maritime and labor issues.

Addressing the executive board were (in order of appearance) U.S. Transportation Secretary Norman Mineta; Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command; Thomas Mackell, managing director of The Kamber Group; Stephen Van Dyck, chairman of Seafarers-contracted Maritran, Inc.; Vice Adm. David Brewer, commander, U.S. Military Sealift Command; Robert Pearlman, president and CEO,

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McCartney Dies at 72

George McCartney, retired SIU vice president West Coast, died March 19 after battling various ailments that had sharply worsened. He was 72.

McCartney retired in 1998 after serving the previous 17 years as an SIU vice president. But anyone who knew him understood that he never really left the union. McCartney remained intensely loyal to the SIU, constantly volunteering his time and always wearing his SIU colors with pride. He attended the March membership meeting in San Francisco the day before his death.

McCartney began sailing with the SIU at age 17, joining in 1948. He sailed for a dozen years before coming ashore.

When he retired, he noted, "The SIU has always been my life, my main interest, since I was a kid."

Next month's *Seafarers LOG* will contain a more detailed remembrance.

Seafarers Continue to Sail In Operation to Rebuild Iraq

At this time last year, more than 2,000 Seafarers were sailing aboard military support ships providing aid for allied troops involved in Operation Iraqi Freedom (OIF). They crewed more than 100 vessels used to deliver the troops, tanks, fuel and other materiel needed by coalition forces to achieve victory in removing Iraqi dictator Saddam Hussein's regime.

One year later, SIU members are mobilized for the next phase, OIF2, which is now in full swing as more than 240,000 U.S. military personnel rotate into and out of the Middle East. Pentagon planners anticipate delivering fresh divisions, with all the necessary equipment, to Iraq, while bringing home those divisions that have been there since the start of the military operation.

According to the U.S. Military Sealift Command (MSC), the cargo moving into the area aboard ship includes less armored equipment than last year but more combat service support gear for forces trying to stabilize and reconstruct the war-torn nation.

Approximately 24 million square feet of cargo (10 million into and 24 million out of the country) belonging to nine units in the U.S. Marine Corps, U.S. Army and National Guard are being moved by ship.

As the *Seafarers LOG* went to press, 60 SIU-contracted ships already had been activated for OIF2. They include vessels oper-

ated by Amsea: the *Cape Jacob*, *USNS Algol*, *USNS Altair*, *USNS Antares*, *USNS Bellatrix*, *USNS Capella*, *USNS Pollux*, *USNS Regulus* and *USNS Stockham*. Crowley-operated ships include the *Cape Inscription*, *Cape Intrepid*, *Cape Isabel*, *Cape Island*, *Cape Washington* and *Cape Wrath*. Those vessels operated by IUM are the *Cape May*, *Flickertail State*, *USNS Chesapeake*, *USNS Mt. Washington*, *USNS Petersburg*, *Northern Lights* and *Westward Venture*. From Keystone Shipping are the *Cape Race*, *Cape Knox*, *Cape Kennedy*, *Cape Orlando*, *Cape Victory* and *Cape Vincent*. Maersk Lines is operating the *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*.

Additionally, Seafarers are serving aboard activated ships operated by Mormac: the *Cape Decision*, *Cape Diamond*, *Cape Domingo*, *Cape Douglas*, *Cape Ducato*, *Cape Edmont*, *Cape Henry*, *Cape Horn* and *Cape Hudson*. From MTL is the *Cape Trinity*. PGM has activated the *Cape Farewell*, *Independence* and *Resolve*. And Patriot contract-operated vessels include the *USNS Brittan*, *USNS Benevidez*, *USNS Bob Hope*, *USNS Gilliland*, *USNS Gordon*, *USNS Fisher*, *USNS Mendonca*, *USNS Pillilau*, *USNS Seay*, *USNS Shugart* and *USNS Yano*.

SIU-Crewed Cable Ship Aids in Recovery Operation

SIU members aboard the *Tyco Decisive* last month assisted in the grim task of recovering bodies from a water-taxi tragedy that claimed five lives.

The accident happened March 6 in Baltimore when a 36-foot, two-ton pontoon boat, the *Lady D*, capsized in a fast-moving storm. Local rescuers quickly saved 22 survivors, but five passengers could not be found.

It took 10 days to recover the bodies, the last three of which almost certainly wouldn't have been found without equipment donated by Tyco and another private company for this mission. The *Decisive*, in addition to offering sonar, an underwater robotic device and other high-tech tools, served as the main staging point for the operation.

Seafarers were at once determined, sympathetic, sad and relieved.

"We were glad to help. We wished we weren't out there having to recover bodies, but we wanted to help," said Recertified Bosun **Thor Young**. "Once the last body was recovered.... I saw all three of them. It's just very sad. Yet, we weren't happy about it, but there was some elation just in the sense that it represented closure for the families."

"The whole atmosphere was, 'Just get it done,'" noted Chief Cook **Walter Schoppe**, who submitted photos for this story. "Without Tyco helping, they never would have found those bodies. And we weren't going back until we found them. Everybody was relieved afterwards—at least the families can bury their loved ones."

The story made international news. Victims included an engaged couple in their twenties; a 6-year-old boy; and a 60-year-old woman and her daughter, age 34.

For a while, it appeared the last two bodies (those of the child and the 26-year-old woman) simply couldn't be located in the murky, near-freezing, 51-foot-deep water, even after an extremely high-powered underwater camera was added to Tyco's remotely operated vehicle (ROV). Nine days after the accident, there were no "targets" left, and the search momentarily was called off, according to news reports.

Around that same time, the *Decisive* received an order for a cable repair job near Florida.

"But we decided to stay out (and continue searching) for a few more hours," Young recalled.

That's when the vessel's equipment located the missing bodies. Baltimore Fire Department personnel, who did 35 dives altogether, recovered the last one on March 15.

Both Young and Schoppe, like others involved in the task, said they felt strong mixes of compassion, sorrow and excitement as the mission ended. "To be honest, I was proud to be part of the experience," said Young, who credited Bosun's Mate **Tony Sibola** and the rest of the unlicensed crew for

doing their part. "Maybe someday I'll tell my grandkids that I assisted in recovering some of the victims.

"We assisted in launching the ROV, ran a lot of lines out to the piers," he added. "The dive boat was tethered to the ship.... We gave full support to the fire department, whatever they needed. The mayor came aboard and the chief of the fire department came aboard. They were very appreciative."

Schoppe and the rest of the steward department—including Chief Steward **Ed Tully** and SAs **German Solar**, **Francisco Calix** and **Danilo Achacoso**—filled a more behind-the-scenes role but still had plenty to handle. "We worked our butts off," Schoppe said. "We fed the mayor, fed 20 to 25 (extra) people every day we were out there. But everything went well."

The National Transportation Safety Board is investigating the accident, including whether the captain of the *Lady D* offered life-jackets to the passengers, but its full report isn't due for a year. The tragedy may have occurred as little as 100 yards from shore, according to press reports.

The Living Classrooms Foundation is the owner and operator of Seaport Taxi, whose fleet included the ill-fated ferry.



Rescue and recovery operations in Baltimore lasted 10 days following a tragic accident in which five people perished when their water taxi capsized. The SIU-crewed *Tyco Dependable* (in foreground) aided in recovering victims' bodies.

SIU Fleet Grows

Boatmen at Puerto Rico Towing Choose Seafarers

The SIU recently welcomed aboard new members when boatmen at Puerto Rico Towing chose to join the Seafarers.

Puerto Rico Towing operates five tugs that perform docking and undocking in San Juan Harbor as well as in other ports in Puerto Rico, the U.S. Virgin Islands and elsewhere in the Caribbean. The company is a subsidiary of Great Lakes Towing.

Negotiations are well under way for a first contract covering unlicensed boatmen at Puerto Rico Towing, who sail aboard the *Honcho*, *Punta Borinquen*, *Punta Lima*, *El Lobo Grande II* and the *Punta Tuna*.

Victor Nuñez, SIU port agent in San Juan, said that the union had unanimous support among the unlicensed mariners, and the company recognized that support.



Seafarers sailing aboard Puerto Rico Towing tugboats provide services to commercial ships and barges and to military-contracted vessels.

Longtime ARC Director Rick Reisman Dies at 57

Rick Reisman, longtime director of the Seafarers Addictions Rehabilitation Center (ARC) in Valley Lee, Md., passed away March 8 after a long illness. He was 57.

Reisman directed the ARC for nearly 28 years before retiring in August 2003. He earned a master's degree in education from the University of Virginia in 1975 and was a licensed Clinical Professional Counselor and a member of both the American Mental Health Counselors Association and the American Counseling Association.

More than 2,500 individuals have been admitted to the ARC since it opened in 1976. Reisman tried to help virtually all of them.

"In a quiet way, he probably touched more people and saved more people than anybody I know," said Paul Hall Center Vice President Don Nolan, who knew Reisman for 28 years. "He was an administrator and left the day-to-day operation up to his counselors and let people do their job. But he was extremely dedicated, and he did his job with class."

Bill Eckles, clinical director at the ARC and a co-worker of Reisman for 25 years, described Rick as "devoted to the center and the union members. Between us, we brought the center along in the field, to the point where it has become one of the premier treatment centers in the country."

Kerrie Thompson, ARC secretary, worked with Reisman for nearly 24 years. "He was a very dedicated, loyal man," she recalled. "Not just to the union and its members, but also to his family and friends. He created an atmosphere here where everyone was comfortable, like a team or a family. Teamwork was big to him. It worked. He'll be missed."

One Seafarer who recovered through the ARC noted, "I remember him telling me, you and you alone know the truth about yourself. Honesty plays a big role in our program. He helped me a lot and he told me, if you can't make it here, where else you got to go? I really had to think about that. I had nowhere

else to go. My career was on the verge of being washed out; my family didn't want anything to do with me. I was so overwhelmed that I couldn't focus on recovery. That really stopped me in my tracks. Thank God he told me the truth. He and Bill, they were big milestones. Very powerful instruments in my early recovery, and not only that, I kept in touch with him and Bill."

"We do still have people who call who came through 20 years ago," Thompson said. "Sometimes 10 years will go by and someone will call us and let us know, 'Hey, I've been sober for 10 years.'"

Bud Adams, a consultant at the Paul Hall Center who directed the school's arts and crafts center for many years, considered Reisman a close friend. "What I'll miss about him is his friendship, his loyalty to people. He had a calming personality," Adams said.

He and Reisman worked together to start an "art incentive" program for those in recovery. "The idea was to give people a change of pace from therapy, and also help them follow through on things that they'd never done before or never thought they could do," Adams noted. "We eventually found that the people who weren't (fully) participating in their recovery also weren't participating in the art part of it, and we used that discovery to help them."

Deborah Kleinberg of the SIU's legal department knew Reisman for 20 years. They worked together on specific issues pertaining to the ARC and also beginning in 1989 when new drug-testing regulations for mariners were issued by the U.S. Coast Guard.

"Throughout his tenure at the ARC, Rick helped thousands of seafarers during the most difficult periods of their lives," Kleinberg said. "Seafarers seeking treatment met Rick at a time when they were most vulnerable—emotionally and physically. Rick treated each individual with respect and in a dignified manner. While he believed that each person was responsible for his or her own



An avid boater in his free time, Rick Reisman helped thousands of people who enrolled at the Addictions Rehabilitation Center.

recovery, Rick offered every client guidance, support and encouragement. Rick worked at the ARC with great dedication to his staff and his clients and he responded to the unique challenges of his work with humor, grace and compassion."

Kitty Eno knew Reisman from when she was the personnel director at the Paul Hall Center. "He was always a gentleman, always very professional and wonderful to work with," she said.

A native of Philadelphia, Reisman was an avid boater throughout his life. He was preceded in death by his only brother, Michael Terry Reisman, and is survived by his wife of 27 years, Liz, and their two sons.

A memorial service took place March 12 at St. George's Episcopal Church in Valley Lee.

Reisman's family thanked those who have sent expressions of sympathy, including those who let them know how he helped them change their lives.

Memorial contributions may be made to:

Johns Hopkins Cancer Center
Head and Neck Cancer
Research
c/o Arlene Forastiere and
Michael Gibson
1650 Orleans Street, Room G-90
Baltimore, MD 21231-1000
or to:
Hospice of St. Mary's
P.O. Box 625
Leonardtown, MD 20650

Seafarers Mourn Retired Patrolman Paul Warren

Retired New Orleans Patrolman Paul A. Warren passed away March 1 following a lengthy illness. He was 91.

Born Jan. 4, 1913 in Byhalia, Miss, the charter member joined the SIU on Nov. 16, 1938 in the port of Mobile, Ala. Brother Warren was a key figure for the union during its infancy and worked closely with late SIU Presidents Harry Lundeberg and Paul Hall on a variety of labor and maritime issues. He was believed to be the oldest surviving SIU charter member at the time of his death.

Brother Warren sailed in the deck department as a bosun and worked for a number of shipping companies, including Waterman Steamship, Mobile Oceanic Line, Delta Steamship Lines, Calmar Steamship Corp., Seatrain Lines and Alcoa Steamship.

Brother Warren initially went to sea when he was 18. His first ship was Waterman's *Kenowie*.

Brother Warren retired from the union effective Aug. 1, 1973, following 35 years of devoted service.

A highly decorated military veteran, Brother Warren served in both the U.S. Coast Guard and the U.S. Army. He participated in the Battle of Anzio (Jan. 23 to May 25, 1944) in Italy. By all accounts, this was among the bloodiest battles of World War II. Records also indicate that Brother Warren was aboard the merchant freighter *Andrew Jackson* when it was torpedoed and sunk on July 12, 1942 in the Gulf of Mexico by a German U-boat.

Brother Warren was highly respected by his peers, including SIU retiree George M. Milazzo, who said, "Paul was one of the few men that was tough enough

to fight for his beliefs." His personal effort was instrumental in helping to form what is now the SIU, Milazzo said.

Capt. Murdock A. Jackson, another of Brother Warren's longtime friends, also attested to the late mariner's toughness and determination. "He was on a ship in Anchorage when he enlisted in the Army," Jackson wrote in correspondence to the *Seafarers LOG*. "He was in the battle of Anzio Beach in Italy ... and was wounded in the neck and leg by a sniper that jumped out of an olive tree. Paul survived, the enemy did not."

Survivors include his wife Antoinette Boscareno Warren; two sons, Jimmy and Paul Earl Warren; and two daughters, Leigh Ella Jane LaForte and Christa Warren Belesimo. Brother Warren also had nine grandchildren and 12 great-grandchildren.



Paul Warren was a hard worker who was 100 percent dedicated to the SIU. In this photo, taken in the mid 1940s, he is shown working aboard the War Shipping Administration's *Hatt Victory*.



Paul Warren, left, is shown during the union's early years with Paul Hall, who became the SIU's second president; Buck Stephens, long-serving port agent in the union's Gulf Coast region; and Bull Shepard, a founder of the school that became the Paul Hall Center for Maritime Training and Education. All four Seafarers were charter members of the SIU.

MC&S Organizer Boschetti Passes Away at 82

Roger Boschetti, a former SIU patrolman and business agent in San Francisco, passed away March 8. He was 82.

Born on July 13, 1921 in Italy, Brother Boschetti embarked on his career with the SIU in 1943 in San Francisco. A member of the steward department, Brother Boschetti was instrumental in organizing the Marine Cooks and Stewards (MC&S). He worked with both the SIU and the MC&S from 1956 to 1982 and was an MC&S Official when it merged into the Seafarers in 1978.

Brother Boschetti sailed in 1943, 1944 and part of 1945. He shipped primarily aboard vessels operated by APL and Matson Navigation.

He served as acting port agent for the port of Honolulu from 1961 to 1962. Brother Boschetti also served as patrolman and business agent for the port of San Francisco. He retired Feb. 1, 1982 and became a restaurateur. Brother Boschetti also was a well-known television host in the San Jose, Calif. area.

Brother Boschetti is survived by his wife Rachel and daughters Rogine Couch and Zita Johnson. His step-son, Dino Lopez, preceded him in death. He also had two grandchildren and two great-grandchildren.

A funeral mass was held for Brother Boschetti March 9 in San Francisco.

Growing Loss of White-Collar Jobs Harms America, Federation Warns

The AFL-CIO executive council last month unanimously passed a resolution urging reversal of the growing loss of service-sector and other white-collar jobs in the United States.

While the federation unflinchingly battles to protect jobs for working families, the specifics of this latest fight include some startling statistics. According to the executive council:

■ Forrester Research Inc. predicts that American employers will move about 3.3 million white-collar service jobs and \$136 billion in wages overseas in the next 15 years, up from \$4 billion in 2000.

■ Gartner Inc., a high-tech forecasting firm, estimates that 10 percent of computer services and software jobs will be moved overseas by the end of this year.

A survey by Deloitte Research found that the world's 100 largest financial services firms expect to shift \$356 billion worth of operations and about 2 million jobs to low-wage countries over the next five years. The study also revealed that one-third of all major financial institutions in the world are already utilizing offshore outsourcing, with 75 percent reporting that they would be doing so

within the next 24 months.

■ A recent study by INPUT Research, a market research firm in Reston, Va., projects that outsourcing of state and local government technology contracts will grow from \$10 billion last year to \$23 billion in 2008.

■ A report published by the University of California at Berkeley projects that some 14 million jobs are at risk of being outsourced overseas, and that job losses will likely exceed what the Forrester study reports.

In its resolution, the AFL-CIO executive council noted, "Recent studies and analyses predict dire consequences should current trends continue unabated. What these reports make clear is that any work that can be digitized and transmitted through cyberspace is a target for export... The labor movement has fought the flawed trade and tax policies of the 1970s, 1980s and 1990s that rewarded companies for shipping American manufacturing jobs overseas. Today, we stand united in opposition to outsourcing away our best service-sector jobs as well.

