



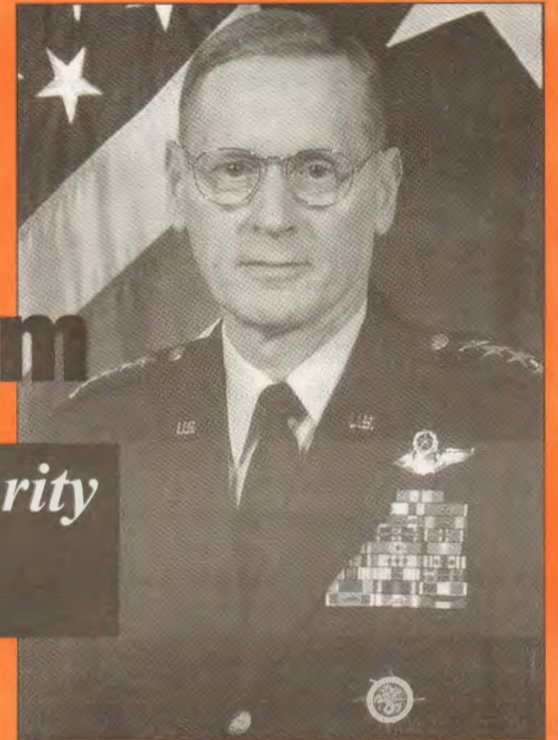
The Seafarers Log

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

TRANSCOM's Gen. Handy States Powerful Case for Maritime Security Program

'MSP reauthorization now is a national security imperative of the highest magnitude'

Gen. John W. Handy (USAF), Commander, TRANSCOM, last month told Congress that America needs immediate reauthorization of the Maritime Security Program. Page 3.



Hands-On Training for Apprentices



Practical training is an integral part of the unlicensed apprentice program offered by the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Above, student Edward Willis prepares to close a hatch on the training vessel *Osprey*. Page 8.

New ATB Joins SIU Fleet



The union last month welcomed Intrepid Ship Management's newest SIU-crewed tug and accompanying double-hulled barge at a ceremony in Sturgeon Bay, Wis. Seafarers are sailing aboard the tug *Ocean Reliance* and the barge 550-3 (pictured at left). Pictured in the wheelhouse following the christening are (from left) SIU VP Gulf Coast Dean Corgey, Capt. George Sadler and SIU VP Great Lakes Tom Orzechowski. Page 3.

SIU Member Honored For Rescue at Sea

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ITF Spotlights Treatment Of Cruise-Ship Mariners

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SIU Helps Deliver The (Baseball) Goods

When volunteers in Pennsylvania began collecting baseball equipment for donation to kids in Puerto Rico, they quickly were overwhelmed by the strong response. SIU-contracted CSX Lines, working with the Baseball Hall of Fame, stepped up to the plate and voluntarily delivered the gear. Helping sort out the details of the transport are SIU VP Contracts Augie Tellez (left) and former Cincinnati Reds great Tony Perez, a member of the Baseball Hall of Fame. Page 4.



President's Report

Answering the Call

In and around the nation's capital, October's headlines have been dominated by sniper shootings which alarmed the entire region. In fact, the story has received worldwide attention.



Michael Sacco

As of this writing our region finally is breathing a sigh of relief. It appears the killers have been caught. Still, it's rare to get through a conversation around here without the subject coming up. That's understandable, considering both the frequency of the attacks and the fact that everyone who works at the union's headquarters lives in an area that was at risk.

Yet, as consuming as the sniper case has been, the SIU also hasn't taken its eyes off an even bigger story: our nation's potential conflict with Iraq. For some time now, the conventional wisdom across the nation mostly has been, it's not a case of "if" we'll go to war with Iraq, but rather "when."

Whenever the balloon goes up, I know that the SIU and the rest of the U.S. Merchant Marine will deliver. It is our duty as the nation's "fourth arm of defense." It is also our legacy, from the very beginnings of our country.

While the Persian Gulf War presented its own unique challenges 11 years ago, the next conflict with Iraq—whenever it might take place—figures to offer a different set of difficulties. For now, it's unclear how our allies from the last war will react. Also, as in any other industry, shipboard technologies have changed dramatically. Presumably, so have the capabilities of our enemies.

Despite the uncertainties, recently it has been heartwarming and inspirational to hear the confidence expressed in the U.S. Merchant Marine by the heads of the U.S. Military Sealift Command and the U.S. Transportation Command, respectively. As mentioned in my previous column, MSC Commander Rear Admiral David Brewer truly provided a highlight of the SIUNA convention in September when he enthusiastically spoke about his belief in our merchant marine's readiness. He has seen firsthand that we deliver the goods.

A few weeks after the convention, TRANSCOM Commander General John Handy went before Congress and, in the course of promoting the Maritime Security Program, noted the U.S. Merchant Marine's reliability and value. His message was crystal clear: America's national security is best served by maintaining a strong U.S.-flag fleet.

There are many other examples of prominent, highly respected people declaring their support for the U.S. Merchant Marine, none of which is taken for granted. It's always reassuring to know that others understand our industry's history and its importance.

Soon, it seems, we'll have another chance to prove our worth and capabilities as the fourth arm of defense. You know the old saying: What have you done for me lately? That's the only thing that'll matter whenever we get the call.

That's why it's so absolutely critical that Seafarers live up to our patriotic history.

We must be willing to make sacrifices—just as we did during World War II.

We must be willing to support our troops wherever they need us—just as we did in the Korean War.

We must be willing to sustain the war effort for a prolonged period—just as we did in Vietnam.