"Like Americans everywhere, we believe that American corpo-

rations have a moral obligation to create and to keep good jobs in America. We support raising living standards around the world, but we steadfastly reject and resist any notion that improving living standards elsewhere requires sacrificing good jobs and living standards for American workers and their families."

The board cautioned that America is on the verge of repeating mistakes that allowed "two decades of devastation of the U.S. manufacturing sector and the permanent loss of millions of high-wage, good benefit, middle-class jobs. America is now threatened with a similar hollowing out of its service sector. Included among the millions of service jobs now threatened are high paying, professional and technical career

opportunities which are at serious risk due to the growing offshoring trend."

While recognizing that offshoring by companies wanting to exploit workers in other countries instead of hiring U.S. workers will be difficult to deter, the federation declared, "Public policies that aid and abet runaway corporations must change, and the U.S. must proactively develop a coherent and comprehensive employment policy...."

"Other issues also need to be addressed. Our health care system adds significantly to the cost of doing business and makes U.S. products and services uncompetitive, even with the economies of developed nations. Health care reform is long overdue and, if we are to compete effectively in the

global economy, it is imperative that the problem of sky-high health care costs be fixed."

Perhaps with grim irony, the board pointed out that when U.S. manufacturing jobs started moving overseas in large numbers, "American workers were told by free trade ideologues not to worry, that the U.S. comparative advantage was in services—especially high-tech and other knowledge-based industries. We were assured that the new global division of labor was both natural and benign—we would keep the high-paying, high-skilled jobs, while the workers in developing countries would do the actual work of making things. Displaced workers were smugly told to simply acquire new and better skills and more education in order to succeed in the changing American economy. Many workers did, but now they find that knowledge and talent can't compete against the chase for higher profits and cheaper labor in the new global marketplace."

Questions Surround ISPS Code Deadline

Chaos may lurk on the horizon in the global seaborne trade arena, according to industry sources and security experts. Nations are struggling to comply with requirements of the new International Ship and Port Facility Security Code (ISPS), which goes into effect July 1.

Adopted by the United Nations in December 2002 subsequent to the September 11 terrorist attacks, the ISPS Code contains detailed security-related requirements for governments, port authorities and shipping companies as well as guidelines on how to meet them. It specifically requires all ships to be security-certified by the United Nations' International Maritime Organization (IMO) before they are free to trade.

The code regulates all vessels over 500 gross tons engaged in international voyages effective July 1, 2004. By this date, ports that are not ISPS compliant could face sanctions, and shipments from that port may face strict evaluation and be refused entry in all international ports, especially ports in the United States.

The European Sea Ports Organization (ESPO) has warned that many of its members will struggle to comply with the ISPS Code in time.

World Shipping Council President and Chief Executive Christopher Koch said shipping lines and their customers should work together in urging ports to ensure that the new global anti-terrorist measures are in place by the July deadline. A survey by the Brussels-based body has revealed a backlog of work throughout the EU which might not be overcome by the time the new international rules are supposed to be in force. Of greater significance, the study showed that the implementation of the anti-terrorism measures is behind schedule in several areas:

■ Few authorities have designated "recognized security organizations."

■ A "limited" number of

countries have completed their port facility security assessments.

■ Development of port facility security plans are "mostly in the early stages of preparation or have not been started."

The assessment's lone positive item suggests that most countries have appointed port facility security officers. As far as funding for the new security measures is concerned, ESPO said "virtually no government has released or indicated it is planning to release public funding for the measures."

Elsewhere, anxiety also is rising in the global tanker market that a significant portion of the world's fleet could be excluded from the charter market if the July 1 deadline to improve ship security is not met. United Nations estimates say more than 90 percent of world trade, including key raw materials such as oil, iron ore, coal and grain is conveyed by sea. But according to Andy Easdown, only three percent of the world's 30,000 ships over 500 gross tons which are engaged in international trade

have been ISPS certified. He added that of the 6,000 port facilities receiving internationally traded goods, only a small proportion had been approved.

Easdown is a maritime training manager at Lloyds Register in London, one of the world's largest merchant ship classification societies. "We are in a state of panic—there is a very short space of time to comply," he said in a March 15 article by Stefano Ambrogi of Reuters. "Not everyone is prepared, and there is a complete lack of direction from governments on how it should be done."

A parallel view was voiced in the same article by Gunnar Knudsen of Intertanko, the world's largest oil tanker owners' association. "The international axe will fall on July 1 and you are simply either in or out," he said, "and right now it doesn't look good."

The U.S. Coast Guard has stated that it will deny entry to any oil tanker lacking a security certificate after July 1, and is planning to monitor the last 10 ports each tanker has visited. It may deny entry to vessels if any of the ports they visited previously are thought to have inadequate security.

4 SIU Officials Appointed To Maritime Security Groups

In an ongoing effort to protect members' interests and to help safeguard U.S. mariners, ships and ports, four more SIU officials recently accepted appointments to separate maritime safety committees run by the U.S. Coast Guard.

Receiving five-year appointments from the agency earlier this year were SIU Vice President Atlantic Coast Joseph Soresi (Port of New York/New Jersey Area Maritime Security Committee, or AMSC); Baltimore Port Agent Dennis Metz (Baltimore AMSC); Hawaii Port Agent Neil Dietz (Central Pacific AMSC); and Boston Port Agent Gerard Dhooge (Rhode Island and Southeastern Massachusetts AMSC).

The positions are voluntary.

"It's an honor for SIU officials to be chosen to serve on the safety committees," said SIU Secretary-Treasurer David Heindel, who also serves as vice chairman of the International Transport Workers' Federation's Special Seafarers' Section—a body that performs considerable work on maritime security. "They understand the committees will require a lot of time and effort, but there's no question that the SIU must be involved. It's another way to protect our members' rights and to play a role in the ongoing effort to improve shipboard and port security."

As previously reported, SIU Vice President Gulf Coast Dean Corgey late last year was appointed to the Houston-Galveston AMSC.

MTD Meetings

Continued from page 3

Diabetes Research Institute; U.S. Maritime Administrator Captain William Schubert; AFL-CIO President John Sweeney; United Food and Commercial Workers President Doug Dority; U.S. Rep. James Clyburn (D-S.C.); U.S. Rep. Gene Green (D-Texas); Stephen Cotton, head of the Special Seafarers' Department for the London-based International Transport Workers' Federation (ITF); and U.S. Treasury Secretary John Snow.

Most of the speakers commended the unions of the MTD for their respective roles in helping preserve U.S. economic and national security. Many spoke at length about the importance of the U.S.-flag fleet.

Secretary Mineta stated, "The maritime industry is essential to

our economic strength and to our productivity, as well as in the creation of American jobs."



The U.S. Merchant Marine's role in national defense was addressed by numerous speakers including SIU and MTD President Michael Sacco (left) and Vice Admiral David Brewer, commander, U.S. Military Sealift Command.

Welcoming New Affiliate



Seafarers International Union of North American President Michael Sacco (second from right) recently presented American Maritime Officers National President Michael R. McKay with a charter identifying AMO as an affiliate of the SIUNA. Joining them are SIU Secretary-Treasurer David Heindel (right) and AMO Secretary-Treasurer Robert W. McKay. As previously reported, the AMO became an affiliate of the SIUNA in November 2003.

Fire Damages Shughart in Kuwait, But No Serious Injuries Reported

The U.S. Military Sealift Command (MSC) credited the "quick thinking and action" of crew members aboard the *USNS Shughart* for limiting the scope of a shipboard fire that started March 5 aboard the vessel in Kuwait. MSC also lauded "the able assistance from crew members from *USNS Red Cloud*, *USNS Sisler*, *Cape Ducato* and *Cape Douglas*, and the invaluable help of Kuwaiti fire fighters" in minimizing the fire's extent.

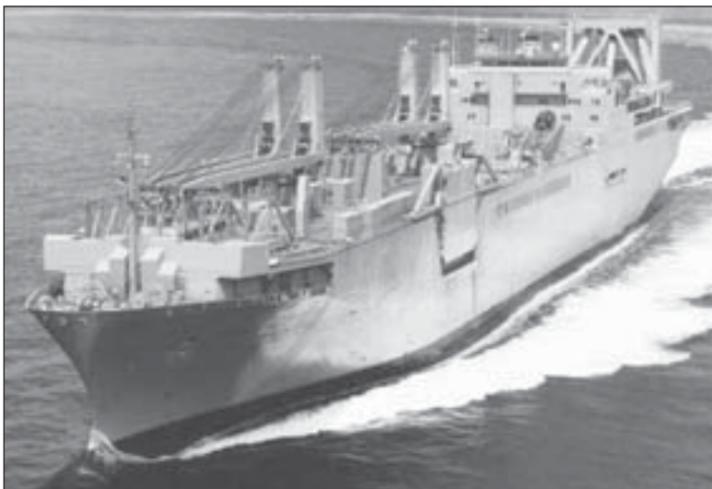
SIU members sail in the steward department aboard the *Shughart*, a roll-on/roll-off ship operated by Patriot Contract Services for MSC.

According to the agency, three crew members from the *Shughart* were treated for "minor smoke inhalation." All of the ship's cargo was safely delivered, but the vessel sustained serious damage—mainly to its electrical system.

"It's a big relief that no one was seriously injured," *Shughart* Chief Steward **Fernando Guity** said from Kuwait.

Guity said he recognized some fellow Seafarers from other ships who aided in the fire fighting—ironically, from time spent together in safety courses at the Paul Hall Center in Piney Point, Md. "It was a big effort from all the ships, and there's no question the training helped," he observed.

For nearly two weeks after the fire, Guity said the *Shughart* steward department utilized a barbecue pit for heating everything from coffee to full meals, because the ship had no electrici-



Seafarers sail in the steward department aboard the *USNS Shughart*.

ty. The vessel reportedly was scheduled to be towed in mid- to late March, as this issue of the *Seafarers LOG* went to press.

"It turned out to be a huge fire," Guity added. "The steward department did our part. We helped people suit up and provided water and whatever else was needed."

John Reinhart, CEO of Maersk Line, Limited, credited the crew and officers of the *Red Cloud* and *Sisler* for their efforts. "You put your own lives at risk to assist your fellow seafarers in the finest tradition of the sea," Reinhart wrote in a letter to both ships. "We are proud of your actions and recognize that you have helped enhance the reputation of our entire organization."

MSC reported that the fire started while the *Shughart* was off-loading cargo for the U.S.

Army's 1st Cavalry Division. According to an MSC news release, "Although the U.S. Coast Guard investigation continues, it appears that the fire originated in the auxiliary machinery room on the starboard side of the 950-foot large, medium speed, roll on/roll off ship midway between the water line and the main deck.

"*Shughart* was about 75 percent off-loaded when crew working in the area of the auxiliary machinery room area smelled smoke. Upon investigation, they found thick black smoke coming from the auxiliary machinery room and used extinguishers and water hoses to tamp down what they thought was a fire and to cool the area. After about 90 minutes and with smoke still billowing, it was clear the technique was not working.

"The crew secured the engine

room ventilation system and all other systems they could reach, and left the space to muster for a head count. Once all crew members were accounted for, the ship's carbon dioxide fire fighting system was activated in the affected spaces. The system floods the area with carbon dioxide which depletes the oxygen in the space and extinguishes the fire....

"About six hours from the time smoke was discovered, the fire was declared to be out, and the spaces were left to cool. Stevedores worked quickly to finish off-loading the remaining cargo. Without warning about 12 hours later, fire flashed again. It appears that the re-flash may have come from fire in the electrical cables that penetrate the decks. Again, crew members and

fire fighters sprang into action. Flames were now visible from the starboard side of the ship, the first time actual flames were seen. Smoke had been the culprit during the first battle.

"Fire fighters decided that the auxiliary machinery room was the likely epicenter of the fire, and getting foam into that space was crucial to extinguishing the fire. The crew immediately went to work cutting holes through the deck above the room, and the Kuwaiti fire trucks pumped foam into the machinery room. It worked. Twenty-four hours after discovery, the fire was finally out.

"Three crew members were treated for minor smoke inhalation. The cargo had all been safely and successfully delivered, but the ship was seriously damaged.

"Electrical systems were most affected. An auxiliary diesel generator and an adjacent power pack room were destroyed. The auxiliary switchboard appears to be damaged, and electrical cabling in the fire area must be replaced, but the best news was that everyone was safe."

Benavidez Galley Gang Garners Rave Reviews

U.S. Military Personnel Credit Seafarers

Military personnel who sailed aboard the Seafarers-crewed *USNS Benavidez* during Operation Iraqi Freedom offered expansive compliments for the steward department.

In a handful of recent letters, members of the armed forces commended Recertified Steward **Lonnie Jones**, Chief Cook **Ambrose Gabriel**, Assistant Cook **James Macklin** and SA **Tommy Fiorella**.

"The professional courtesy we

have received from the entire crew on the ship has been nothing short of phenomenal," wrote U.S. Army Capt. Elisabeth J. Collura, officer in charge of the 12-soldier detail assigned to the *Benavidez*. "Many thanks are due to the steward department. After almost a full year of deployment, the soldiers and I have come to appreciate the simpler things in life—in particular, good food."

Collura added, "The service from the crew in the galley has been exceptional. The food was absolutely amazing at every meal, and the steward's crew was always willing to put in extra effort to accommodate our needs.... They provided a very refreshing and welcomed atmosphere after a year in the combat environment."

SFC Carlos M. Arzola praised the galley gang for "your outstanding support, professionalism and dedication during our mission. We appreciate your performance and the dedication of your department to maintain high morale in our soldiers. Keep up the good work."

Merchant marine officers aboard the *Benavidez* also were happy with the steward department. In a joint letter to Jones, five members of the Marine Engineers' Beneficial Association credited the galley crew for maintaining a positive attitude and delivering great service.

"This steward department is to be commended for their efforts to feed around 50 people, maintain the sanitation of the galley, provide the officers with the service they expect, and maintain the sanitation of their areas of responsibility in the house," the officers noted.

Jones said, "Our department worked hard. We did our best, and everyone seemed happy with the department."

The *Benavidez* is a large, medium-speed roll-on/roll-off ship (LMSR). It is 950 feet long.

Seafarers Appeals Board Approves 2 Actions

Amends Standby and Port Relief Jobs; Eliminates 120-Day Rotation for Some

The Seafarers Appeals Board (SAB) last month issued two actions which amend the shipping rules. The first deals with extending reliefs when the merchant mariner documents (MMDs) of Seafarers have not been renewed in time; the second modifies tours of duty for rated unlicensed personnel employed on Ready Reserve Force Fleet vessels or other activated MSC ships.

Both actions went into effect March 1, 2004.

Action number 423 recognizes the additional time needed by the U.S. Coast Guard to process and renew MMDs in the wake of September 11, 2001. Under certain circumstances, it allows Seafarers to extend their reliefs when their MMD renewals have not been processed in time.

In an effort to secure and maintain qualified personnel aboard various military vessels, Action number 424 eliminates the maximum period of employment of 120 days for rated unlicensed personnel aboard activated military-contracted vessels that do not have permanent rotations.

The SAB is composed of representatives from the union and its contracted operators. The complete text of each of the actions is printed below.

Action Number 423

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, by prior action the Board recognized the need for appropriate Shipping Rule adjustments from time to time to accommodate changes in the shipping industry; and

WHEREAS, with the change in security measures since September 11, 2001 the application of merchant mariner documents (MMD) has become more in depth, thus taking the U.S. Coast Guard longer to process; and

WHEREAS, the Seafarers Appeals Board wishes to make provisions to allow members under certain circumstances to extend reliefs when their MMD renewal has not been processed in time.

NOW THEREFORE, the Seafarers Appeals Board wishes to add the following provision to the Shipping Rules:

Amend Rule 6. Standby and Port Relief Jobs by adding a new item G. to read:

"A seaman employed as a permanent or trip tour rating who has registered, in accordance with rule 2. Shipping Procedure, Item G., 7, and is waiting on the return of his Merchant Mariners Document (MMD) while renewing, and has submitted evidence that a renewal MMD has been applied for within at least ninety (90) days prior to the expiration date of the MMD, may have a relief period extended until such time as his Merchant Mariners Document has been returned. Once the permanent or trip tour seaman has received the document, he may return to his permanent position aboard the vessel and transportation to the vessel shall be paid by the Company in accordance with the provi-

sions of these rules. The departing relief shall also have his transportation paid by the Company back to his original U.S. port of engagement."

Action Number 424

Ready Reserve Force Fleet and other Military Sealift Command Activation Vessels

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, by prior action the Board recognized the need for appropriate Shipping Rule adjustments to secure and maintain an adequate supply of qualified and trained personnel aboard various military vessels; and

WHEREAS, the Union acknowledges the importance proper manning plays in the successful operation of these vessels and because of Ready Reserve Force Fleet or other Military Sealift Command (MSC) vessel activations the Board wishes to amend the shipping rules to ensure that every rated unlicensed billet aboard Ready Reserve Force Fleet or other MSC vessels not having permanent rotations established is filled by eliminating the maximum period of employment.

NOW THEREFORE, tours of duty shall be modified for rated unlicensed personnel employed on Ready Reserve Force Fleet vessels or other MSC vessels that activate to Full Operational Status that do not have permanent rotations established by eliminating the maximum period of employment of one hundred twenty (120) days. The maximum sixty days off will still be in effect.

This SAB action shall remain in full force and effect until modified by future SAB action.

Recertified Stewards Stress Pride in Union, Family, Selves

As the seven recertified stewards came to the podium at last month's membership meeting in Piney Point, Md. to receive their graduation certificates and say a few words about their experiences, the overriding theme was that of pride: pride in themselves, in their union, in their families and in the jobs they are performing.