And we must be willing to face new and unprecedented threats in order to protect freedom—just as we did during Operation Desert Storm.

Naturally, it would be great if war became a thing of the past. Just as it would be welcome news to hear that Saddam Hussein has learned to behave and cooperate.

I'm not counting on either of those things happening.

But I'm very much counting on every SIU member as well as all of our brothers and sisters from throughout maritime labor to answer the call and deliver the goods. We may not know when the call will arrive, but we are ready. We know our duty, we love our country, and we absolutely will get the job done.

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ITF Steps Up Campaign To Spotlight Mistreatment Of Cruise-Ship Employees

Excessively long hours, very low pay, and management as abusive as anything one might find in sweatshop factories are common on many cruise ships, says a new report jointly published by the International Transport Workers' Federation (ITF) and the British campaigning organization War on Want.

Together with ITF-affiliated maritime trade unions in the United Kingdom (RMT and NUMAST), the two organizations launched the "Sweatships" campaign for the rights of cruise ship employees.

The SIU is an ITF affiliate and is active in the federation's worldwide campaign on behalf of cruise-ship workers.

In recently announcing the report, the ITF said that cruise lines "offer a dream way of taking a holiday, and 12 million passengers do so every year. But for those working on board, particularly those below decks from the developing countries, the reality can be a dream gone sour."

The federation further reported that nearly one-third of the 114,500 maritime and hotel/catering staff members working on cruise ships worldwide are covered by union agreements. But some cruise employers remain hostile to union organization on board. "On these vessels, the ITF Cruise Ship Campaign has found serious abuse of human rights below decks in total contrast to the luxury enjoyed by the passengers above," the federation stated.

The ITF is particularly concerned that some crewing agents in poor countries charge new recruits \$1,500 or more for airfares, medical costs and so-called administrative fees just to get the job. This violates international labor standards. Cruise companies also take an indemnity from the first month's wages against the worker going AWOL. Such practices turn cruise ship workers into virtual bonded labor, the federation declared.

The report's author, Celia Mather, says, "It was a shock to interview people such as an Indian crew member who works in the galley, peeling vegetables for 11 hours a day, six or seven days a week, and some receptionists and cabin stewards from Peru and Lithuania put under sexual pressure by their managers just to keep their jobs. Their anger is palpable, particularly because they were sold a dream—of working in a luxury industry. But they soon learned that if they complain they will be sent home at the next port."

The ITF has taken up numerous cases of individual cruise ship employees who are mistreated by their employers. It has also assisted in the repatriation of several thousands of crew members left abandoned across the globe as the Premier, Renaissance and Commodore lines went bankrupt in recent years.

The Sweatships campaign marks a new phase in ITF activity on the cruise industry, now enlisting the support of the general public and consumers.

Cruise-goers in particular are urged to take up cruise workers' rights with their tour operators when planning a vacation, favoring the cruise companies which have union agreements on board.

Stephen Cotton, secretary of the ITF Special Seafarers' Department, said, "This is a highly profitable part of the maritime industry, and many cruise companies are maximizing their profits through putting an unfair squeeze on their workforce, particularly those from poor countries who are desperate for an income. Some cruise lines are getting away with abusive labor practices partly because they register ships in 'flag-of-convenience' countries such as Panama and the Bahamas. We hope that raising public awareness will help us to put more pressure on the international regulatory authorities to take stronger action against bad practices."

'Sweatships': Facts About the Cruise Industry

1. About 114,500 seafarers, both marine and hotel/catering staff, are working on board cruise ships at any one time, with a total workforce of nearly 150,000 worldwide.

2. About 12 million passengers take a cruise every year. The figures have been increasing every year since the cruise industry took off in the 1970s.

3. Cruise passengers by nationality in 2000 were North American 61 percent; European 22 percent; 'Other' approximately 17 percent. The number of European passengers has been growing at roughly 15 percent a year since the mid-1990s.

4. Within tourism, the cruise industry is one of the two fastest growing sectors. Within the maritime industry, cruise shipping has outstripped the growth of any other sector since the mid-1980s.

5. At the turn of the millennium, there were about 47 cruise lines operating around the world, with nearly 200 vessels of 4,500 total gross tonnage and above.

6. Where the cruise passengers sail: America and the Caribbean 58 percent; Europe 21 percent; Asia 17 percent; Other 4 percent.

7. Miami is the top cruise port, with nearly 3 million passengers in 1999.

8. Four giant companies dominate the cruise industry: Carnival, Royal Caribbean, P&O Princess, and Star Cruises. They account for more than half the total number of large cruise vessels.

9. Royal Caribbean and P&O Princess are engaged in merger discussions which would turn the combined venture into the world's largest cruise corporation. Carnival, their main rival, has issued hostile takeover bids for P&O Princess. The merger is under consideration by U.S. and European trade commissions.

10. Cunard's Queen Mary 2, currently being built at Chantiers de l'Atlantique in St. Nazaire, France, and due in service from January 2004, will be the largest vessel in terms of gross tonnage: 150,000.

11. Royal Caribbean's Adventure of the Seas, which started sailing in late 2001, is the largest by berths: a total of 5,020 passengers and crew.

12. Many cruise vessels are flying the so-called flag of convenience of the Bahamas or Panama. This places these ships under the legal framework of countries which are notorious for not enforcing international maritime standards.

Source: ITF

Federation's New Web Site Shows Candidates' Records

The AFL-CIO in mid-October launched a new web site (www.socialsecuritypledge.org) to document candidates' positions on Social Security privatization and adding a genuine prescription drug benefit to seniors under Medicare.