Michael Briscoe, Peter Crum, Robert Davis, Michael Gramer, George Maranos, Robert Valentine and Waymond Watson III comprised the latest group of Seafarers to complete the four-week steward recertification curriculum at the Paul Hall Center for Maritime Training and Education in Piney Point. Designed to upgrade members of the steward department and impart upon them culinary, social and union leadership skills, the course is considered the school's top curriculum for members of the steward department.

During the month-long program, the seven students were exposed to many different facets of steward department training, including menu planning, sanitation,

contemporary nutrition, sauces, baking and a variety of culinary demonstrations. It also included computer lab work, fire fighting and small arms training and meetings with SIU department representatives at the Piney Point school, at the headquarters building in Camp Springs, Md. and at the offices of the Maritime Trades Department in Washington, D.C.

Many of the graduates particularly enjoyed the small arms training sessions. As members of the steward department, they don't expect to use a weapon while aboard ship, but they found it a useful experience and were thankful for the self-defense training.

George Maranos, who ships from the port of Houston, was the first of the graduates to be called to the podium. When he joined the union in the early '90s, he had been an unemployed victim of a sluggish economy. The union, he stated, took a chance on him and gave him numerous opportunities to work and support his family.

His experiences at Piney Point have been positive ones, and he



The union's newest class of recertified stewards joins SIU officials after last month's membership meeting in Piney Point, Md. at which they each addressed the audience with a few words of thanks and support.

encouraged the unlicensed apprentices in the audience to use the chances they have been given to build and promote their lives as well. "Grow with us and keep the SIU to its highest standards," he told them. "Be proud to be a member."

Robert Valentine comes from a large family of Seafarers. Like many of his classmates, he credits the SIU with helping him turn his life around.

Valentine, who sails from the port of Tacoma, met his wife through his merchant marine career. He told the trainees, "If I can make it, you can, too." The Paul Hall Center has the best teachers, he continued, but the main focus of his advice to the younger generation was "Take pride in what you do."

Another of the recertified stewards sailing from Tacoma, Michael Gramer has been a member of the SIU since graduating from the Piney Point trainee program in 1981. This was his seventh time returning to the school for upgrading.

Gramer thanked all the union officials—past and present—for their hard work and dedication to the membership. He noted there are lots of opportunities available within the organization and advised the trainees to take advantage of them.

Robert Davis, who joined the union in 1986 in Honolulu, now sails from the port of Houston. This was his sixth visit to the school, and he believes that the skills he learns each time continue to help him be a better crew member and shipmate.

He congratulated the unlicensed apprentices on a wise and sound decision to join the merchant marine and stressed the need for them to "participate in

your safety drills, be informed, know what's expected of you, and do it well and with pride."

Michael Briscoe told those in attendance at the meeting that he was proud to have them share in his graduation. "Completing my steward recertification course has been a goal of mine since I left the cruise ships in Hawaii," he said. Now sailing from the port of Tacoma, Briscoe has been a member since 1983 and has upgraded his skills at the Paul Hall Center five times previously.

The SIU, he told the trainees, "has been there for me time and time again, insuring me living wage jobs, safe working conditions aboard our contracted vessels, and the best available medical coverage for my family, which provides me with peace of mind while I am away." He added that when his children are old enough, they will have an opportunity to become "part of this proud tradition or go on to college with the help of our union-sponsored scholarship program and forge their own dreams and way of life."

In discussing the benefits of belonging to the SIU, Briscoe also spoke about the responsibilities. "Present and future members have and will continue to be there when our country calls to deliver the goods . . . No matter the risks, the SIU membership will proudly and unselfishly take their places in the galleys, on the decks or down in the engine rooms on board our nation's vessels and continue to sail into harm's way whenever and wherever we are needed."

This was Peter Crum's fifth visit to the school for upgrading. A graduate of trainee class 434, himself, the recertified steward was in a good position to advise



Michael Briscoe spoke of how the SIU has helped him continue to attain his goals.

the future members that by working hard and staying focused, they also could reach the highest level in their chosen department.

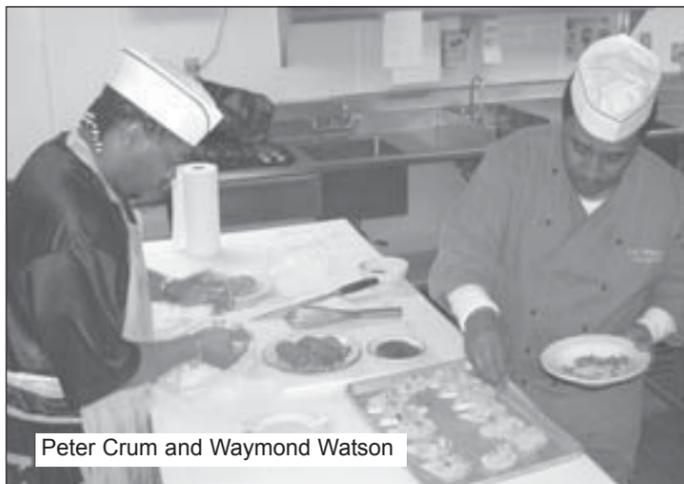
Crum sails from the port of Mobile, Ala.

Waymond Watson III thanked the SIU for the tremendous opportunity it has given him over the years to travel to places that most people only dream of. "Twenty years ago, I was a kid on the street with no college or degree," he said. Watson was the third of this group of recertified stewards to have graduated from the school's trainee program. He was in class 387.

Watson, who ships from the port of Jacksonville, Fla., told the trainees that when they graduate and become members in good standing with the union, they, too, will become part of a foundation upon which this union is always building. And some of the benefits of their union membership, he noted, are continuous employment, great health benefits and prosperity to afford one's family the best of everything.



Waymond Watson III (right) and the other recertified stewards received instruction in the use of small arms, though they hope they never need to use weapons defending U.S.-flag ships.



Peter Crum and Waymond Watson



Robert Valentine and Michael Gramer



Robert Davis and George Maranos

The mystery basket cookoff allowed the recertified stewards to do what they do best: cook. The Seafarers were paired off randomly into four teams (and since there was an odd number, Michael Briscoe was paired with another student, Chief Cook Pat Davis). Each team was presented with a mystery basket of the same ingredients and was given 15 minutes to write their menus. They were required to have soup, salad and a main

course with an accompanying starch and vegetable. After the menus were submitted, the teams were given three hours to prepare four servings of the three-course meal and an additional 15 minutes to serve the meal to a panel of judges. Ultimately, the team of Michael Briscoe and Chief Cook Pat Davis were declared the winners. All the judges agreed that the food was some of the best they had tasted in the four-year competition.



Cabinet Secretaries Underscore Maritime's Vital Importance

Mariners Credited for Role in National Security

U.S. Transportation Secretary Norman Mineta, U.S. Treasury Secretary John Snow and U.S. Maritime Administrator Captain William Schubert emphatically stated the administration's support for the U.S. Merchant Marine during last month's Maritime Trades Department executive board meeting in Hollywood, Fla.

Mineta announced plans to move forward on a proposal he has long advocated. "I have called for a comprehensive marine transportation system/maritime industry initiative—a full-scale review of current policies with recommendations that will seek to increase the competitive standing of our domestic shipping industry," he said on March 4. "The maritime initiative we envision, known as SEA-21, will complement other transportation efforts."

He explained that the SEA-21 initiative "will emphasize leadership and coordination within the Department of Transportation and across the federal government. It will focus on leveraging funds from federal, state, and local governments, as well as the private sector, to address the capital needs of the maritime transportation system."

"While infrastructure is important, the heart and soul of our maritime system is its merchant mariners—the men and women who make this system work day in and day out," Mineta continued. "I recognize that America's merchant marine competes against foreign-flagged vessels whose owners and crews pay minimal taxes. For this reason, I am advocating that the Bush Administration should carefully examine the tax burdens on

our maritime industry and to our mariners, with the goal of improving our fleets' and their workers' ability to compete internationally."

The secretary described the U.S. maritime industry as essential to America's economic strength and productivity, as well as to the creation of American jobs. "Nor can we afford to take for granted the crucial relationship between our maritime industry and national security," he added. "I would like to personally thank all of you who have been there on the front lines of democracy and freedom."

Mineta cited the recent extension of the Maritime Security Program (MSP) as reflecting the administration's "great respect for the role of the merchant marine and tremendous confidence in its future.... The Maritime Security Program, the Jones Act, and cargo preference laws are essential elements of America's national maritime policy. This administration supports these laws and programs."

Snow, who once served as chairman and CEO of CSX Transportation (parent company of the U.S.-flag CSX Lines), said that passage of the new Maritime Security Program late last year was a good move for the country.

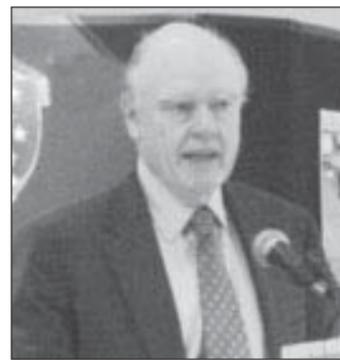
"It is hard to overstate the importance of this program to the vital interests of the U.S.," he declared. "Because of it the U.S. government has continual access to the global logistics system made possible by the modern and sophisticated container shipping industry, which ties the ports of the world together with an intermodal transportation system linking the rail and trucking industries with the



U.S. Maritime Administrator Captain William Schubert (left) says that the Iraq missions "once again show how invaluable the U.S.-flag Merchant Marine is to our national security." Listening are SIU and MTD President Michael Sacco (center) and MTD Executive Secretary-Treasurer Frank Pecquex.



U.S. Transportation Secretary Norman Mineta



U.S. Treasury Secretary John Snow



Maritrans, Inc. Chairman of the Board Stephen Van Dyck

ocean container ships. These extraordinary logistic capabilities are continuously at the ready in case of any need.

"MSP is a vital element of our military's strategic sealift and global response capability, so it was high time we got a bill through expanding it—because this country needs you more than ever before."

Snow said that the legislative process itself also proved benefi-

cial, as "people got a chance to examine the realities of what the Merchant Marine does and how the program actually works."

MSP is another example of questionable theory taking a back seat to observable facts and realities. This is a program that serves America well. It is a program that must be and will be preserved."

Turning his attention to the war on terrorism and the continuing mission in Iraq, Snow stated, "This country needs you to protect it, and help us win the war on terror and face the threats to our security wherever they arise. You are part of the legions of working men and women who have responded to the terrorists with guts and determination. Your patriotism and skills have made our response to September 11 as strong as it has been, and I want to thank you for that."

You're showing the enemy that we won't be beaten or deterred. When we needed to defeat the Taliban in Afghanistan, you were there. And when we needed to remove Saddam Hussein from power, you were there."

He added a word of praise for the Seafarers-affiliated Paul Hall Center for Maritime Training and Education and for other vocational schools operated by MTD affiliates. "Through these schools you are giving people the opportunity to learn the skills they need to have good jobs, and that's exactly what our country needs right now."

Lastly, Snow said he appreciates the cooperative, industry-wide efforts in tackling the enormous task of shipboard and port security. "I know that you and your membership really understand that we are living in a different world since September 11," he said. "That's why it's so good to work with merchant mariners on the huge task of protecting our vessels and ports."

Schubert credited the MTD unions that mobilized for Operation Iraqi Freedom. "Over a year ago, when we first learned

that U.S. armed forces would again be relying on American sealift to bring freedom to the Middle East, we called on you," he recalled. "We knew there was the potential for danger, but we also knew that the U.S. Merchant Marine would ensure that equipment and supplies would get to where they needed to be and on time. Together, we planned for many contingencies and we coordinated for months before the Army landed in Iraq. We met the challenge—over 7,000 mariners and over 130 U.S.-flag ships brought the military their tanks, Humvees and other critical equipment that led to the freedom of the Iraqi people and the capture of Saddam Hussein. The work continues, and the men and women of the merchant marine remain actively engaged in replenishing equipment and supplies as our troops rotate into and out of Iraq."

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

Stephen Van Dyck, chairman of the board for SIU-contracted Maritrans, Inc., also discussed the industry's importance and future. He noted the vital importance of political action and also singled out SIU President Michael Sacco along with other union officials for their efforts to help maintain a viable U.S.-flag fleet.

"My hat goes off to you," Van Dyck said. "This is not a platitude—this is a fact of life. You guys have dealt with the reality of a very difficult situation in a realistic way. And the kind of working experience that our people have on our equipment today—where they get good pay, they work hard and they are true professionals—is due in no small part to the responsible attitude that you all have taken over the years."

TRANSCOM, MSC Officers Laud U.S. Crews' Reliability

Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command (TRANSCOM); and Vice Adm. David Brewer, commander, U.S. Military Sealift Command (MSC), offered strong words of praise for U.S. mariners in remarks to the MTD on March 4.

Hughey discussed Operation Iraqi Freedom and asserted that the sealift mission was much more efficient than that of the Persian Gulf War.

"During Desert Shield and Desert Storm, we delivered a lot of things. During Operation Iraqi Freedom, we delivered combat capability," he said.

He credited U.S. mariners with creating "a steel bridge (of military support ships) that was and is maintained today by this nation's merchant mariners, who sailed in harm's way to deliver America's power on distant shores and who stand ready to repeat that accomplishment anytime, anywhere.... The legacy of the U.S.-flag fleet in deploying and maintaining our war fighters cannot be overstated. OIF would not have happened without you. OIF couldn't have happened without your vitality, determination and commitment."

Hughey concluded, "We will win the global war on terrorism. We will defeat this new 'ism,' just like we defeated fascism in World War II and communism during the

Cold War. I also know that our merchant mariners will go in harm's way on a moment's notice to maintain our war fighters, anywhere and anytime. The U.S.-flag fleet and our merchant mariners will literally carry forth our nation's strength and resolve."

Brewer described the maritime industry as "America's greatest and most vital industry."

He explained MSC's role and said the agency couldn't get the job done without the "unsung heroes" who are members of MTD unions.

The admiral also discussed the USS Coronado "test program," which marks the first time civilian mariners are deployed on a Navy ship in support of a combat mission (see story, page 24). He is very confident the program will succeed.



Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command (TRANSCOM)

He cited an old blues song that notes, "You don't miss your water until your well runs dry." This industry is the well that pumps the cargo, the commerce, and all of those good things that keep this country running.... People in uniform cannot get this job done without you. You are, as far as I am concerned, our right hand in this war on terrorism."

He closed, "My fellow Americans, it's the soldier, the sailor, the airman, the Marine, the Coast Guardsman, and yes, the maritime team members who understand best that freedom is not free."

Vice Adm. David Brewer says mariners are the U.S. military's "right hand in this war on terrorism." Also pictured is MTD Vice President Ernie Whelan.

Health Care Crisis Only Gets Worse

AFL-CIO President John Sweeney said the unending U.S. health care crisis hurts all working families but often is especially damaging to union workers and their contracted companies.

Addressing the MTD executive board March 5, Sweeney and Doug Dority, the newly retired president of the United Food and Commercial Workers Union, urged the department's affiliated unions to win the fight for good health care coverage. A day earlier, Thomas Mackell, managing director of The Kamber Group and deputy chairman of the Federal Reserve Bank of Richmond, also emphasized the devastating effects of America's current health care woes.

Sweeney pointed out that 44 million people in the U.S. don't have health coverage. "The damage being done to their families is matched perhaps only by the damage being done to union members, union employers and our ability to compete in the world economy," he said. "Who do you think picks up the tab for those uninsured workers—6 million of whom are fully employed? Our union employers do, and we as union members do, through higher premiums and lower benefits and through the taxes we pay."

For instance, the federation president referred to a new study "documenting how we're all subsidizing Wal-Mart, which provides so-called health insurance for its employees that virtually none of them can afford to purchase. The study concluded that every Wal-Mart with more than 200 employees requires a \$400,000 per year subsidy from the taxpayers, because when those workers need health care, they have to depend on taxpayer-supported medical facilities."



Thomas Mackell, managing director, The Kamber Group



AFL-CIO President John Sweeney



UFCW President Doug Dority

Sweeney suggested that unfair competitive advantages through health care extend beyond U.S. shores. "At a time when trade and our trade deficit are hot topics of discussion, it's useful to note that employers in other industrial countries have an advantage over American industry, because they all have some form of universal publicly financed health care—in effect, a giant subsidy," he said.

He also praised the 70,000 UFCW members who recently concluded a five-month strike that centered on health care. The strike was "a fight on behalf of all of us, on behalf of all working families. Because what the employer was trying to do was rip the guts out of collective bargaining and undermine a very good health program and a very good retirement security program," Sweeney said.

Dority said that while his union is proud of its members' courage during the strike—and pleased with the contract it generated—the health care crisis virtually ensures more difficulties in the near future.

"Working families in this country are taking it on the chin. I know that this strike in Southern California is not going to be our last strike," Dority said. "We're going to have strikes over health care in many areas. But it's not just our industry, it's every industry."

"We as a labor movement, as people who care about workers, we've got to put health on the national agenda," he continued. "But we've got to do more than that. We've got to mobilize our members. We've got to get our members registered to vote and signed up in our political action committee...."

"Health care is an important

issue in this country. We had incredible consumer support (during the strike) because they knew our people were out there fighting for something that's near and dear. Working people in this country should have employer-provided health care, and we should never let them get away with not providing it."

Dority singled out Wal-Mart as the strike's primary cause. He said that the West Coast grocery chains' first contract offer was intended to cause a work stoppage. Those companies repeatedly cite their need to compete with Wal-Mart—a blatantly anti-union company—as the reason for driving down wages and benefits.

"Wal-Mart doesn't believe in pension plans, doesn't believe in health and welfare. They pay the lowest wages in the retail industry," Dority said. "A Wal-Mart employee that has health insurance—and way less than one-third have it—pay big premiums. They have to spend \$6,400 a year before they get anything out of their health and welfare. That amounts to almost half of what they make—their total gross salary."

Mackell said America should strive to be a nation "where health care is a right and not a privilege. Today, health care represents 14 percent of the Gross Domestic Product (GDP). And we have 44 million people—by and large who are working—who have no health care coverage. The projections are that by 2008, health care represents 18.2 percent of GDP, and that number of 43 (million) goes to 50 million.... It's our obligation to thoughtfully develop policies that will make this a better place to leave for our children and their children."

ITF's Cotton Updates FOC Campaign



Stephen Cotton, secretary of the Special Seafarers' Department for the International Transport Workers' Federation (ITF), provided a detailed, interesting update on the federation's campaign against runaway-flag shipping (also known as flag-of-convenience or FOC shipping) during the MTD meetings March 5. Cotton reported that the campaign has progressed well, but much work remains.



SIU and MTD President Michael Sacco (left) welcomes U.S. Rep. James Clyburn (D-S.C.) to last month's meeting. Clyburn thanked mariners for their dedication.

Port Security Deserves Attention

Two members of Congress told the MTD executive board that port security is extremely important and should be addressed accordingly.

U.S. Rep. James Clyburn (D-S.C.), vice-chair of the House Democratic Caucus, and U.S. Rep. Gene Green (D-Texas), a member of the House Energy and Commerce Committee, spoke to the board March 5.

Both are keenly aware of port security issues—Clyburn's district includes Charleston, while Green's includes Houston.

"It's very important that port security be enhanced—not just what happens once they get there, but that we ensure that proper inspections take place before they leave their point of origin," Clyburn asserted.

Additionally, he noted the importance of dredging, how it impacts local economies, and also credited mariners for their excellent work. "What you do is so important to the future growth and development of our nation," he said.

Green's district includes a port as well as an airport. He noted that the maritime industry generates far more jobs and commerce than the airlines. "It worries me that we're not seeing the emphasis on port security that we saw on airports," Green stated. "It's a threat. The aviation industry still hasn't recovered from the attacks. I wonder how long it would take us to respond or recover from an attack on one of our ports. We have to deal with that, and the MTD has provided that leadership."

MTD Holds Annual Meeting



The Maritime Trades Department, AFL-CIO, consists of 29 international unions (including the SIU) and 24 port maritime councils in the United States and Canada representing 6.5 million working men and women. The articles on this page and page 8 are based on remarks presented March 4-5 during the MTD executive board meeting in Hollywood, Fla.



SIU VP Gulf Coast Dean Corgey (right) congratulates U.S. Rep. Gene Green (D-Texas) on his remarks to the MTD executive board.

Reliable SIU Boatmen Get the Job Done in Port Arthur, Lake Charles

For SIU tugboat crews in Port Arthur, Texas and Lake Charles, La., the routines may not change much, but their approach to the next task also doesn't vary.

"Our union tug crews at Moran and Seabulk are some of the best and most well-trained in the industry," asserted SIU Houston Patrolman Kevin Marchand, who supplied the photos for this story. "They aren't always as visible as the deep sea members, but they're the backbone of the river operations. And they take the same professional attitude, day after day, week after week."

SIU boatmen at Seabulk and Moran perform docking services, pushing vessels to berths or assisting while under way in the rivers. In between, they perform maintenance on the tugs.

Seabulk is based in Lake Charles, while Moran works from Port Arthur (and elsewhere).

The SIU crews normally maintain a seven-days-on, seven-days-off timetable, sometimes working overtime to ensure the ships stay on schedule. Many have been involved in assisting SIU-crewed military support ships that mobilized for Operation Iraqi Freedom and OIF2.

"With the large movement of cargo and troops during the past year-plus, our tugboat crews have always been there," Marchand noted.

The photos were taken during recent meetings aboard the boats conducted by Marchand and SIU Assistant Vice President Gulf Coast Jim McGee. During those visits, the crews discussed upcoming contract negotiations as well as the importance of maintaining U.S. cabotage laws.



Seafarers-crewed boats including the *Goliath* handle important harbor towing services in Texas and Louisiana (and elsewhere).



SPARTAN, SAMPSON – Quartermaster Jamie Norsworth, Mate Rick Street, AB Darryl Jones, Assistant Engineer Richard Allen, Quartermaster Brent Goodridge, Assistant Engineer Curtis Abshire, Mate Brian Thibodeaux, AB Kenneth Poole Jr.



GOLIATH – Mate James Shipley, Quartermaster James Ybarbo, Asst. Engineer Joseph Matte, Deckhand Gus Leday



NIKE – Engineer Mark Phillips, Mate Denis Abshire, Quartermaster Larry DeWitt, OS Eric Moore



HERMES – Wheelhouseman Bryan Welch, Quartermaster Chris Kibodeaux, Engineer Charles Durgin, OS Buck Shoemaker



CAPE ANN, MARY MORAN, GREG TURECAMO – Engineer Gary Davis, OS Eddie Heredia, OS James Bertrand, Captain Alan Self, Quartermaster Andy Ashworth, Engineer Gary Cormier, Engineer Chris Badgett, AB Glenn Dupree, Captain Gustavo Flores.

Seafarers Rally with Flight Attendants



Houston-area Seafarers last month joined flight attendants from the Transport Workers Union who are battling to secure a new contract at Southwest Airlines. Negotiations have dragged on for nearly two years. The photos at left and at right were taken at Hobby Airport, about seven miles south of downtown Houston.



SIU Officials Visit Seafarers-Crewed Ships in L.A.



Mid-February found SIU President Michael Sacco, Executive VP John Fay and Secretary-Treasurer David Heindel on the West Coast, where they met with some of the membership and took their place on the picket line in support of striking UFCW members. They also had an opportunity to visit crew members aboard the *Horizon Consumer* pier-side in Los Angeles. In photo at left, from the left, are AB Gerry Gianan, Chief Cook Tom Kleine, VP West Coast Nick Marrone, Unlicensed Apprentice Adam Begleiter, Standby Steward/Baker Don Dwyer, Sacco and DEU Editho Barraca.



SIU officials surprised Seafarers on the *Matsonia* when they dropped by the Matson vessel in Long Beach. Above, with President Michael Sacco, is Steward/Baker Jennifer Jim.



Other steward department members on the *Matsonia*, posing with SIU President Michael Sacco (right) and VP West Coast Nick Marrone (second from left), are Chief Cook Cleto Lindong (left) and GSTU Sam Rashid.



After the *Liberator* cleared customs and immigration in Los Angeles, SIU President Michael Sacco (left) and SIU Secretary-Treasurer David Heindel (right in photo at right) speak with crew members aboard the USSM vessel, which had just returned from a 35-day run to the Far East.



UNITE, HERE Announce Merger

Two unions for apparel workers and employees of hotels and restaurants tentatively have given the go-ahead for a merger, the executive boards of the two organizations announced Feb. 23.

The Hotel Employees and Restaurant Employees International Union (HERE), and UNITE, the clothing, textiles and laundry union, have unanimously agreed in principle to join forces to create UNITE HERE. Rank-and-file members from both unions are expected to ratify the tentative agreement in July during a special joint convention in Chicago. Should the merger be endorsed, the new organization will be headquartered in New York City and represent 460,000 active members and more than 400,000 retirees throughout North America.

Chartered in 1891 by the American Federation of Labor, HERE has 260,000 members through 111 affiliated local unions across the United States and Canada. UNITE represents more than 200,000 workers through joint boards and local unions in the United States and Canada. UNITE was formed in 1995 by the merger of two of the nation's oldest unions—the International Ladies' Garment Workers' Union and the Amalgamated Clothing and Textile Workers Union.

Bruce Raynor of UNITE will serve as general president of the new alliance, and HERE's John Wilhelm will be president/hospitality industries. The two presidents will share executive, budgetary and personnel authority.

Grocery Workers Ratify New Contract

Continued from page 2

The support and solidarity of millions of people and organizations across America was essential to the workers, UFCW officials said. From the first day on, customers refused to cross the lines with an average of 75 percent of customers shopping elsewhere, amounting to estimated losses of more than \$2 billion for the companies. Workers' spirits were also lifted by community support including rallies and hundreds of thousands of dollars in food and financial aid. Many national and local political, faith and labor leaders defended the grocery workers and America's middle class.

Seafarers and SIU officials supported UFCW members in Washington, D.C., New York, St. Louis and Southern California.

UFCW International President Doug Dority, who postponed his

planned retirement until the strike ended, expressed his approval with the strike outcome. In a statement issued on the verge of the rank-and-file vote on the new contract, he said, "Today, I am pleased to join with the officers of the seven Southern California UFCW local unions in their announcement of a tentative agreement in the longest major strike in the history of the UFCW, the largest and longest strike in the history of the supermarket industry, and the first major strike of the 21st century ..."

"The men and women on the picket lines are genuine heroes. Their sacrifice for affordable family health care has motivated and activated workers across the nation. I am honored to be part of their union, and I am humbled as well as inspired by their dedication, strength and selflessness ..."

"These members will never be forgotten. They will always be honored and respected. We owe them a debt of gratitude. They have sent a message to employers everywhere that attempts to eliminate health care benefits will come at a high price. Workers will not sit idle as their families are denied health care protection. Workers will stand united and fight for health care ..."

"Through their struggle, the striking and locked out workers have performed a service for the whole country. They have sounded the alarm for all of America—your health care benefits at work are at risk. If the supermarket giants—profitable, growing Fortune 50 mega-corporations—can launch an attack on health care benefits, then every employer is sure to follow. They have sounded the alarm that the American health care system is ready to collapse."

Although UFCW employees in Southern California reached agreement for their contract, labor experts say the uncertainty is just beginning for Bay Area grocery workers as well as others from across the country who also will seek new contracts this year.

Two separate contracts covering about 50,000 workers in northern and central California expire in July and September, respectively. Contracts in Phoenix, Indianapolis and Chicago, which have already expired, were temporarily extended. The contract covering 29,000 workers in Baltimore and Washington ended March 27.

U.S. Military Leaders Reaffirm Importance of U.S. Merchant Marine

Continued from page 2

Talent then noted, "It's an amazing civilian and military synergy. I don't know if there is a parallel for it in the history of warfare."

Brewer replied, "Yes, sir. Without them, it does not happen. Period."

Highlights of the prepared statement by Handy, Brewer and Dunwoody follow:

Operation Iraqi Freedom

"We successfully implemented a 'force packaging' strategy during OIF that synchronized the movement of combat-ready modules of unit equipment. This strategy allowed units like the Army's 101st Airborne Division to quickly and coherently assemble upon debarkation overseas. SDDC loaded the entire division, nearly 4,000 vehicles and 250 helicopters, on only five vessels that offloaded overseas in just a 12-day period, adding striking power to the combatant commander's arsenal in a fraction of the time required during Operation Desert Shield/Desert Storm. It ensured the integrity and rapid availability of a combat-effective fighting force far faster than the prior piecemeal movement of unit equipment."

Partnership between Labor, Management and Government

"USTRANSCOM relies on its commercial transportation indus-

try partners and associated labor organizations to provide significant transportation capability during contingencies. Operation Enduring Freedom and Operation Iraqi Freedom are no exception."

Value of LMSRs in OIF

"The large medium-speed roll-on/roll-off (LMSR) vessel emerged as USTRANSCOM's strategic sealift success story. Procured based upon the lessons of Operation Desert Shield/Desert Storm, 18 LMSRs completed 38 total voyages during initial OIF deployment operations, lifting more than 5.3 million square feet of cargo. This was approximately 26 percent of the total requirement.

"By comparison, one LMSR in OIF carried the equivalent of six commercial charter ships during Operation Desert Shield/Desert Storm. From another perspective, it requires 300 C-17s to deliver the amount of cargo carried by one LMSR."

Importance of U.S. Crews

"Another USTRANSCOM area of concern is the availability of a sufficient number of qualified civilian mariners willing and available to fulfill the additional requirements created by the activation and long-term operation of MSC and MarAd surge sealift vessels. Volunteer commercial mariners crew the surge vessels. The decline in U.S.-flagged fleet size, increased training require-

ments, and more attractive shore-side employment have led to a decrease in the number of fully qualified mariners. Fortunately, mariner availability was sufficient to consistently ensure on-time vessel activation of the ships supporting OEF/OIF, to include fast sealift ships (FSS), LMSRs, a hospital ship, and numerous MarAd RRF ships....

"In the future, there are no guarantees that sufficient mariners will be available when needed.

USTRANSCOM, MSC, SDDC, and MarAd support the maintenance of a viable U.S. mariner pool through enforcement of cargo preference requirements, support for the Maritime Security Program (MSP), and vigorous maritime training and education. MSC has initiated a collaborative effort with USTRANSCOM and MARAD, in concert with the maritime industry, to revalidate and compare the peacetime/wartime requirements of mariner qualifications and availability in order to specifically identify potential shortfalls....

"We continue to urge the Administration and Congress to support programs to promote the expansion of the U.S. merchant mariner pool."

Maritime Security Program

"MSP, another critical element of our commercial sealift program, provides assured access to sealift/intermodal capacity and a readily available, highly trained

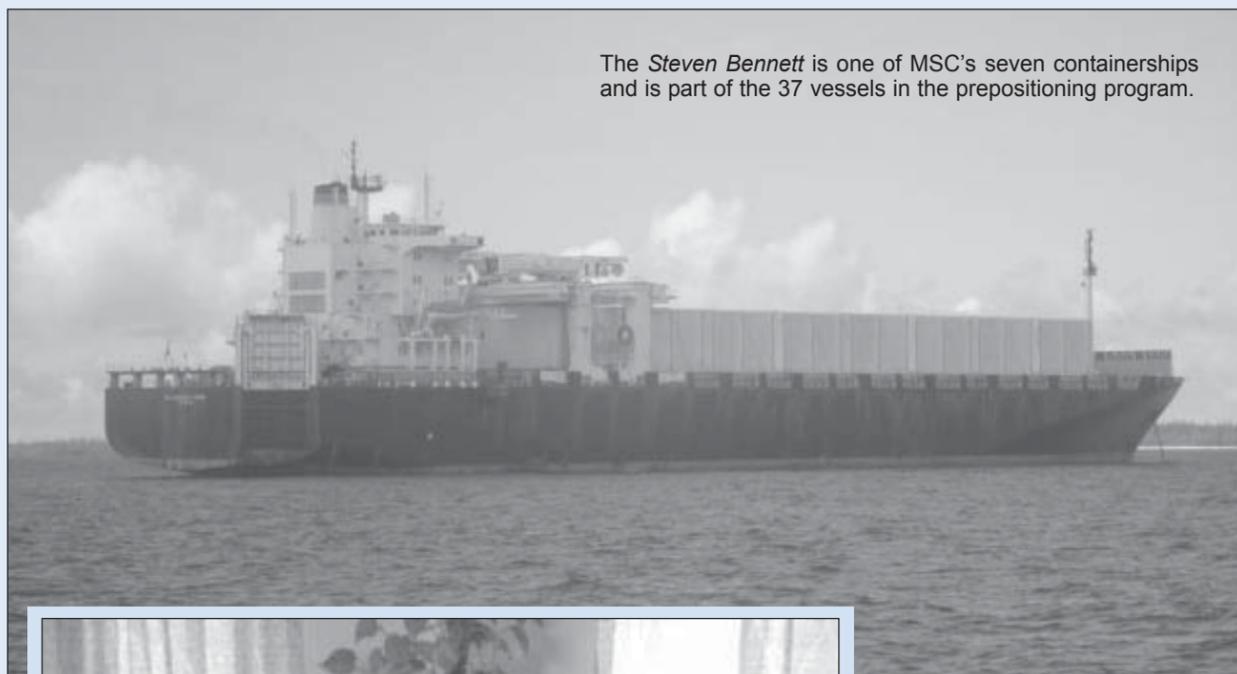
and qualified work force of merchant mariners employed in U.S.-flagged shipping. The recent authorization of the Maritime Security Act of 2003 expands the current MSP fleet from 47 to 60 vessels. This increase allows the opportunity to better assure access to U.S.-flagged 'low density-high demand' assets (e.g., RO/RO and heavy lift ships).

"MSP provides an underpinning for [the related Voluntary Intermodal Sealift Agreement] by helping to guarantee the continued presence of a minimal U.S.-flagged commercial fleet operating in international commerce and that fleet's availability to provide sustainment of sealift capability in time of war or national emergency. This guarantee is particularly critical should the U.S. find itself in a position where it must act alone.

"Additionally, this increase in fleet size should play a critical role in expanding the U.S. mariner base. Currently, the MSP fleet accounts for more than 900 crew billets that provide jobs to roughly 1,800 trained and qualified mariners.

"Finally, MSP provides financial assistance to offset the increased costs associated with operating a U.S.-flagged vessel. In return, participating carriers commit vessel capacity and their intermodal transportation resources for DOD use in the event of contingencies."

The *Steven Bennett* is one of MSC's seven containerships and is part of the 37 vessels in the repositioning program.



Positive, Productive Highlight Overseas

Seafarers Aboard Man Man

When SIU officials recently met with Seafarers aboard six U.S. military support ships (along with two other vessels) in Diego Garcia, Singapore and Malaysia, the discussions were wide-ranging—and overwhelmingly positive.

“Overall, it was extremely upbeat,” noted SIU Tacoma Port Agent Bryan Powell, who serviced the vessels with SIU Guam Port Agent Jeff Turkus. “There are a few vessels that operate in those areas without returning to the United States very much if at all, and the crews seemed to appreciate the effort to service ships in remote areas. It was a very positive trip.”