"The next Congress will make key decisions that determine the future of Social Security and Medicare. Many candidates are trying to confuse voters about what privatization means and what plans they support. Whether a candidate signs the pledge or refuses to will clearly define his or her position on saving the program as a monthly guarantee or gutting it and letting Wall Street take over," explained AFL-CIO

President John Sweeney.

The new site will be updated daily so those interested in the issue can easily check to see if candidates in their state have signed the pledge in support of Social Security and Medicare. The site only documents where at least one candidate in a race for elected office has signed the

pledge. Pledges were mailed to all incumbents and challengers for federal office. As of Oct. 8, 172 Republicans and Democrats have signed the pledge. Their names, as well as the names of their challengers, are documented on the site.

"The pledge asks a straightforward question that the public deserves to hear answered," said Sweeney. "Changing Social Security would affect more than 46 million people today and millions more in the future."

Please be advised that SIU headquarters and all SIU hiring halls will be closed Wednesday, December 25 for the observance of Christmas Day (unless an emergency arises). Normal business hours will resume the following workday.

TRANSCOM Chief Backs MSP

Gen. Handy Delivers Airtight Case for Reauthorization

The head of the United States Transportation Command (TRANSCOM) last month urged Congress to reauthorize the U.S. Maritime Security Program (MSP).

In the strongest possible terms, U.S. Gen. John W. Handy declared his support for the MSP and explained in detail how the program benefits America. Gen. Handy appeared before the Merchant Marine Panel of the House Armed Services Committee on Oct. 8. U.S. Rep. Duncan Hunter (R-Calif.) chairs the panel.

TRANSCOM is responsible for all of the U.S. military's sealift assets.

The MSP program, set to expire in 2005, helps maintain a fleet of militarily useful U.S.-flag commercial vessels crewed by American citizens. Participating ship operators agree to make their vessels and other transport-related resources available to the Department of Defense in times of war or national emergency.

"I wholeheartedly support reauthorization of MSP beyond expiration of the current authority on September 30, 2005," Handy told the panel. "The MSP is a vital element of our military's strategic sealift and global response capability. As we look at operations on multiple fronts in support of the war on terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most

demanding wartime scenarios. That makes MSP reauthorization even more important as we look toward the future."

This summer, SIU President Michael Sacco led a group of maritime union officials in urging Congress to extend the program by an additional 20 years and expand the MSP fleet to at least 60 vessels. The maritime labor delegation pointed out that the nation can't afford to wait for MSP reauthorization, in part because operators need time to plan for replacement tonnage and other considerations to sustain the program beyond 2005.

Rep. Jo Ann Davis (R-Va.) noted that some foreign crews refused to deliver U.S. materiel during the Persian Gulf War.

"A viable U.S. mariner capacity precludes those sorts of things from becoming a reality," the general answered. "Every endeavor that we can take as a nation to secure and sustain a viable U.S.-flag shipping and mariner capability, from a [Defense Department] perspective we absolutely, categorically support—no questions."

In other discussions with the panel, Gen. Handy stated that America must maintain a shipbuilding

while still maintaining a commercial presence). A lot of the discussions about MSP reauthorization ultimately have an impact on mariner availability—the lack of viable U.S. shipping determines the success or availability of the mariner pool."

Segments of Gen. Handy's testimony follow:

"MSP is a cost-effective program that assures guaranteed access to required commercial U.S.-flag shipping and U.S. Merchant Mariners, when needed. The alternative to MSP is, ultimately, reliance on foreign-flag vessels manned by foreign crews during crisis. MSP provides the security of resources we must have in a very uncertain world fraught with asymmetric threats. MSP ensures the development and sustainment of critical strategic partnerships favorable to the United States. And, MSP helps ensure the viability of America's merchant mariner pool needed to activate the Reserve Fleet. MSP makes sense. We can't afford not to invest in MSP. I strongly advocate for swift reauthorization.

"MSP is a critical component of our strategy which recognizes and relies upon significant augmentation from the U.S. commercial sealift industry to support the warfighter's needs. We limit our organic fleet to those assets that the commercial sector cannot provide. Only 33 percent of the vessels we may require reside in our organic fleets. The remainder of the sealift

"MSP reauthorization is, without question, the linchpin in our wartime U.S. commercial sealift capability.... MSP reauthorization now is a national security imperative of the highest magnitude"

—Gen. John W. Handy, TRANSCOM Commander

At the same time, if the MSP weren't renewed, the government would face the daunting, multi-billion dollar prospect of replacing the assets currently available through the program. The latter scenario, though it seems very unlikely, would require planning that already would be late if it began today.

After submitting his testimony, Handy answered questions from the panel.

capability. He also described sealift as "by far the greatest contributor to our force projection capability over the long term."

The general was asked if America has the mariner pool needed for an activation. He answered, "As a nation, we ought to be concerned about our mariner pool. Today, we probably have the mariners we need to operate the ships that we would activate (in war



Gen. John W. Handy (USAF),
Commander, TRANSCOM

capacity needed to transport military equipment and supplies comes from the commercial sector. Looking ahead, the War on Terrorism could eventually push our baseline requirement for commercial sealift even higher.