Powell and Turkus serviced the ships from early to mid-February. In Diego Garcia, they met with Seafarers on the *USNS Capable*, *USNS Chesapeake*, *Bernard F. Fisher*, and *Steven Bennett*. In Singapore and Malaysia, they serviced the *Eric G. Gibson*, *USNS Invincible*, *Prince William Sound* and *Sagamore*. All but the latter two of those ships are military support vessels.

Understandably, the SIU's role in both Operation Iraqi Freedom last year and the current OIF2 were prime topics during the shipboard gatherings. Seafarers crewed up more than 100 U.S.-flag ships during the all-out combat phase of the war in 2003; they already have mobilized dozens of ships for the enormous sealift component of OIF2 (a mission that includes troop rotations and resupply as well as other cargo that's needed to help stabilize and reconstruct Iraq).

“As always, the members are very proud of their role as the nation's fourth arm of defense, and very serious about it,” observed Turkus. “That was evident in all of our discussions but, more importantly, in their actions.”

In this U.S. election year, political action also proved a



Seafarers aboard the *Bennett* confer with Port Agent Jeff Turkus (center) in mid-February.



Recertified Steward Manny Basas meets with Guam Port Agent Jeff Turkus aboard the *Eric Gibson* in Diego Garcia.



From left, Frances Booker of the SIU's Guam office; Tacoma Port Agent Bryan Powell; and Guam Port Agent Jeff Turkus recently serviced vessels together.



Aboard the *USNS Capable*, Port Agent Bryan Powell discusses the vital role of political action for U.S. mariners.



Pictured in Diego Garcia, the *Chesapeake* carries Defense Logistics Agency petroleum products.

Taking on stores aboard the *Sagamore* in Singapore are Chief Steward Claudia Mauricio and AB Chris Amigable.



Active Meetings Overseas Servicing Military Support Ships

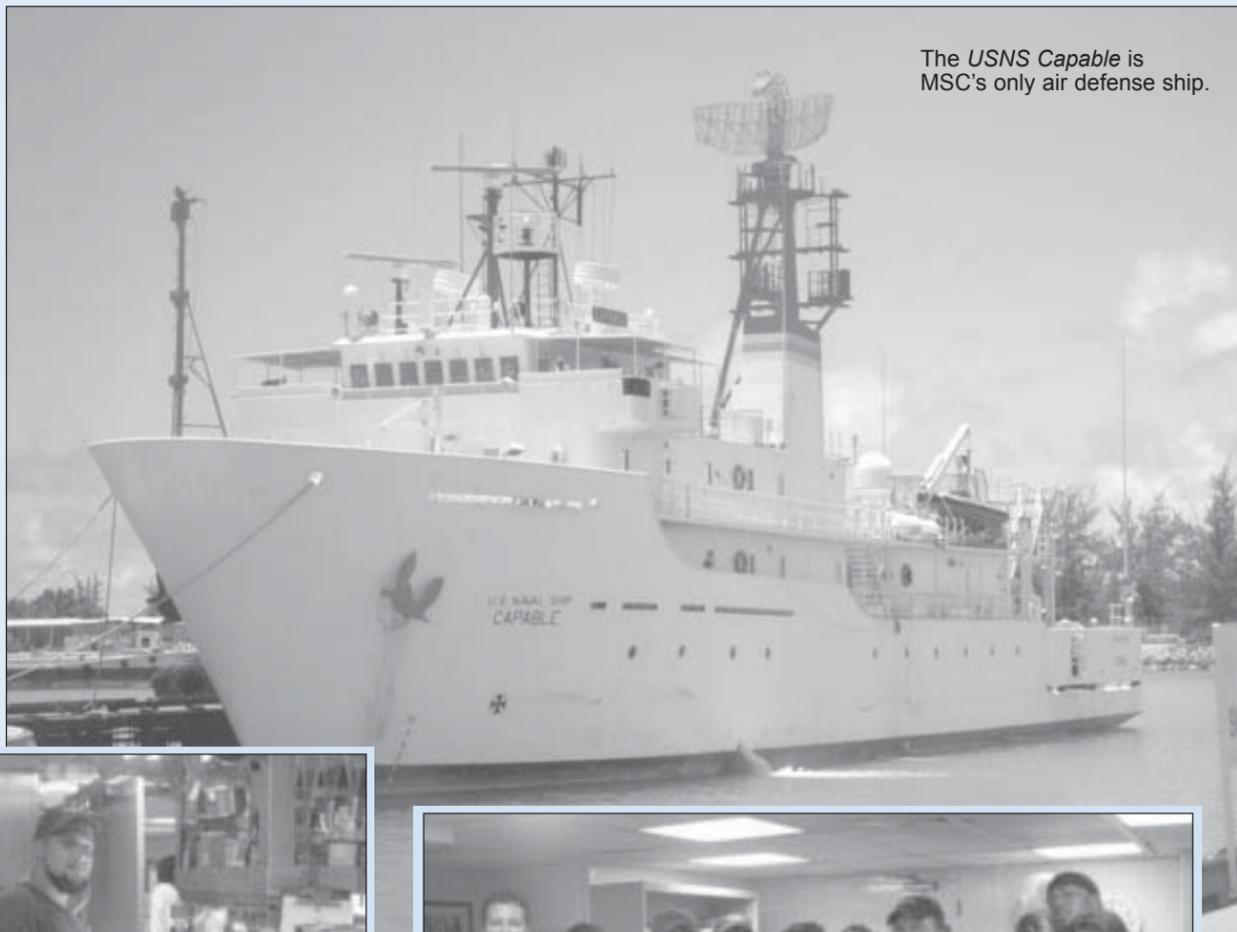
major subject. The SIU officials and crews discussed the vital role of SPAD, the union's voluntary political action fund. They also reviewed the importance of laws including the Jones Act and the Maritime Security Program.

Other topics included updates, reviews and discussions concerning:

- NCL America, the new U.S.-flag cruise operation scheduled to begin offering voyages this summer.
- Numerous new shipboard job opportunities secured for SIU members during the past year.
- How the Seafarers Money Purchase Pension Plan works.
- The bidding process for the "RFPs" to operate military vessels.
- U.S. health care woes, including the fact that many employers have cut benefits while increasing premiums and co-payments.
- The new agreement between the Seafarers Health and Benefits Plan and Prescription Solutions, which has been extremely well-received by the membership.
- Methods of transportation to and from Diego Garcia.

"We went away from each vessel with a sense that the crew felt better-informed," Powell concluded. "The membership signaled their pleasure and high degree of satisfaction with the current SIU administration, particularly (SIU President) Mike Sacco's leadership and (SIU Vice President Contracts) Augie Tellez's hard work in securing better and better contracts."

Diego Garcia is home to a U.S. Navy support facility. It is a British Indian Ocean Territory located near India.



The *USNS Capable* is MSC's only air defense ship.



Steward Lonnie Jones Jr. helps keep the crew well-fed on the *USNS Capable*.



SIU members man the *USNS Capable*, a T-AGOS 16 vessel.



Bosun Michael Habib (left) welcomes SIU Tacoma Port Agent Bryan Powell aboard an SIU ship.

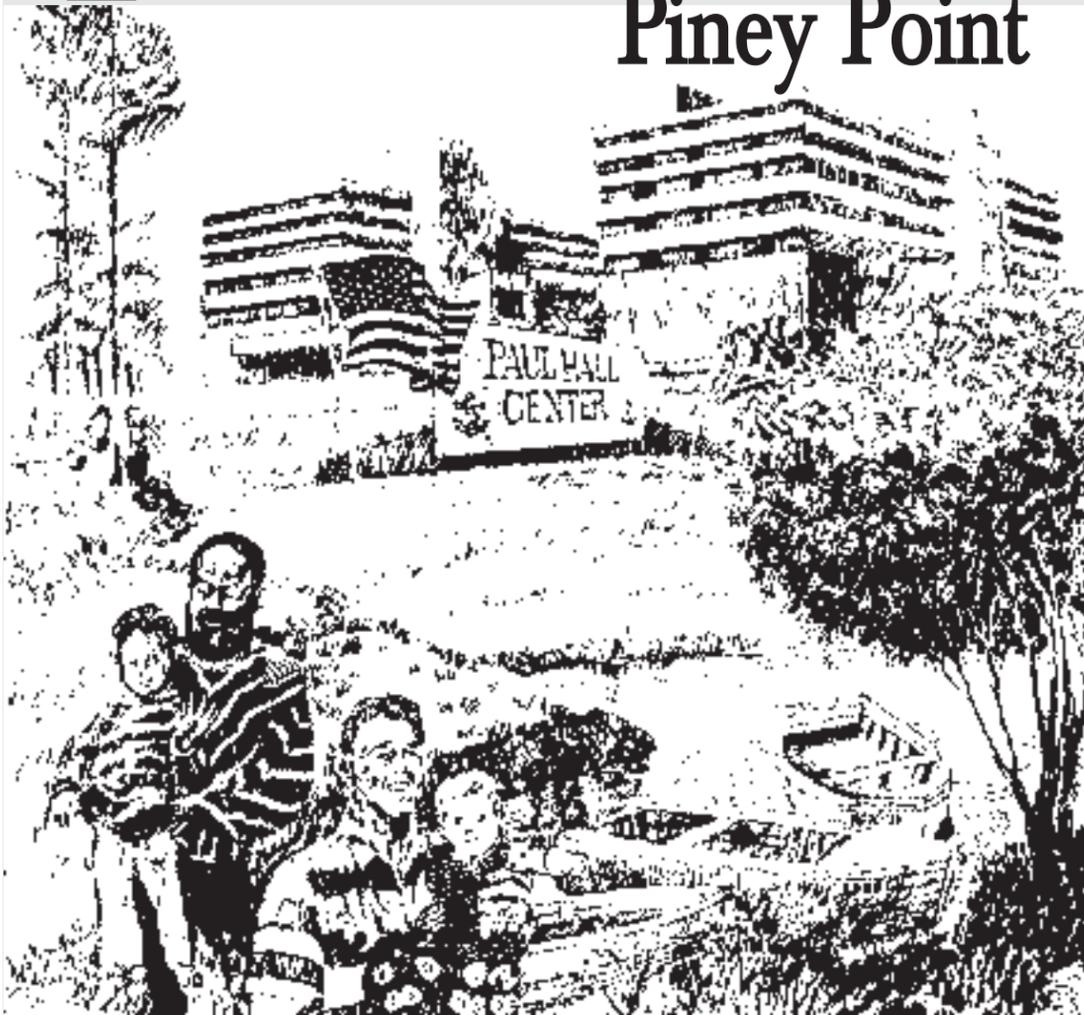


Port Agent Jeff Turkus (second from left) meets with the unlicensed crew of the *Fisher* in Diego Garcia.



The *Bernard Fisher* transports U.S. Air Force munitions.

Enjoy Your Summer Vacation at Piney Point



It's been a long, cold winter, and thoughts of the summer's warmth are becoming more of a reality. But with the approach of the summer season also comes the perennial question: Where will we spend our summer vacation?

Many Seafarers, pensioners and their families have already found the answer. The Paul Hall

Center for Maritime Training and Education in Piney Point, Md. offers just about everything one could possibly want to make a memorable summer holiday. For those who haven't yet tried it, take your cue from those who have and make this year the first of an annual summer tradition.

For up to two weeks at a time, the center opens its doors to SIU members and their families to enjoy a dream vacation of their own, spending their hard-earned time off in an excellent location—and at a great value.

The facility offers affordable accommodations, three meals a day, a health spa, tennis courts, sailboats, Olympic-sized swimming pool, a maritime museum and so much more.

There are plenty of opportunities for fishing, boating, jogging and sunbathing at nearby beaches. Southern Maryland also hosts lots of other activities: festivals, celebrations, fairs and craft shows, to name a few.

And then, of course, there are the museums, historic sites, baseball games and sightseeing activities in Washington, D.C., Alexandria and Arlington, Va. and Baltimore and Annapolis, Md.—all within an easy hour-and-a-half drive from Piney Point.

Are you ready? The first step is to decide when you want to arrive. Then, fill out the reservation form below, mail it to the Paul Hall Center, wait for summer, and kick back and enjoy.

UNION MEMBER VACATION RATES

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

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

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

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

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

Date of departure: _____

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

4/04

Burials at Sea



On the first beautiful day after a fairly rough passage from the Far East, crew members aboard the *Liberator* mustered on the ship's stern for a service held by Capt. Douglas T. Fifield as the remains of **John David Hanten** and **Mark Anthony Stevens** were committed to the sea.

At approximately 60 nautical miles, 230 degrees off the coast of Point Sur, Calif., the ashes of the two mariners were scattered in the ship's wake, accompanied by a reading of Psalm 107:23-31 (In Praise of God's Goodness). A mariner's salute was then sounded on the ship's whistle.

On behalf of the entire crew, Capt. Fifield extended his sympathies to the families and friends of the two Brothers of the Sea.



Working Aboard the Cape Kennedy



Steward Eddie Taylor mans the griddle on board the *Cape Kennedy*, whose home port is New Orleans. The *Cape Kennedy* was activated in February for OIF2.

Kent Law is the chief cook on the *Cape Kennedy*, a RO/RO vessel operated for MarAd by Keystone Shipping Co.



Members of the deck department are (from left) ABs Leroy Taylor, Michael J. White, Jesley Callum and Willie Howard III.



Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 2004

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	1	3	0	0	1	0	3	1	2
Baltimore	7	2	0	3	4	1	0	9	1	0
Guam	0	6	1	1	3	1	1	0	5	2
Honolulu	4	11	4	3	8	1	2	14	13	3
Houston	24	15	14	19	8	7	7	30	21	22
Jacksonville	28	29	16	23	24	7	10	51	35	21
Joliet	0	1	3	0	0	2	0	0	1	1
Mobile	14	12	2	7	7	2	1	14	15	1
New Orleans	9	15	11	12	11	5	9	22	20	11
New York	22	12	10	21	14	4	6	32	16	16
Norfolk	13	11	6	10	13	4	3	19	15	6
Philadelphia	1	3	0	4	3	1	2	3	4	2
Piney Point	0	4	1	1	6	0	1	0	3	1
Puerto Rico	7	4	1	7	6	1	5	12	4	2
San Francisco	17	8	4	18	5	3	7	31	11	2
St. Louis	2	2	2	1	2	2	1	1	1	3
Tacoma	27	22	22	21	22	22	9	45	25	19
Wilmington	18	18	10	17	14	7	11	28	23	15
Totals	194	176	110	168	150	71	75	314	214	129
ENGINE DEPARTMENT										
Algonac	0	2	1	2	1	0	0	0	2	2
Baltimore	3	6	1	2	8	0	3	6	2	1
Guam	1	3	0	0	2	1	0	1	2	0
Honolulu	6	5	0	2	2	0	2	9	9	2
Houston	9	7	2	9	6	4	4	18	10	7
Jacksonville	19	22	5	14	16	8	6	34	28	6
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	7	2	1	2	4	1	2	9	6	1
New Orleans	6	7	1	9	5	1	2	7	10	4
New York	10	3	5	7	2	3	1	16	4	10
Norfolk	4	14	5	9	8	3	4	5	17	4
Philadelphia	2	1	2	4	1	1	0	1	2	1
Piney Point	2	4	0	2	2	0	0	3	4	1
Puerto Rico	0	3	1	4	3	0	4	6	2	1
San Francisco	12	8	1	8	2	0	5	16	11	2
St. Louis	2	2	0	1	1	0	0	2	4	0
Tacoma	9	15	8	8	12	3	10	18	18	11
Wilmington	8	3	6	5	5	2	3	15	7	8
Totals	100	107	39	88	80	27	46	166	138	61
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	1	1	2	3	1	1	1	1	3	1
Guam	1	2	0	0	0	1	0	2	2	0
Honolulu	13	3	2	9	5	0	1	17	2	2
Houston	14	3	2	7	1	0	4	26	5	4
Jacksonville	20	8	7	14	7	1	7	28	17	9
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	4	3	2	5	2	1	1	7	4	3
New Orleans	4	3	0	5	1	0	4	9	7	1
New York	12	3	5	13	5	1	6	15	6	6
Norfolk	5	12	6	7	3	5	1	9	17	4
Philadelphia	2	1	0	3	1	0	1	4	0	0
Piney Point	2	1	1	1	2	2	1	3	1	0
Puerto Rico	1	1	1	2	2	0	1	1	1	2
San Francisco	13	0	3	18	1	3	8	26	4	2
St. Louis	0	1	0	1	1	0	0	0	0	0
Tacoma	23	3	3	12	2	3	7	30	7	2
Wilmington	12	3	3	11	2	0	5	26	4	6
Totals	127	48	37	111	36	18	48	204	80	42
ENTRY DEPARTMENT										
Algonac	0	1	1	0	0	0	0	0	1	2
Baltimore	0	4	6	0	4	8	0	0	1	2
Guam	0	5	0	0	2	0	0	0	4	0
Honolulu	4	8	6	3	3	2	0	9	12	10
Houston	2	12	14	1	7	7	0	4	20	21
Jacksonville	2	10	21	3	4	12	0	2	13	23
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	0	4	1	0	1	1	0	2	7	2
New Orleans	1	2	4	0	4	1	0	3	8	5
New York	3	27	20	2	14	8	0	6	30	29
Norfolk	0	5	11	0	10	11	0	0	5	8
Philadelphia	0	1	1	0	1	0	0	0	0	1
Piney Point	0	5	46	0	5	19	0	0	5	45
Puerto Rico	0	3	3	0	4	1	0	2	4	2
San Francisco	1	8	4	2	6	4	0	6	15	6
St. Louis	0	2	1	0	2	0	0	0	1	2
Tacoma	3	26	19	5	8	13	0	5	28	18
Wilmington	5	7	12	2	4	8	0	4	13	19
Totals	21	130	170	18	79	95	0	43	168	195
Totals All Departments	442	461	356	385	345	211	169	727	600	427