"MSP reauthorization is, without question, the linchpin in our wartime U.S. commercial sealift capability, through its integral support of the Voluntary Intermodal Sealift Agreement (VISA). VISA is a three-phased program that enables time-phased access to militarily useful U.S.-flag commercial dry cargo sealift capacity. VISA is cost-efficient because it contractually provides assured access to commercial U.S. sealift assets, mariners, and intermodal capacity when required, releasing the American taxpayer from otherwise bearing the procurement, overhead, and

maintenance costs of a profoundly larger organic military capability. Our current organic military fleet is much improved over just 10 years ago and is structured to support our surge requirements in time of conflict. However, the bulk of large-scale sustainment sealift in times of major conflict resides with the commercial sector that we also depend on for day-to-day support of peacetime requirements. That is what makes the VISA-MSP link such a perfect fit. MSP and VISA are truly complementary force multipliers. We need both MSP and VISA. MSP's guaranteed access to vessels, combined with VISA's capacity and supporting global intermodal infrastructures fulfills the sealift requirements to meet war fighter needs....

"We need MSP now. MSP in its current construct

Continued on page 10

Seafarers Crew Up Newest ATB

Foul weather didn't dampen the enthusiasm of the more than 100 people who celebrated the christening of Intrepid Ship Management's newest SIU crewed tug and accompanying double-hulled barge Oct. 18 in Sturgeon Bay, Wis.

Seafarers are sailing aboard the 9,280-hp tug *Ocean Reliance* and 155,000-barrel barge 550-3, which together form a state-of-the-art articulated tug-barge (ATB). The ATB was built by The Manitowoc (Wis.) Company, Inc.

SIU Vice President Gulf Coast Dean Corgey, SIU Vice President Great Lakes Tom Orzechowski and SIU Representative Todd Brdak represented the union at the christening, which took place in a steady downpour of rain and sleet.

An ATB has a hinged connection system between the tug and barge, which allows movement in one plane in the critical area of fore and aft pitch. The new ATB tank vessel incorporates the latest advances in environmental protection and safety while addressing increased efficiencies in hose handling, anchoring, mooring, discharge and loading of product.

The 550-3 is double hulled and the tug is double sided. The barge has an inert gas system as well as an enhanced cargo system and a fully redundant ballast system.

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



The barge 550-3 is designed for safety and efficiency.



Left: SIU VP Great Lakes Tom Orzechowski (right) and Chief Engineers Bob Carroll (left) and Marc Grantham were on hand to welcome the new ATB.



Right: SIU VP Gulf Coast Dean Corgey (center) and Seafarers Marc Grantham (left) and Bob Carroll examine the *Ocean Reliance* after its christening.

NY Waterway Adds 2 Ferries

SIU-contracted NY Waterway recently added two more boats to its rapidly expanding fleet of passenger ferries.

The company, based in Weehawken, N.J., christened the *Fred V. Morrone* on Aug. 13 and the *Enduring Freedom* on Sept. 3. NY Waterway owns 35 ferries and charters about a dozen more. Five more ferries are on order.

The *Enduring Freedom* and the *Fred V. Morrone* each can carry 97 passengers at more than 30 knots. They will transport customers from Queens to lower Manhattan and back.

NY Waterway noted that the *Enduring Freedom* was named in honor of the heroes of September 11 and the war against terrorism, while the *Morrone* was named for the 37 port authority police officers who died during the attack at the World Trade Center. Fred Morrone was the superintendent of police for the Port Authority of New York and New Jersey.

The SIU represents captains and deckhands aboard NY Waterway ferries. Those Seafarers evacuated more than 160,000 people from Manhattan on September 11.

NY Waterway is the largest privately owned commuter ferry operator in the United States. This past summer, the company became the first private ferry operator in the nation to require its captains and deckhands to complete a formal course in crowd management. Two years ago, NY Waterway became the first to establish STCW Basic Safety Training as a requirement for captains and deckhands.

Quickly But Cautiously, Seafarers Help Rescue 5 Cuban Refugees

Editor's note: AB Tom Komenda recently submitted the following article about a rescue at sea that involved special security considerations.

On Friday, August 9 at 1135 the Maritrans/Interocean Uglund Management tanker *Perseverance* (bound for Beaumont, Texas) was two days west of her last port of call, Guayanilla, Puerto Rico. She was on a course of 290 degrees, her position was 22-47N, 078-34.5W and 11 nautical miles north of Cayo Coco, Cuba when the 1200-1600 AMO 3rd Mate (on bridge watch) Bill McNiel noticed a small craft in the distance. After a closer look, the persons on board appeared to be waving their arms and oars.

At 1136 the mate on watch notified the captain of a possible refugee craft. Once confirmed, he contacted the Coast Guard in

Miami. At 1145 the Coast Guard advised our vessel to "slow, maneuver and pick up migrants." The mate on watch then sounded the general alarm and all hands to emergency stations.

The wind and seas were calm that morning so Captain Jim Todd decided to lower the accommodation ladder instead of launching a lifeboat. By the time the ladder was rigged into position the tanker was stop-dead, making no headway, and the refugee vessel bore 500 yards off her starboard bow. The refugees paddled desperately but with smiling faces toward the ship. As the rickety craft, rigged with inner tubes, a sheet for a sail and five sun-burned Cubans inched closer, Capt. Todd wondered out loud if he were doing the right thing.

In light of the aftermath of 9/11, shipboard security is para-

mount and even more so on board tankers. Various security alerts and bulletins, including updated terrorist threats learned by the U.S. government, have become routine.

"Isn't the terrorist prison camp for the al Qaeda and Taliban at Guantanamo Bay in Cuba?" quipped one crew member.

The migrant vessel was now alongside and the crew was in place for a humanitarian rescue.

First aid equipment, stretchers, automatic external defibrillators and fresh water were laid out and available next to the top of the ladder for emergency assistance. In case there was to be any unruliness on the part of the migrants, the first man to greet them was 215 lb., former Puerto Rican police officer, AB Hector

Cumba. Next up was a 6-foot-4, 250-lb. AB named Dave Harvey, equipped with baton and plastic cable ties for handcuffs if needed.

They boarded one at a time and were searched thoroughly for contraband. Their confiscated baggage was searched; it contained old clothing and identification.

They were five males, ages 25-45 and spoke no English (AB Cumba translated). They appeared sun-weary and seasick. The men had said they had been out at sea for five days and had not eaten since, although they did have a small amount of fresh water on board.

The men were then led to the decontamination showers on the main deck. Capt. Todd instructed the emergency party to sink the small craft. Bosun Jim Bishop had the honors. Equipped with PFD (personal flotation device) and lifeline, he made his way down the ladder, slashed the tubing, flooded the small compart-

ment with a firehose and sank the craft.

The migrants were given showers and the 2nd mate's clean clothing, then quarantined on board in the crew lounge where they were fed a hot, hearty meal. The Coast Guard was made aware of the situation. A time and position was set up for a rendezvous with the Coast Guard vessel *Block Island* out of Key West for transfer. All the Cuban men departed safely.

So congratulations to the crew of the tanker *Perseverance* in their professionalism to duty and concern for the safety of fellow man. They handled the situation in the true tradition of the U.S. Merchant Marine, by hearing the call and answering without delay. I would have liked to have been on the main deck to see the men and their boat but I was summoned by Capt. Todd to be the helmsman.

— AB Tom Komenda

Lakes Pact Inked



The new Great Lakes Standard Freight Ships Agreement was signed Sept. 10 during the 35th annual meeting of the Paul Hall Center Advisory Board in Piney Point, Md. Bargaining committee members present during the signing were (from left) Chris Kamm and Joe Sullivan of Kinsman/Great Lakes Associates; Kevin McMonagle of American Steamship Company (ASC); SIU VP Great Lakes Tommy Orzechowski; Roy Walker of Kinsman/Great Lakes Associates; Kathy Elinski of ASC; and SIU Algonac Port Agent Don Thornton. Also serving on the negotiations committee (but not pictured here) were John Young of U.S. Great Lakes Fleet; Gerry Grammenos of Cleveland Tankers; Jeff Covinsky and Ed Hogan of Hannah Marine; and SIU Representative Todd Brdak. SIU members on the Lakes unanimously approved the contract.

Key Transportation Forum Tackles Treatment of Crews, Shipboard Security Issues

The National Defense Transportation Association (NDTA) tackled a wide range of security-related issues at its recent forum in Greensboro, N.C., and the maritime industry got its share of attention.

SIU President Michael Sacco served on the maritime panel, headed by the chief of the U.S. Military Sealift Command, Rear Adm. David Brewer. Also appearing on the panel were U.S. Maritime Administrator Capt. William Schubert; Bethann Rooney, manager of port security for the Port of New York & New Jersey; Raymond Ebeling, president and chairman, American Roll-on Roll-off Carriers; and John Reinhart, CEO of Maersk Line, Ltd.

The 56th annual forum—with the theme "Transportation Security—Global Changes, Challenges and Solutions"—took place Sept.

29-Oct. 2. It featured high-ranking officials from throughout all sectors of the nation's transportation industries.

The forum's sponsor is a non-profit educational association organized in 1944 and dedicated to Defense Transportation preparedness.

Sacco told the audience about some of the security concerns shared by maritime labor; steps that the unions have taken to improve security; and some additional possible solutions. He emphasized the need for a reliable means of verifying identities of foreign mariners arriving at U.S. ports. He also noted the recent lack of consistency from port to port, both within the U.S. and internationally, in enforcing security measures—and specifically in the treatment of crews.

For example, Sacco pointed out that by some estimates, 20

percent of the private oil terminals in Houston have denied leave to crews, including those from U.S.-flag ships. Some ports also at least occasionally have barred crew changes.

"Obviously, no one is arguing against being cautious," Sacco told the forum. "The problem is consistency."

He described the anti-terrorism training received by every student at the Paul Hall Center for Maritime Training and Education (based in Piney Point, Md.) as well as other security-related courses offered at the school, such as damage control and CBRD (chemical, biological, radiological defense).

In summary, he stated, "The SIU and the other unions are extremely committed to working with the NDTA, MSC, the Maritime Administration, the Coast Guard, the Office of Homeland Security, the numerous international organizations including the IMO and ILO, the ports and the shipping companies to improve and ensure maritime security. We will do whatever it takes."

Seafarers-Crewed CSX Hawaii Carries Baseball Gear to Kids

It began with a charitable but seemingly small-scale idea. A man in Newtown, Pa. wanted to donate some old youth baseball equipment that still was in great shape.

Soon, volunteers from throughout the community joined the effort—leading to a packed garage full of quality baseball gear.

Enter SIU-contracted CSX Lines, the Baseball Hall of Fame



Meeting last month in Washington, D.C. to help cement plans for voluntarily transporting youth baseball equipment to kids in Puerto Rico are (from left) Mark Ruge of the law firm Preston Gates Ellis & Rouvelas Meeds; SIU VP Contracts Augie Tellez; Baseball Hall of Fame member Tony Perez; CSX Lines CEO Chuck Raymond; and Baseball Hall of Fame President Dale Petroskey.

and the Roberto Clemente Sports City, which coordinated efforts to transport the equipment to kids in Puerto Rico. CSX Lines voluntarily carried the cargo from Elizabeth, N.J. to Carolina, P.R. aboard the SIU-crewed *CSX Hawaii*. The parent company also arranged for ground transportation in the U.S. and in Puerto Rico.