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

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

May & June 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: May 3, June 7
Algonac	Friday: May 7, June 11
Baltimore	Thursday: May 6, June 10
Boston	Friday: May 7, June 11
Duluth	Wednesday: May 12, June 16
Guam	Thursday: May 20, June 24
Honolulu	Friday: May 14, June 18
Houston	Monday: May 10, June 14
Jacksonville	Thursday: May 6, June 10
Joliet	Thursday: May 13, June 17
Mobile	Wednesday: May 12, June 16
New Bedford	Tuesday: May 18, June 22
New Orleans	Tuesday: May 11, June 15
New York	Tuesday: May 4, June 8
Norfolk	Thursday: May 6, June 10
Philadelphia	Wednesday: May 5, June 9
Port Everglades	Thursday: May 13, June 17
San Francisco	Thursday: May 13, June 17
San Juan	Thursday: May 6, June 10
St. Louis	Friday: May 14, June 18
Tacoma	Friday: May 21, June 25
Wilmington	Monday: May 17, June 21

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

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

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

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

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

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

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

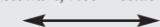
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioecanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

606 Kalihī 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

FEBRUARY 16 — MARCH 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	2	0	0	0
Houston	7	0	7	7	1	2	8	14	2	18
Jacksonville	1	1	0	3	1	0	4	14	7	10
New Orleans	4	3	3	3	1	1	3	12	4	15
New York	13	3	3	17	3	3	5	37	6	0
Norfolk	2	0	0	1	0	0	0	3	0	0
Tacoma	0	0	0	0	0	0	4	4	1	0
Wilmington	4	3	0	4	0	0	4	13	5	2
Totals	31	10	13	35	6	6	30	97	25	45
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	6	1	3	2	0	0	3	10	4	17
Jacksonville	2	0	0	3	0	0	1	9	5	10
New Orleans	2	1	4	3	0	1	1	4	2	12
New York	6	1	0	6	1	0	1	16	3	0
Norfolk	1	0	0	0	0	0	2	2	0	0
Tacoma	2	0	0	3	0	0	0	3	1	1
Wilmington	10	1	0	4	1	0	0	16	7	0
Totals	29	4	7	21	2	1	8	60	22	40
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	1	0
Houston	0	1	4	2	0	1	3	4	2	15
Jacksonville	1	0	1	2	0	1	0	4	1	5
New Orleans	3	1	0	2	0	0	0	5	3	9
New York	4	4	3	7	3	3	1	14	10	0
Norfolk	1	0	0	1	0	0	1	4	0	0
Tacoma	0	0	0	0	0	0	2	3	4	0
Wilmington	5	1	0	2	0	0	0	12	6	2
Totals	14	7	8	16	3	5	7	46	27	31
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	1	0	0	3
Totals All Departments	74	21	28	72	11	12	46	203	74	119

PICS-FROM-THE-PAST



Charles Cvetich in 1943 as a cadet at Kings Point . . .



. . . catching salmon on the Columbia River . . .



. . . working in his garden today.

These photos were sent to the LOG by **Gordon P. Driscoll**, of Warren, Ore. They are of his friend **Chuck Cvetich**, a former NMU member.

Cvetich was a cadet at Kings Point in 1943, but decided to join the war effort as an AB. He sailed on six Liberty ships and a T2 tanker. He says he enjoyed sailing with the NMU so much that he

never bothered to test for his officer's rating. He further remarked that going to sea was an education one could not learn in college.

He left sailing in 1947 to become a teacher, but continued to work aboard tugboats in Alaska during the summer months.

Today, at the age of 83, Cvetich enjoys hunting, fishing and the *Seafarers LOG*.



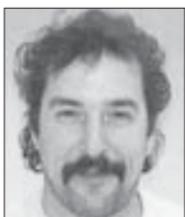
DEEP SEA



YAHYA A. ALHAHJ, 66, commenced his seafaring career in 1972 in Detroit. Brother Alhahj's first vessel was

American Steamship Corp.'s *Saginaw Bay*. The Arabian-born mariner worked in the deck and engine departments and sailed in both the deep sea and Great Lakes divisions. Brother Alhahj upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1971 and 2001. He last sailed aboard the TOTE's *Northern Lights*. Brother Alhahj lives in Detroit.

CARLOS E. BONILLA, 65, hails from Puerto Rico. He joined the SIU in 1977 in the port of New Orleans. A veteran of the U.S. Army, Brother Bonilla first sailed aboard the *USNS Potomac*. He worked in the deck department and enhanced his skills on four occasions at the Seafarers training school in Piney Point, Md. Brother Bonilla last went to sea on the *Horizon Navigator*. He makes his home in Wilmington, Calif.

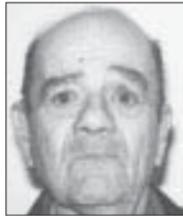


WILLIAM DEAN, 45, joined the Seafarers in 1978 in the port of Piney Point, Md. Brother Dean first worked aboard the *Sea-Land Portland*. Born in St. Louis, he shipped in the deck department as a bosun. Brother Dean also worked in the engine and steward departments and upgraded his skills at the Paul Hall Center for Maritime Training and Education. He completed the bosun recertification course there in 1992 and last shipped on the *Sea-Land Defender*. Brother Dean resides in Auburn, Calif.

HAMID HIZAM, 57, was born in Arabia. Brother Hizam started his career with the SIU in 1969. His first voyage was aboard American Steamship Corp.'s *American Sea Ocean*. Brother Hizam shipped in the engine department and sailed in both the deep sea and Great Lakes divisions. His last voyage was aboard the *Sam Laud*, another American Steamship vessel. Brother Hizam is a resident of Dearborn, Mich.

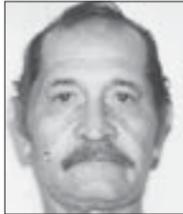


CARL T. LARSON, 68, became an SIU member in 1989 in San Francisco after serving in the U.S. Coast Guard. Brother



Larson's first voyage was aboard the *USNS Harkness*. Born in Rhode Island, he worked in the deck department. Brother Larson honed his skills in 2001 when he attended the Seafarers training school in Piney Point, Md. His last trip to sea was on the *USNS Mt. Washington*. Brother Larson lives in his native state in the city of Middletown.

NORBERTO PRATS, 69, commenced his seafaring career in 1968 in the port of New York. Brother Prats' first voyage was aboard the *Merrimac*, a Merrimac Transport, Inc. vessel. A native of Puerto Rico, he worked in the deck department as a bosun. Brother Prats was a frequent upgrader at the Paul Hall Center. He attended the institution on four occasions, including in 1981 when he completed the bosun recertification course. Brother Prats last sailed on the *Horizon Expedition* and lives in his native commonwealth.



BLADE-MIRO S. SANTANA, 58, began his seafaring career in 1976 in the port of New York. His first vessel was the *Sea-Land Boston*. Brother Santana sailed in all three departments and upgraded his skills on three occasions at the Paul Hall Center. He last worked aboard the *Chemical Explorer*. Brother Santana, who was born in South America, makes his home in Rochester, N.Y.

INLAND

JAMES E. FOSTER, 61, was born in Alabama. Boatman Foster joined the SIU in 1964 in the port of Mobile, Ala. after serving in the U.S. Army. Boatman Foster initially worked aboard a Dravo Basic Materials Co. vessel and was last employed on a Martin Marietta vessel. A member of the deck department, he makes his home in Semmes, Ala.



GREAT LAKES



ALBERT L. CROPEK, 61, embarked on his career with the Seafarers in 1970 in Detroit. Prior to joining the SIU, he served in the U.S. Air

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.

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

Born in Arabia, Brother Shajira worked in the deck department. He upgraded his skills at the Piney Point training school in 1980. Brother Shajira last worked on American Steamship Corp.'s *H. Lee White*. He makes his home in Dearborn, Mich.



SAIF K. SHAJIRA, 59, began his seafaring career in 1967 in Detroit. His initial voyage was aboard a Bob-Lo Island vessel.

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

NAME (last, first)	AGE	EDP
Ali, Mohamed	70	Feb. 1
Aurelio, Perez	65	Feb. 1
Cyrus, Carlton	69	Jan. 1
Manousaridis, Stavros	65	Mar. 1
Martinez, Ernesto	80	Feb. 1
Maynard, Leroy	65	Feb. 1
Price, Egbert	65	Dec. 1
Rocker, Steven	56	Jan. 1
Shields, Thomas	60	Oct. 1

Reprinted from past issues of the Seafarers LOG.

1948

Headquarters of the SIU Atlantic and Gulf District announced this week that two tanker companies, Tanker Sag Harbor Corporation and Petrol Tanker Industries had agreed to wage increases which granted unlicensed seamen in those outfits the highest wages in the industry. The wage boosts ranged from \$5 to \$25 per month, and overtime rates were also increased.

1968

As a result of protest by the SIU and management officials of the unsubsidized sector of the U.S. Merchant Marine, the Maritime Administration has set slightly higher guideline rate ceilings for U.S.-flag vessels carrying full loads of government-sponsored cargoes. They replaced temporary rates in effect since last December and are effective until January 1, 1969. The main objection of the SIU and the industry to MarAd's method of establishing ceilings for the so-called 50-50 cargo rates has been that they discriminate against the more efficient intermediate-sized vessels—those between 15,500 tons and 39,999 tons—and cater to higher-cost smaller ships.

1975

SIU Headquarters Representative Edward X. Mooney was one of three labor representatives who served on the Virgin Islands Minimum Wage Industry Committee last month. The committee, which reviewed minimum wage rates for all industries in the Virgin Islands, met for two weeks on the islands of St. Thomas and St. Croix.

**THIS MONTH
IN SIU HISTORY**

1991

The head of the U.S. Transportation Command visited the Seafarers Harry Lundeberg School of Seamanship to inspect the training facility and to thank the members of the manpower office for their work in crewing merchant vessels for Operation Desert Shield and Operation Desert Storm. "We want to thank all of you for the great work you have done," Air Force General Hansford T. Johnson told members of the recertified bosun course and other classes at the school as well as the manpower staff. "At the very beginning—on a moment's notice—we pulled everything together and broke out 17 fully manned and loaded ships in just five days. We appreciate all your efforts. Many said it would not work, but it did work because of you. Many thanks."

Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union. If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address. Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified). If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to: Seafarers International Union, Address Correction Dept., 5201 Auth Way, Camp Springs, MD 20746 or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM
(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

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

4/04

Final Departures

DEEP SEA

JIM ABELLANO



Pensioner Jim Abellano, 55, passed away Dec. 8. Brother Abellano began his career with the SIU in 1966 in the port of New York. His first vessel was the *Steel Artisan*, operated by Isco.

Born in the Philippines, Brother Abellano worked in the steward department. He last went to sea on the *Sea-Land Patriot* and resided in Daly City, Calif. Brother Abellano began receiving compensation for his retirement in 2003.

JOHN ADAMS



Pensioner John Adams, 76, died Jan. 5. He started his career with the SIU in 1951 in New Orleans. The Louisiana-born mariner worked in the steward department and started receiving retirement compensation in 1980. He made his home in Tyler, Texas.

ROSCOE ALFORD



Pensioner Roscoe Alford, 85, passed away Feb. 4. Brother Alford joined the SIU in 1951 in the port of Mobile, Ala. A native of Mt. Herman, La., he worked in the steward department and lived in Franklinton, La. He last worked on Waterman Steamship Corp.'s *Jefferson Davis* and started receiving stipends for his retirement in 1980.

PERTWEE ANDREPONT



Pensioner Pertwee Andrepont, 76, died Nov. 11. He started his SIU career in 1967 in the port of Houston after serving in the U.S. Navy. His first ship was the *Globe Explorer*, a Sea Liberties vessel. Born in Louisiana, he worked in the engine department. The Lake Charles, La. resident last went to sea on the *USNS Mt. Vernon*. Brother Andrepont started receiving retirement stipends in 1992.

GUADALUPE BANDA



Pensioner Guadalupe Banda, 69, passed away Jan 1. Brother Banda began his career with the Seafarers in 1964 in the port of New York. A native of Sugar Land, Texas, he shipped in the engine department. Brother Banda last worked on Pacific Gulf Marine's *Diamond State* and began collecting his pension in 2003. He was a resident of Galveston, Texas.

JOHN L. BELLAMY JR.

Pensioner John L. Bellamy, Jr., 76, died Nov. 18. Brother Bellamy commenced his career with the SIU in 1969 in the port of Jacksonville, Fla. His first vessel was the *Buckeye Victory*. Born in Florida, Brother Bellamy shipped in the steward



department. His last voyage was on Puerto Rico Marine Management's *Guayama*. A resident of Center Hill, Fla., Brother Bellamy went on pension in 1992.

ALFRED BODIE



Brother Alfred Bodie, 63, passed away Nov. 27. He joined the SIU in 1962 in the port of New York. Brother Bodie's first voyage was aboard Waterman Steamship Corp.'s *Wild Ranger*. The Alabama-born mariner sailed in the steward department and lived in Mobile, Ala. Brother Bodie last worked on American Ship Management's *Cape Breton*.

BIAGIO CARUSO

Pensioner Biagio Caruso, 87, died Nov. 14. Brother Caruso joined the SIU in 1972 in San Francisco. The steward department member worked primarily aboard vessels operated by Michigan Tankers. He started receiving compensation for his retirement in 1980. Brother Caruso, who was born in North Carolina, made his home in Merced, Calif.

SHONG LING CHIANG

Pensioner Shong Ling Chiang, 82, passed away Jan. 2. He launched his career with the Marine Cooks & Stewards (MC&S) in San Francisco. Born in China, he worked in the steward department. Brother Chiang began receiving stipends for his retirement in 1973. He lived in San Francisco.

JOHN CONNORS



Pensioner John Connors, 82, died Nov. 26. Brother Connors began his seafaring career in 1969 in San Francisco after serving in the U.S. Navy. His first ship was the *Sea Georgia*, a Seatrain Lines vessel. The Massachusetts-born mariner worked in the deck department and made his home in Seabrook, N.H. Brother Connors last went to sea on Interocean Management Corp.'s *Patriot State*. He went on pension in 1987.

MAURO G. GUTIERREZ



Brother Mauro G. Gutierrez, 58, passed away Jan. 22. He joined the SIU in 1980 in the port of Wilmington, Calif. Brother Gutierrez was born in the Philippines. He worked in the deck department as a bosun, sailing in both the deep sea as well as inland divisions. His last ship was the *Horizon Consumer*. Brother Gutierrez was a resident of Norwalk, Calif.

THOMAS HARRIS

Pensioner Thomas Harris, 64, died Dec. 3. Brother Harris started his seafaring career in 1962 in the port of Philadelphia. His first vessel was Calmar Steamship's *Losmar*. Born in Maryland, he worked in both the engine and deck departments. Brother Harris resided in Huntingdon, Tenn. and last sailed on the

LNG Capricorn. He went on pension in 1998.

JAMES HIGGINS

Pensioner James Higgins, 69, passed away Nov. 9. He began his career with the SIU in 1967 in New Orleans after serving in both the U.S. Marine Corps and the U.S. Air Force. Brother Higgins' first voyage was aboard the *Oceanic Wave*. The Louisiana native worked in the deck department and last sailed on the *Sea-Land Achiever*. Brother Higgins made his home in Fairfield, Calif. and began receiving compensation for his retirement in 2000.

PHILLIP HUSS



Pensioner Phillip Huss, 80, died Dec. 24. Brother Huss joined the SIU in 1952 in Boston, Mass. His first vessel was the *Sand Captain*. Born in Ft. Scott, Kan., Brother Huss shipped in the engine department. His last ship was the *Horizon Discovery*. A resident of Moorestown, N.J., he began receiving retirement stipends in 1989.

CHEE JANG



Pensioner Chee Jang, 84, passed away Jan 3. He started his career with the MC&S in San Francisco. Born in California, Brother Jang worked in the steward department. He started receiving compensation for his retirement in 1970 and resided in San Francisco.

JOSEPH KORCHAK



Pensioner Joseph Korchak, 75, died Nov. 5. Brother Korchak joined the ranks of the Seafarers in 1951 in the port of New York after serving in the U.S. Navy. The deck department member was born in Pennsylvania and made his home in Ridgefield Park, N.J. Brother Korchak went on pension in 1993. He last went to sea on Liberty Maritime's *Liberty Wave*.

JOHN LAN



Pensioner John Lan, 96, passed away Jan 3. He began his seafaring career with the MC&S in San Francisco. Born in China, Brother Lan shipped as a member of the steward department. He started receiving his pension in 1974 and made his home in San Francisco.

JOSEPH MCGILL



Pensioner Joseph McGill, 77, died Dec. 12. Brother McGill became a Seafarer in 1950, joining in Tampa, Fla. His first vessel was Waterman Steamship Corp.'s *Monarch of the Sea*. Born in Bay Minette, Ala., he worked in the deck department. Brother McGill lived in Orange Beach, Ala. and went on pension in 1976.

ALLEN MCKELLIPS



Brother Allen McKellips, 56, passed away Nov. 8. He joined the SIU in 1995 in the port of Honolulu. Brother McKellips first sailed aboard

American Hawaii Cruises' *SS Independence*. A deck department member, he last sailed on the *American Tern*. Brother McKellips, who was born in California, made his home in Honolulu.