"Youths are the future of baseball. By providing baseball equipment to those less fortunate, we are ensuring that baseball continues to develop for a new generation of aspiring athletes," said Brad Horn, a spokesman for the Baseball Hall of Fame. "The generosity of CSX Lines, the Roberto Clemente Sports City and the volunteers that provided this equipment are symbols of the enduring spirit found in this great game."

The Clemente Sports City is a popular, multi-purpose athletics and education center named in memory of the Pittsburgh Pirates' late right fielder who died in a plane crash while on a humanitarian mission in December 1972. Clemente posthumously entered the Hall of Fame the following year.

Notice

Members who formerly were in the NMU now are eligible to utilize the SIU's clinic system to satisfy requirements for physicals and drug screenings. This new benefit became available Sept. 16 and may be used by any eligible member of the Seafarers International Union, Atlantic, Gulf Lakes and Inland Waters District/NMU, provided the member (when appropriate) obtains letters of eligibility from the NMU benefits plan indicating they are entitled to receive such services.

Previously, even after the NMU merged into the SIU in June 2001, members who had been in the NMU had to use their parent union's system.

In a related development, members from the NMU now may fully utilize the upgrading opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Previously, they could only enroll in certain courses as dictated by NMU funding.

MSC Commander Promoted

Rear Admiral David Brewer, USN, a strong supporter of the U.S. Merchant Marine, became the U.S. Navy's newest three-star admiral when he was promoted Oct. 23, 2002, by Chief of Naval Operations Admiral Vern Clark at ceremonies on the historic Washington Navy Yard in Washington, D.C. Rear Adm. Brewer is the commander of the Navy's Military Sealift Command, the command responsible for the Navy's 120 noncombatant ships

operating worldwide. Many of those vessels are crewed by Seafarers.

Rear Adm. Brewer becomes one of only 32 officers that hold the Navy's second-highest rank.

As commander, Rear Adm. Brewer has led the MSC support of the war against terrorism. MSC has been at the forefront of the U.S. response, delivering a variety of services and supplies to U.S. and allied forces around the world.

Maersk Missouri Joins U.S. Fleet

Seafarers Begin Crewing 'G-Class' Vessel

SIU members last month began reporting to the newly reflagged (and renamed) *Maersk Missouri*, one of the modern Panamax "G-class" vessels which Norfolk, Va.-based Maersk Line, Ltd. will operate in the U.S. Maritime Security Program (MSP).

The *Maersk Missouri* reflagged under the Stars and Stripes on Oct. 18. It was scheduled to sail from Crete on Nov. 3.

As previously reported, Maersk Line, Ltd. on Sept. 25 announced plans to purchase four G-class vessels for operation in the MSP. The vessels replace four older and slower ships enrolled in the program.

For Seafarers, the announcement carried good news on several fronts. Not only

are the G-class vessels—the *Maersk Missouri*, *Maersk Carolina*, *Maersk Georgia* and *Maersk Virginia*—newer than those they replace, they also carry more unlicensed personnel. Also, the contract covering the new ships calls for increased wages for Seafarers.

The G-class ships were built between 1997 and 2002. Each has 4,300 TEU capacity, nearly three times as much as the vessels they're replacing. Additionally, each of the G-class vessels is 958 feet long, with a 106-foot beam and a 44-foot draft. Each ship can travel at greater than 24 knots.

Maersk plans to operate the four ships between the U.S. East Coast and ports in

the Mediterranean, Middle East and Indian Subcontinent.

Maersk Line, Ltd. supports each of the branches of the U.S. military by providing ocean transportation services under con-

tract with the Military Traffic Management Command and vessel operations services for the Military Sealift Command. The company is a participant in the Voluntary Intermodal Sealift Agreement.

ITF Affiliate Unions Promote Safety on World Maritime Day

Maritime trade unions affiliated to the International Transport Workers' Federation (ITF), including the SIU, celebrated World Maritime Day's focus on safety Sept. 26 by organizing events under the theme "Give Seafarers the Freedom to be Safe."

ITF-affiliated unions in an estimated 50 countries marked the day with events expressing the safety and employment concerns of their members. The activities included seminars, demonstrations, and meetings with government officials and shipowners to explore the best ways to achieve safer shipping.

World Maritime Day is promoted by the International Maritime Organization (IMO) to highlight the importance of the maritime industry and areas of concern such as safety and environmental protection.

ITF General Secretary David Cockcroft noted, "The ITF and its affiliates worldwide are glad to participate in an event designed to unite governments, seafarers and employers in a mission to improve the lives of—and recognize the importance of

—all those who work at sea."

He added, "Safety must be the primary concern of everyone involved in shipping. Human and trade union rights are an essential part of this. Giving seafarers the freedom to be safe means developing a fair and sustainable industry, where seafarers' expertise and training is respected. We have no doubt that respect for the human and trade union rights of seafarers is inextricably linked to the safety of the ship on which they serve."

ITF affiliates participated in activities in the United States, Argentina, Australia, Bangladesh, Bulgaria, Brazil, Cameroon, Chile, Colombia, Costa Rica, Croatia, Cyprus, Estonia, France, Georgia, Ghana, Great Britain, Greece, Guyana, Honduras, Hong Kong, Indonesia, Italy, Ivory Coast, Japan, Kenya, Kiribati, Lithuania, Mexico, Montenegro, New Zealand, Nigeria, Norway, Panama, Papua New Guinea, Paraguay, Peru, the Philippines, Poland, Portugal, Russia, Singapore, South Africa, Spain, Sweden, Tanzania, Trinidad and Tobago, Tuvalu and Ukraine.

Cruise Ship Conman Still At Large, ITF Cautions

Maritime unions worldwide have received a new warning to be on the lookout for a conman who has cheated more than 120,000 desperate job seekers out of millions of dollars.

The International Transport Workers' Federation (ITF) early last month issued a warning to its affiliates about the shady "businessman" who has disappeared after embezzling millions in so-called health check fees from applicants for work on cruise ships that do not exist.

The ITF believes that the perpetrator may already be setting up a new racket under a different name.

Job seekers in nine countries have been cheated, an investigation by the maritime magazine *Fairplay* revealed. The man is unlikely to stop trying his scheme unless prosecuted, the ITF warned.

"There are two ways to stop this scam," said ITF General Secretary, David Cockcroft. "One is to arrest and prosecute those involved. The other is to

make the fraud so well known that no one can be cheated by it."

"One of the features of this racket was the speed with which the victims lost their money," he added. "We are asking affiliated unions worldwide to inform us as soon as they become aware of any sighting of Ali Pasha or a new scam."

Muhammad Ali Pasha, who may also use the names SA Mohammed Ali Pasha and Sajjad Akbar, has cheated thousands across Kenya, Syria, Indonesia, India, Pakistan and Morocco. The operation in Kenya was halted in May, only after the ITF revealed it as a fraud.

Victims of the con parted with up to \$1,600 in medical examination fees, illegal charges made by local agents of Pasha's company, Al Najat Marine Shipping, and passport charges levied by governments. Many sold all they had to pay the fees, after being promised high wages on board a cruise ship.

In May, the ITF was first to publicly label the Al Najat scheme as a fraud.

The ITF has called on governments that harbored or cooperated with the company to prosecute Pasha and to act to recover the millions he has stolen. At least in Kenya and Morocco, the key to the success of the fraud was the active participation of those countries' employment ministries in promoting the scheme, the ITF stated.

The ITF has passed a file on Al Najat to the international police organization Interpol, as well as the British Serious Fraud Office. Pasha has boasted of frequently doing business in London, though his claim to British and Pakistani passports has not been confirmed.

"We call on all those governments to do now what they should have done long ago, and begin real investigations into Mohammed Ali Pasha and how they came to support him," said Cockcroft.

SIU VP, Calif. Governor Discuss U.S. Fleet



SIU Vice President West Coast Nick Marrone (left) took advantage of the chance to discuss the U.S. Merchant Marine with Calif. Governor Gray Davis during a recent forum in San Francisco. "It was a great opportunity to talk about a number of maritime-related issues, including port security and the importance of the U.S.-flag fleet," noted Marrone.

World Maritime Day Letter Signals New Support in Energy Sector For Offshore Mariners United

Efforts to promote the rights of Gulf of Mexico mariners to choose for themselves whether to be represented by a union have been boosted significantly by strong support from a coalition of labor unions in the nation's oil capital of Houston.

The expanded support was demonstrated on World Maritime Day (Sept. 26) when leaders of the Harris County (Texas) AFL-CIO Central Labor Council (CLC) delivered a letter to Houston-based Trico Marine Services Inc. demanding that Trico end its longstanding anti-worker campaign and agree to fully respect the freedom of association and freedom of speech rights of its employees.

The letter was signed by Harris County AFL-CIO CLC President E. Dale Wortham and Sec-

retary-Treasurer Richard Shaw, and delivered in person to Trico's Houston headquarters. A copy of the letter was also mailed to Trico's Houston headquarters. In delivering the letter, the two union officials were accompanied to the Trico offices by a delegation of more than 20 mariners and representatives of unions from throughout the Houston area.

A day earlier, representatives of OMU had addressed a gathering of officials and members of some of the 74 labor organizations affiliated to the Harris County CLC. At that gathering, numerous council-affiliated unions, including a number of organizations deeply involved in the energy sector, pledged support for OMU's campaign against Trico's anti-worker policies.

The OMU's campaign

seeks an end to the Trico policies and practices that have created an atmosphere of fear and intimidation among workers. The World Maritime Day letter specifically calls on Trico to stay neutral on the question of union representation for Trico mariners, to allow freedom of speech between mariners and union representatives and to engage in the Constructive Resolution Agreement put forward by the U.S. maritime unions.

The four U.S. maritime unions that jointly form the OMU are the American Maritime Officers (AMO); International Organization of Masters, Mates & Pilots (MM&P); Marine Engineers' Beneficial Association (MEBA); and Seafarers International Union (SIU).

Highly Regarded CEO McMillen Dies at 67

Robert "Bob" McMillen, a widely appreciated maritime company official and philanthropist, passed away Oct. 12 after battling both kidney and heart disease. McMillen, 67, died at his home in Bellevue, Wash.

"He was an exceptional guy and a genuine man of his word," said SIU President Michael Sacco. "Bob was honest and kind—a real partner and friend. He was very charitable in the community and a very valuable ally in the effort to strengthen the U.S. fleet."

McMillen served as co-chairman and chief executive officer of Saltchuk Resources, Inc. (the parent company of TOTE). In June 2001, the new simulator building at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. was named in his honor.

"He was extremely proud of having that annex named after him," noted Michael Garvey, co-chairman/CEO of Saltchuk. "What made him particularly proud is, he's only the second businessman that the school has

named a building after. He set the standard for labor relations in our company and he took a lot of pride in good relationships."