HARVEY MILLS



Pensioner Harvey Mills, 67, died Jan. 3. Brother Mills began his career with the Seafarers in 1967 after serving in both the U.S. Army and U.S. Navy. His first ship was the *Del Alba*. The Manchester, Ky.-born mariner shipped in the deck department and worked in all three divisions. He last worked on the *Sea-Land Quality* and started receiving compensation for his retirement in 1998. Brother Mills lived in his native state.

TEODULO PADERES

Pensioner Teodulo Paderes, 92, passed away Dec. 31. He embarked on his career with the MC&S in San Francisco. Brother Paderes worked in the steward department and resided in San Francisco. He began receiving stipends for his retirement in 1971.

ADOLPH RODRIGUEZ



Pensioner Adolph Rodriguez, 74, died Nov. 11. Brother Rodriguez joined the ranks of the SIU in 1980. Born in Texas, he sailed as a member of the deck department. The Texas City, Texas resident went on pension in 1994.

ALFRED ROY



Pensioner Alfred Roy, 75, passed away Nov. 4. Brother Roy joined the SIU in 1967 in the port of Houston after serving in the U.S. Army. Brother Roy's first vessel was the *Sabine*. Born in St. Martinville, La., he sailed in the engine department. Brother Roy last worked aboard Waterman Steamship Corp.'s *Sam Houston* and lived in Lafayette, La. He started receiving his pension in 1993.

STANLEY SCHNITZER



Pensioner Stanley Schnitzer, 81, died July 31. He launched his seafaring career in 1955 in the port of San Francisco after serving in the U.S. Navy. The California-born mariner sailed in the engine department and last worked on Delta Steamship's *Santa Mariana*. Brother Schnitzer went on pension in 1987. He made his home in San Francisco.

GILBERT SCHUSTER

Pensioner Gilbert Schuster, 75,



passed away Dec. 16. Brother Schuster commenced his Seafaring profession in 1959 in New Orleans. A veteran of the U.S. Navy, he first sailed for the SIU aboard Pennsylvania Transportation Co.'s *Manta*. Brother Schuster was born in Iowa and sailed in the engine department. His last voyage was aboard the *SS Independence*. Brother Schuster began receiving compensation for his retirement in 1996. He made his home in Madison, Wis.

NANCY SCOTT



Pensioner Nancy Scott, 75, died Dec. 4. Sister Scott began her career with the MC&S in 1978 in San Francisco. She worked in the steward department and made her home in Clovis, Calif. Sister Scott last went to sea on American Hawaii Cruises' *SS Constitution*. Sister Scott began receiving her pension in 1980.

ROBERT SIPSEY



Pensioner Robert Sipsey, 77, passed away Dec. 13. Brother Sipsey embarked on his career with the Seafarers in 1943 in the port of Norfolk, Va. His first vessel was Sinclair Oil Co.'s *Robin Mowbray*. Born in Massachusetts, Brother Sipsey sailed as a member of the deck department. He last worked aboard the *Horizon Spirit*. Brother Sipsey, who lived in Vallejo, Calif. began receiving his retirement compensation in 1996.

THOMAS SPANGLER



Brother Thomas Spangler, 63, died Dec. 29. He joined the SIU in 1963 in the port of Baltimore after serving in the U.S. Army. Brother Spangler's first voyage was aboard the *Transyork*. The Maryland-born mariner sailed in the deck department, last working on the *OMI Missouri*. Brother Spangler was a resident of Baltimore.

YOCIE WILSON

Pensioner Yocie Wilson, 91, passed away Dec. 12. Sister Wilson commenced her career with the MC&S in San Francisco. She sailed as a member of the steward department and began receiving compensation for her retirement in 1975. Sister Wilson lived in San Francisco.

INLAND

EUGENIO GESTIDO



Pensioner Eugenio Gestido, 83, died Jan. 22. Boatman Gestido launched his seafaring career in 1962 in the port of Baltimore, Md. Born in Spain, Boatman Gestido shipped in the engine department. He last worked aboard a

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.

LIBERTY SEA (Liberty Maritime), Jan. 9—Chairman **Ronald Charles**, Secretary **Fausto D. Aranda**, Educational Director **Lamar A. Parker**, Engine Delegate **Anibal O. Vega**, Steward Delegate **William M. Simmons**. Bosun announced payoff Jan. 11 in New York. He led discussion of president's report in *Seafarers LOG* and advised crew to read *LOG* to stay informed about union matters. Educational director encouraged crew members to upgrade skills at Paul Hall Center in Piney Point, Md. whenever possible. He stressed importance of safety on board vessel at all times and asked that any safety problems be reported to supervisor immediately. Some disputed OT reported in deck department. Crew gave thanks for good food and look forward to happy new year. Next ports: Greece and Israel.

USNS CHESAPEAKE (IUM), Jan. 27—Chairman **David B. Zurek**, Secretary **Michael E. Hammock**, Educational Director **Earl M. Macom**, Engine Delegate **Justin Valencia**. Chairman announced ship to start discharging cargo Feb. 20 in Diego Garcia before cleaning up and heading to shipyard in Singapore. Secretary thanked crew for helping keep ship clean. Educational director urged Seafarers to upgrade skills by taking courses at Paul Hall Center and reminded them to check that all documents are up to date. No beefs or disputed OT reported. Request made for new TV. Crew thanked steward department for good job.

ALLEGIANCE (Maritrans), Feb. 1—Chairman **Philip A. Corl**, Secretary **Henry E. Manning**, Deck Delegate **Ray G. Johns**, Engine Delegate **George B. Lockett**, Secretary **Sherman Harper**. Chairman stressed importance of contributing to SPAD. Educational director said new movies and books have been purchased. No beefs or disputed OT reported. Engine department delegate asked for clarification of wages for absent crew member. Request made for hookup of washing machine expressly for dress clothes and whites.

ATLANTIC (USSM), Feb. 15—Chairman **David B. Campbell**, Secretary **Gerald B. Kirtsey**, Deck Delegate **Carl J. Sands**, Steward Delegate **Charles K. Fincher**. Chairman announced receipt of communications from headquarters. Educational director advised those needing z-cards renewed do so one year in advance. He also reminded crew members of opportunities available for upgrading skills at Piney Point. No beefs reported; some minor discrepancies brought up in deck department relating to overtime. Suggestions made for option of direct deposit of vacation checks and to allow pension with 20 years' seetime, regardless of age. Request put in for new mattresses, lounge chairs and keys to drawer locks. Vote of thanks given to steward department. Next ports:

Elizabeth, N.J.; Charleston, S.C.; Miami; Houston.

EL MORRO (IUM), Feb. 1—Chairman **David I. Murray**, Secretary **Michael M. Amador**, Educational Director **Fredrick W. Dougherty Jr.** Chairman announced payoff Feb. 7 in San Juan, P.R. Secretary thanked everyone for helping take on stores and reminded them to leave fresh bed linen for relief person. Educational director urged crew members to take advantage of upgrading courses held at Paul Hall Center. No beefs or disputed OT reported. Suggestions made regarding retirement benefits and money purchase pension plan. Vote of thanks given to steward department for putting out delicious meals, especially over Thanksgiving, Christmas and New Year holidays. Next port: Jacksonville, Fla.

GREAT LAND (IUM), Feb. 4—Chairman **Ernest J. Duhon**, Secretary **Antoinette M. Spangler**, Educational Director **Azeem A. Modak**, Steward Delegate **Mose Peacock Jr.** Chairman reported new prescription plan now in effect. Treasurer noted \$240 in ship's fund. Recommendation made to purchase DVDs instead of videos. Crew voted to buy new DVD/VCR player. No beefs or disputed OT noted.

HORIZON CONSUMER (Horizon Lines), Feb. 1—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Donnell C. Tagart Jr.**, Deck Delegate **John T. Emrich**, Engine Delegate **Eric Campbell**, Steward Delegate **Thomas E. Kleine**. Chairman announced payoff Feb. 10 in Oakland, Calif. Secretary thanked bosun and deck gang for good painting job. He also reminded crew members that this is an election year and to help support maritime industry by contributing to SPAD. Educational director encouraged everyone to attend upgrading classes at Piney Point facility. No beefs or disputed OT reported. Suggestion made regarding transportation home. Steward department thanked for good service. Crew sends condolences to Gutierrez family for their loss. "Brother Mauro G. Gutierrez was a recent crew member aboard the *Horizon Consumer*, and he will be missed." Next ports: Oakland; Los Angeles; Honolulu.

HORIZON KODIAK (Horizon Lines), Feb. 8—Chairman **Kissinfor N. Taylor**, Secretary **Melvin E. Morgan**, Educational Director **David S. Goodpastor**, Engine Delegate **Ralph D. Thomas**, Steward **Ahmed Sharif**. Chairman announced vessel payoff Feb. 11 in Tacoma Wash. with blanket relief that day. He advised everyone to check with boarding patrolman and be sure to pay dues. Educational director spoke about courses offered at Paul Hall Center and of keeping all necessary shipping documents up to date. No beefs or disputed OT reported.

Suggestion made for bosun or steward to accompany captain during room checks. Request put in for locker repair in all departments. Next ports: Tacoma; Anchorage and Kodiak, Alaska.

HORIZON NAVIGATOR (Horizon Lines), Feb. 15—Chairman **William E. Lough**, Secretary **Richard A. Riley**, Educational Director **Benny A. Orosco**. Chairman stated that special informational meeting was held at request of Wilmington Port Agent John Cox. Information was passed out to crew regarding draws and checks. Chairman noted supply fan now working again. Educational director advised crew members to upgrade skills at Paul Hall Center whenever possible. He stated Coast Guard station moved to downtown Oakland; no longer in Alameda, Calif. Beef reported in engine department. Crew agreed that furniture in crew lounge should be replaced as soon as possible. Suggestion made that DVD player and VHS rewinder be purchased from ship's fund. Request made for better mattresses and pillows. Vote of thanks to Chief Cook **Carlito Navarro** for good food. Next ports: Oakland; Honolulu; Long Beach, Calif.

INNOVATOR (USSM), Feb. 1—Chairman **Stephen R. Kastel**, Secretary **Charles A. Medeiros**, Educational Director **Christopher L. Earhart**, Deck Delegate **James D. Morgan**, Engine Delegate **Adel B. Irani**. Chairman announced payoff Feb. 4 in Los Angeles. He thanked deck department for job well done and asked those getting off to clean rooms for next persons. Secretary noted tax time is near and advised crew members to get necessary documents ready. He also talked about new prescription plan and posted information for all to read. No beefs or disputed OT reported.

LIBERATOR (USSM), Feb. 8—Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Si I. Hughes**. Chairman posted president's report from recent *Seafarers LOG* and advised everyone to read it. Educational director suggested crew members check that all necessary shipping documents are up to date. No beefs or disputed OT reported. Recommendation made that dinner meal be only 30 minutes while in port. Crew members were asked to help maintain lounge and laundry areas and to keep lounge locked during stays in port. Clarification requested on 90-day working rule for emergency trip off. Next ports: Oakland and Los Angeles, Calif.

MAERSK VIRGINIA (Maersk Lines), Feb. 1—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins Jr.**, Engine Delegate **Stephen J. Dillon Jr.**, Steward Delegate **John Padilla**. Chairman announced payoff Feb. 9 in Newark, N.J. He noted good trip and thanked crew for outstanding team effort in keeping good gangway security watches in all ports. He reminded crew members to keep up to date on union news by reading monthly *Seafarers LOG*. He also asked those getting off to be sure to clean room, provide fresh linen for next person and remain on board until properly relieved. Secretary thanked everyone for helping keep ship clean. Educational director reminded crew members about courses offered at Piney Point school. Treasurer stated \$1,545.85

in ship's fund. Beef noted in steward department regarding duties of chief cook; no disputed OT reported. Crew thanked steward department for job well done, including great food and service. Clarification requested on extra days of vacation for completion of assigned tours. Next ports: Newark; Norfolk, Va.; Charleston, S.C.

PERFORMANCE (USSM), Feb. 1—Chairman **Jimmie L. Scheck**, Secretary **Gualberto M. Mirador**, Educational Director **Daniel P. Gibbons**, Steward Delegate **Joel A. Molinos**. Chairman informed crew of payoff upon arrival Feb. 8

urged Seafarers to take advantage of upgrading facility at Paul Hall Center. He also talked about keeping all required shipping documents current. No beefs or disputed OT reported. Suggestion made to have one day's pay in lieu of day off. Thanks given to steward department for good job.

SEALAND ACHIEVER (USSM), Feb. 1—Chairman **David N. Martz**, Secretary **Winston E. Marchman**, Educational Director **Niko M. Monsales**, Deck Delegate **Frank L. Thompson**, Engine Delegate **John A. Osburn Jr.**, Steward Delegate **Obercio M.**

An Enterprising Mid-Winter's Barbecue



Thanks to the hard work of (from left) Chief Cook Henry Wright, Chief Steward Steve Dickson and SA Abdullah Musaid, crew members (below) enjoy a mid-winter barbecue on the *Horizon Enterprise*. The vessel was en route from Honolulu to Guam.



in New Jersey. He thanked everyone for their hard work and encouraged them to read *Seafarers LOG* and communications from headquarters. Secretary noted smooth trip. Educational director asked mariners to pay close attention to expiration dates on shipping documents. Treasurer stated \$340 in ship's fund. No beefs or disputed OT reported. Request made for new linen. Vote of thanks given to all patrolmen and officers. Special vote aboard ship to Steward Mirador, Chief Cook Molinos and Steward Utility **Janusz Z. Smolik** for great job—and to AB **Charles B. Collins** for wonderful barbecues.

SAMUEL L. COBB (Ocean Shipholding), Feb. 2—Chairman **Aristo M. Padua**, Secretary **Thomas C. Barrett**. Chairman read president's report from *LOG* and thanked crew for job well done. He stated vessel will be in shipyard for about 50 days. Secretary noted that with shipyard time coming up, laundry bags will be out for dirty linen. Educational director said that shipyard time would be good time for upgrading at Paul Hall Center. He also advised them to be sure shipping documents are up to date. No beefs or disputed OT reported.

SEABULK MARINER (Seabulk Tankers), Feb. 8—Chairman **Ramon Castro**, Secretary **Abraham M. Martinez**, Educational Director **Oscar Garcia**, Deck Delegate **Michael A. Riley**, Engine Delegate **Gregory A. Grove**, Steward Delegate **Spencer Moxley**. Chairman announced arrival Feb. 9 in Long Beach, Calif. He noted ship will stay on West Coast run for several months. Those crew members getting off ship were asked to leave room clean for next person. Educational director

announced payoff Feb. 10 in Houston. Educational director talked about the importance of upgrading one's skills at Piney Point school. No beefs or disputed OT reported.

SEALAND COMMITMENT (USSM), Feb. 21—Chairman **Kyle F. Schultz**, Secretary **Douglas A. Hundshamer**, Educational Director **Ahmet K. Yazansoy**, Deck Delegate **Greg Johnson**, Engine Delegate **Mohammed Hadwan**, Steward Delegate **Ali Hassan**. Chairman announced payoff Feb. 22 in Houston with patrolman due aboard upon arrival. He stated trip was good overall and encouraged everyone to keep up with union and maritime matters by reading *Seafarers LOG*. Educational director encouraged everyone to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Request made for new mattresses, fans in rooms and chairs for crew lounge. Suggestion made that contracts department look into reducing age and seetime requirements for full pensions.

VOYAGER (USSM), Feb. 7—Chairman **Glenn R. Christianson**, Secretary **Grady C. Ingram III**, Educational Director **Morris A. Jeff**, Deck Delegate **Konstantinos Prokovas**, Steward Delegate **Ruben Padilla**. Chairman reported arrival Feb. 10 in Newark, N.J. He thanked crew for safe trip with no injuries. Secretary and educational director stressed need for Seafarers to improve skills by upgrading at Paul Hall Center. Educational director further advised members to make sure all documents are kept current. No beefs or disputed OT reported. Request made for new vacuum cleaner. Suggestion made to increase pension benefit. Thanks given to entire unlicensed crew members for working well together.

Letters to the Editor

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

Support H.R. 3729

I'm writing this letter to all active and retired merchant mariners to ask for their support of H.R. 3729 to amend Title 46, United States Code, to provide a monthly monetary benefit to certain individuals who served in the United States Merchant Marine (including Army Transport Service and Naval Transport Service) during World War II.

H.R. 3729 was introduced in the House of Representatives on Jan. 27 by Congressman Bob Filner of California. The short title is, Belated Thank You to the Merchant Mariners of World War II Act of 2004.

H.R. 3729 would pay a monthly benefit of \$1,000 to qualified merchant mariners who served during the period Dec. 7, 1941 to Dec. 31, 1946. Your readers can give us their support by writing to their congressperson and senators requesting they cosponsor Bill No. 3729.

Thank you for your help and smooth sailing.

James W. Hassett
President, American Merchant Marine Veterans of WWII
Hudson Valley Chapter
Baldwin Place, N.Y.

Thanks and a Request

First, I and my veteran shipmates would like to thank you and your union for helping get us (U.S. World War II merchant seamen) our veterans' status. It was a long and tough battle. Thank you for a job well done.

Without the union, you don't have anything. We feel very proud of what the U.S. Merchant Marine is doing today in Iraq and around the world.

While there's nothing we can do for the 238,000 mariners who've passed away since World War II, we can do something for the surviving U.S. Merchant Marine veterans—if we can get Bill No. 3729 through Congress. You can help us by contacting your congressman and senators. To write to a senator, address the letter to:

The Honorable (Name)
United States Senate
Washington, DC 20510

To write to representative, address the letter to:

The Honorable (Name)
U.S. House of Representatives
Washington, DC 20515

If your representatives agree to vote for H.R. 3729, please let me know by email at dickwiggins@yahoo.com

Here is a sample letter:

Regarding H.R. 3729, Belated Thank You to the Merchant Mariners of World War II Act 2004, almost a quarter-million men volunteered to serve in the U.S. Merchant Marine during World War II. In 2004, approximately 5 percent are alive. The

average age of WWII U.S. Merchant Marine veterans is about 81 years.

Merchant mariners delivered 85 percent of all goods used by U.S. armed services. They delivered guns and ammunition, bombs, airplanes, aviation gasoline and a lot more. They "delivered the goods"—but not without a cost. Approximately 800 ships were sunk and almost 8,000 mariners gave their lives. They were torpedoed, bombed, shot and taken prisoner. Many ships were hit by Kamikaze planes. They died for their country so we could be free.

In 1944 President Roosevelt signed the G.I. Bill for the military, and they deserved it. On signing the bill, he said, "It is my wish that our Congress will do the same for our Merchant Marine." They didn't and FDR died.

Forty-four years later, the U.S. Merchant Marine veterans of World War II were granted veterans' status. The U.S. Merchant Marine missed out on low-pay education, G.I. housing, medical care and job preference, to name a few. They were forgotten.

H.R. 3729 will give them some compensation for lost benefits. Therefore, I am asking for your support and sponsorship of this bill. Since I live and vote in your district, will you vote for H.R. 3729?

To our friends in the SIU, God bless you. Thank you very much.

Richard Wiggins
Kansas City, Mo.

Final Departures

Continued from page 18

Moran Towing Co. vessel. The Lineboro, Md. resident began collecting stipends for his retirement in 1985.

GEORGE NAUGLE



Pensioner George Naugle, 75, passed away Nov. 11. Boatman Naugle began his seafaring career in 1969 in the port of Philadelphia after serving in

the U.S. Navy. Boatman Naugle shipped in the deck department as a barge captain and worked primarily aboard vessels operated by Interstate Oil Transport Co. Born in Alliance, Ohio, he made his home in Waynesville, N.C. Brother Naugle went on pension in 1989.

HENRY PUTEGNAT



Pensioner Henry Putegnat, 85, died Nov. 8. He started his career with the Seafarers in 1969 in the port of Houston. A veteran of the U.S. Army and

U.S. Coast Guard, Boatman Putegnat sailed in the deck department, working primarily aboard vessels operated by G&H Towing. He lived in Galveston, Texas. Boatman Putegnat started receiving his pension in 1986.

LLOYD TAYLOR

Pensioner Lloyd Taylor, 76, passed away Dec. 1. Boatman Taylor embarked on his career with the SIU in 1970 in the port of Philadelphia.

Born in Genesco, Kan., he sailed in the deck department as a captain. The Mocks Corner, S.C. resident last shipped on a Pennsylvania Maritime Inc. vessel. Boatman Taylor went on pension in 1996.

WILLIAM TUCKER



Pensioner William Tucker, 63, died Dec. 19. He began his seafaring career in 1967 in the port of Houston. Boatman Tucker shipped

in the deck department as a captain, last working aboard a Crescent Towing and Salvage Co. vessel. He was a resident of Chickasaw, Ala.

The following brothers, all former members of the NMU and participants in the NMU Pension Trust, passed away on the dates indicated.

NAME (last, first)	AGE	DOD
Alvarez, Justino	86	Jan. 1
Anderson, Ernest	83	Aug. 23
Ballard, James	89	Jan. 21
Bell, George	81	July 6, '03
Bentsen, Palle	81	Aug. 21, '03
Bergeron, Ronald	76	Jan. 25
Chabot, John	76	Feb. 8
Cook, William	78	Feb. 5
Cruz, Antonio	85	Aug. 29, '03
Cruz, Gregorio	99	Feb. 3

Cruz, Pablo	68	Feb. 18
DeSilva, Charles	78	July 11, '03
DeSilva, Jose	101	Jan. 1
Faughtenbery, Jesse	79	Feb. 9
Fernandez, John	89	Feb. 4
Foster, Walter	76	Jan. 19
Geron, Caldwell	78	Feb. 17
Gilliam, Arthur	85	Jan. 16
Graves, Allen	73	Nov. 1
Griffin, Freddie	86	Jan. 29
Harris, Robert	87	Sept. 1, '03
Kotch, Stephen	88	June 23, '03
Lacombe, Ludger	82	Jan. 24
Lazorko, Steve	81	Feb. 14
Montgomery, James	80	July 23, '03
Murray, Vernon	75	Feb. 1
Pequeno, Jose	72	Feb. 2
Pitts, William	84	Feb. 3

Ponce, Ramon	77	Feb. 16
Powell, Warren	80	Feb. 17
Rasco, Hermogenes	98	Feb. 17
Rathstone, Robert	77	Feb. 2
Reeves, Curtis	75	Feb. 1
Rodriguez, Isidro	91	Jan. 7
Rogers, John	76	Jan. 11
Roldan, Vincent	86	Dec. 23, '03
Rubin, Bernard	79	Feb. 5
Sampson, Samuel	78	Feb. 6
Sanza, Miguel	84	June 24
Talley, Freddie	76	Jan. 29
Taylor, Earl	83	Jan. 31
Ventura, Julio	75	Jan. 29
Walker, Thomas	79	Jan. 18
Warner, Gerald	72	Jan. 17
Williams, Charles	78	Feb. 8
Zemis, Charles	78	May 21, '03

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 12	May 7
	May 24	June 18
	July 5	July 30
	Aug. 16	Sept. 10
Lifeboatman/Water Survival	May 10	May 21
	June 21	July 2
	August 2	August 13
Navigation Fundamentals	April 26	May 7
Radar	May 10	May 21
Specially Trained Ordinary Seaman (STOS)	April 5	April 16
	May 31	June 11
	August 9	August 20

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning March 29, 2004.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Engine Utility (EU)	May 17	June 11
	July 26	August 20
FOWT	July 12	September 3
Marine Electrician	May 10	July 2
Refrigeration	April 12	May 21

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>(*must have basic fire fighting)</i>	April 19	April 30
Basic Safety Training (BST)	April 19	April 23
	May 10	May 14
	May 24	May 28
	June 21	June 25
	July 19	July 23
	August 2	August 6
Fast Rescue Boat	May 3	May 7
	June 7	June 11
Government Vessels	April 5	April 9
	May 17	May 21
	June 28	July 2
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	May 17	May 28

Academic Department Courses

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



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 647 — Graduating from the water survival class are unlicensed apprentices from class 647 (in alphabetical order) Michael Broadway, Christopher Czarske, David Gibson, Jonathan Hardiman, Brian Leach, Douglas Lewis, Michael Maskalenko, Daniel Miller, Jose Nunez, Terry Smith, Michael Snowden Jr., Joseph Waldera, Russell Wall, Joseph Waller Jr., Christopher Wheeler, Richard Wittison and Christopher Yohe.



Advanced Fire Fighting — Earning their advanced fire fighting endorsements Feb. 13 are (from left) Joe Grandinetti, Tom Cessna (instructor), Edgardo Plarisan, Abdullatif Ahmed, Chris Waldo, Andrzej Tlalka, Daniel Lovely, Fernando Rigonan, Charles Sadler, Harlan Hulst and Brian Miller.



Celestial Navigation — Completing the six-week navigation course Feb. 6 are (from left) Janet Baird, Joseph Butasek, Arvid Friberg, Vessislav Dyoulgerov and Ian Ferguson.



Fundamental Concepts of Navigation — Upgrading deck department members who successfully completed the navigation fundamentals course Feb. 20 are (from left) Brian Miller, Robert Wobil, Fernando Rigonan and Harlan Hulst.



ARPA — With their instructor, Mike Smith (right) are Feb. 13 graduates of the ARPA course. From the left are William Powell, Mark Pruitt, Edward Rittenhouse and Daniel Lovely.



Engine Utility — Seafarers and unlicensed apprentices in phase III of their training completed the engine utility course Feb. 20. They are (in alphabetical order) Michael Alexander, Timothy Belcher, Robert Brady, Rollin Crump, Noland Earl, Elvin Ellis, Jim Farmer, Damien James, Carlo Johnson, Mitchell King, Ryan Krom, James Perkins, Jonathan Scurry and Daniel Smith. Their instructor was Ben Vernon (far right).



Medical Care Provider — Feb. 13 graduates of the medical care provider course are (from left) Lawrence Holbert, Alexander Fyodorovkyh, Nebojsa Milosevic, Joseph Butasek, Vessislav Dyoulgerov, Kenneth Salgado and Hal Owen.

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.

Computer Lab Class



Kenneth Salgado (left) and Wesley Slattery (right) show off their certificates of achievement for completion of computer classes at the Paul Hall Center. With them is their instructor, Rich Prucha.



Able Seaman — Working their way up in the deck department are SIU members who completed the AB course Feb. 13. From the left are Roy Logan, Jamie Parker, Tom Gilliland (instructor), Jerry Guglielmello, Ricardo Salazar, Wesley Slattery, Christopher Gustafson, William Mele, Felipe Zepeda and Manuel Davis.

Paul Hall Center Classes

Basic Safety Training Classes



STCW — Feb. 9: Antonio Bastidas, Sergio Beldean, Kenneth Click, Ian Corriette, Orozco Delacruz, David Garcia, Robert Gates, Christopher Grant, Renee Hill, Richard Jones, Jenko Koch, Damian Kreipe, Chad Leibner, Thomas Maillelle, Pam Mancilla, Tom Miller, Sean Nakamura, Brian Nash, Jan Payne, Osborn Pinder, Christian Schagerl, Laura Stock, Sean Sullivan, Andreas Tuma, Francisco Valencia, Tore Wiksveen, Douglas Wilson, Terrence Koch, Audrey Brown, Ronald Merfeld, Gill Sickles, Heather Racine, Peter Galia, Lubomir Dvonc Jr. and Etburn Gordon.



STCW — Feb. 13: Francisco Arguilla, Khaled Ayad, Dariusz Czepczynski, Juanito Julaton, Maji Musaid, Jose Navarro, David Parker, Ronald Poole, Justin Rodgers, Yadira Rosa, Victor Tayeri, Rose Vasilas, Edward Washington Jr., Jonathan Watkins, Brock Wilson, Marisa Escher, Jose Rojas-Morales and Michael Denny.



STCW — Feb. 20: Barbra Allbritton, Otsman Baudin, David Benito, Dominic Carr, David Chairez, Keith Cleary, Dori Cook, Austin Dimmick, Mark Dominiak, Jonathan Fiske, Lauren Grice, Darin Heine, Patrick Helmuth, Robert Horhager, and Thomas Krapil.



STCW — Feb. 20: Amber Akana, Robert Baucum, Daniel Biggs, Cliff Broussard, Joseph Butasek, Sixto Carcamo, Leo Curry, Noah Curtiss, Evan de Harne, Shannon Fitzpatrick, Amy Gillette, Kristin Green, David Hicks, Eric Johnson, Michelle Johnson and Daniel Kilimann.



Water Survival — Feb. 20: Khari Hatten, Danilo Ramos, David Smith, Kyle Barril, Ann Ziegler, Kolomona Purdy, Eddie Johnson, Winston Madayan, James High, Guy Traynham, George Ashbridge and Eric Borys. Their instructors were Stan Beck and Tony Sevilla.

Lifeboatman/Water Survival



Water Survival — Feb. 13: Wayne Agustin, Elmer Clemente, Evan de Harne, Leighton Enomoto, Shannon Fitzpatrick, Kristin Green, Michelle Johnson, Daniel Kilimann, Tiana Lau, Edward Lewis, Mindy Napoleon, John Niedbalski, Tiffany Niven, Nathan Ono, Ferindo Renedios, William Schropp and Kenneth Yuret.



Water Survival — Feb. 13: Francisco Valencia, Osborn Pinder, Lubomir Dvonc Jr., Christian Schagerl, Andreas Tuma, Sean Sullivan, Etburn Gordon, Jenko Koch, Peter Galia, Brian Nash, Damien Kreipe, Antonio Bastidas, Pam Mancilla, Douglas Wilson, Sergio Beldean, Laura Stock, Heather Racine, Chad Leibner, Robert Gates, Agustin Orozco, Cliff Broussard, Noah Curtiss, Amy Gillette, Robert Baucum, Eric Johnson, James Lines, Daniel Biggs, Christopher Nall, Jonathan Fiske and Roger Mellen.



Water Survival — Feb. 6: Gary Barnett, Lorenzo Calasicas, Herman Cobile, Christina Costanzo, Desiree Kalankoa, Holly Kiyabu, Stephanie Nieves, Randolph Rabago, Christopher Rosse and Barrett Winning.



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

Government Services Division Seafarers Make Historic Climb onto USS Coronado

Transfer Ceremonies Mark Official Start of Pilot Program

Members of the SIU's Government Services Division made history last November when they crewed up the *USS Coronado* for the U.S. Military Sealift Command (MSC).

The *Coronado* is believed to be the first Navy command and control ship manned with a largely civilian crew. Normally, significant numbers of senior military officers and their staffs (from each of the armed services) sail aboard such vessels during military operations and exercises.

The transfers marked the start of a pilot program which may lead to additional Navy ships joining the MSC fleet.

Vice Adm. David Brewer, MSC commander, recently expressed great confidence that the test program will succeed. It is scheduled to run through September 2005.

Ceremonies marking the transfers took place on the West Coast Feb. 18 and March 4. At the latter event, a number of SIU Government Services Division members who sailed during Operation Iraqi Freedom received U.S. Merchant Marine Expeditionary Medals, issued by the U.S. Maritime Administration.

During both ceremonies, speakers noted the effective work of SIU Government Services Division Representative Chester



The *Coronado* carries more than 100 CIV-MARS and is 567 feet long.

Wheeler in leading the successful effort to secure a high-quality habitability agreement for *Coronado* crew members. Wheeler was credited for keeping the negotiations on track during challenging periods.

Highlights of the contract include MSC's agreeing to follow "prevailing maritime practice regarding wages and working conditions aboard the *USS Coronado*." MSC also agreed to pay habitability allowances to specified unlicensed mariners at the rate of \$35 per day.

Further, the agency committed to utilizing available habitability funds, CIVMARS or others to make necessary habitability improvements whenever possible.

Other beneficial provisions address everything from email for the unlicensed crew to the establishment and furnishing of the crew lounge and much more.

The *USS Coronado* was built by Lockheed Shipbuilding and Construction Company in Seattle. Its keel was laid May 3, 1965, and the ship was launched July 30, 1966. It was commissioned May 23, 1970.

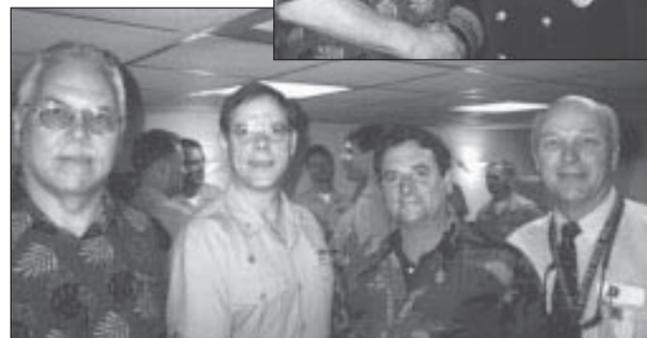
The *Coronado* was designed as an Amphibious Transport Dock (LPD), built to transport Marines and their equipment to the scene of an amphibious assault and move them ashore by landing craft and helicopters. The ship is one of seven fitted with additional superstructure for command ship duties.



Members of the SIU's Government Services Division await presentation of their U.S. Merchant Marine Expeditionary Medals last month aboard the *USS Coronado*.



SIU Rep Chet Wheeler (left) and 3rd Fleet Commander Vice Adm. Michael McCabe confer during the Feb. 18 ceremony in San Diego.



Pictured at the San Diego event are (from left) SIU Rep Chet Wheeler, *USS Coronado* Captain Chris Noble, Bosun Billy Bonds and Bob Rosemeyer, director of the West Coast customer service unit of the Afloat Personnel Management Center.



Rear Adm. Deborah Loewer, USN, vice commander of MSC, congratulates Chet Wheeler on the pilot program's start.

Honor for Retired Port Agent Martin



Retired SIU Port Agent Jim Martin (left) last month was inducted into the Louisiana State AFL-CIO Hall of Fame. Celebrating the occasion with him were (from left) SIU New Orleans Port Agent Steve Judd (who serves on the state AFL-CIO executive board as special assistant to the president on maritime affairs), SIU New Orleans Safety Director Chris Westbrook and SIU Representative James Brown. The ceremony took place March 1 in Baton Rouge, La. Martin still serves as a consultant to the union and as president of the Greater New Orleans Port Council of the Maritime Trades Department, AFL-CIO. He also is a vice president on the state federation.

Merlin Rescues Mariner

As previously reported, the Seafarers-crewed *MV Merlin* on Jan. 23 rescued Egyptian Second Officer Eslam Hassan Osman Morgan (standing center with arm in sling) near Malta. Morgan's vessel, the 390-foot Greek-owned *MV Kephi*, sank in rough seas while carrying some 8,800 pounds of cement from Istanbul, Turkey to a West African port. Moore was the lone survivor of the *Kephi*'s 17-person crew. Joining Moore on the deck of the *Merlin* are Seafarers and officers including GSU Terrance Bing, AB Harry Champagne, AB Jules Delgado, AB John Holmes, DEU George Melton, Bosun Michael Nee, AB Joey Pauley, AB Luisito Tabada and OMU Michael Watkins.



Eslam Hassan Osman Morgan (center) poses with Steward Prescillano Gamboa, left and Chief Cook Eddie Siplin in the galley of the *MV Merlin*.