Garvey described McMillen as someone who treated everyone respectfully—from the doorman to the fellow CEO. "That was part of his character that I really liked," Garvey said. "Also, he always was a really charitable guy. He didn't talk about a lot of those types of activities, but I know for a fact he was quick to help—financially and with his time."

Saltchuk President Mark Tabbutt called McMillen "an amazing person. At TOTE, he was so popular with the customers and all the employees—every employee. The labor leaders and the competitors respected him. In a job like he has, to win over all those audiences is pretty remarkable."

Tabbutt added that McMillen "was probably the best listener I've ever met. When he talked to you, he was so focused on what you were saying. But it went beyond just the words—he read

people so well."

At the simulator dedication, Robert Magee, president and CEO of TOTE, said McMillen's lasting legacy to the transportation industry will be the reinvestment that he has helped promote. He also said McMillen "always demonstrated respect for the men and women who work in our company and respect for the people who represent them in labor. He always attempted to understand their point of view because he recognized that we are all in this together."

McMillen previously served as president and CEO of TOTE, from 1977 to 1993. A native of suburban Pittsburgh, he graduated from Denison University of Granville, Ohio and served in the U.S. Air Force.

His list of civic activities is overwhelming. He was a past member of the Board of Trustees of the Seattle Chamber of Commerce and past chairman of the Alaska Committee; a member of the Board of Directors of the University of Washington Foundation, chairman of the

Tyee Board of the University of Washington (which advises the athletic department) and a vice-chairman and a member of the Board of the Swedish Medical Center Foundation; a member and director of the Washington Roundtable; member of the Seattle Rotary Club; member of the Board of Directors of the Sports and Events Council of Seattle/King County; member of the Board of Directors of Northwest Racing Associates of Auburn, Wash.; member of the Board of Directors for Key Bank of Washington; member of the Board of Trustees of the Washington State Chapter of Leukemia Society of America; member and director of the Alaska State Chamber of Commerce; member of the Board of Trustees of the Transportation Institute in Washington, D.C.; member of the Propeller Club of the United States; and a member on the Board of Trustees of Alaska Pacific University, Anchorage, Alaska, and Life Center Northwest. He also was a member and



Bob McMillen addresses the crowd at the simulator building dedication in June 2001.

past chairman of the Board and past president of the Management Council of the American Trucking Association.

Services were scheduled for Oct. 24 at the First Presbyterian Church in Bellevue. Remembrances may be made to the Northwest Kidney Center Foundation, P.O. Box 3035, Seattle, WA 98114, or Harborview Medical Center, McMillen Memorial Fund, N.W. Lipid Research Clinic, Box 359950, Seattle, WA 98104.

Seafarer Barrett Mitchell Recognized for Rescue

Brown, Crowley Tapped for AOTOS Awards

GUDE Barrett Mitchell is scheduled to receive an award this month for his heroic actions earlier this year when he helped save two mariners from another ship who had fallen into the water in Diego Garcia.

Mitchell will receive a "Mariner's Rosette Award" during the 33rd annual Admiral of the Ocean Seas (AOTOS) ceremony, hosted by the United Seamen's Service. This year's event is slated for Nov. 8 in New York.

The primary AOTOS awards will be presented to Thomas Crowley Jr., president of Crowley Maritime Corp.; and Capt. Tim Brown, president of the Masters, Mates & Pilots. U.S. Secretary of Transportation Norman Mineta will present Crowley's award, while International Longshoremen's Association President John Bowers will present Brown's



GUDE Barrett Mitchell

award.

Additionally, a special AOTOS award will be given to Tal Simpkins, president of the United Seamen's Service, for two decades of service to the organi-

zation.

Mitchell was a crew member aboard the *USNS Charlton* while the vessel was at anchor in Diego Garcia on the night of March 30, 2002. He was on a launch returning to the ship when a stop was made to discharge two passengers to the *Gus Darnell* at anchorage.

Gusting winds and rough waters hampered the operation, and the two individuals fell overboard as they tried to reach their vessel's accommodation ladder.

According to a letter of com-

mendation to Mitchell from Maersk Line, Ltd. (which operates the *Charlton*), the launch operator moved away from the ship because he feared that the people in the water might be caught in the propellers or crushed between the hulls of the two vessels. At the same time, his deckhand tossed two life rings.

"The wind and current quickly swept both rings out of the struggling victims' reach," notes the letter. "You quickly realized that rescue efforts had stalled and the

tiring swimmers were in danger of drowning before the ship or launch could rescue them. You dove into the water, retrieved one of the drifting life rings and swam to the aid of the victims. Your actions gained precious minutes, which allowed the ship time to lower its gangway into the water and retrieve the crew members. Your lifesaving aid to fellow seafarers upheld the oldest tradition of the sea and gained the respect of all those who know and serve with you."

'Something Drastic Was About to Happen'

As Barrett Mitchell watched the pair of mariners struggling in the water, he quickly realized two things.

One, "something drastic was about to happen."

Two, "I never would have forgiven myself if I hadn't tried to help. I knew I at least was capable of retrieving the life ring and bringing it to them."

With those thoughts, Mitchell dove into the water, retrieved a drifting life ring and gave it to the other mariners (a man and a woman). "They took it and that kept them afloat until the gangway was lowered to them," Mitchell noted.

The Seafarer said he was confident throughout the ordeal. "I'm a pretty strong swimmer, and the only time I thought about the sharks was when I was swimming back to the launch," he added with a chuckle.

Mitchell, one of about 10 people aboard the launch, said he didn't get the names of the people he assisted. Their vessel departed early the following morning.

"The current was rough, and you could tell they were getting exhausted," he said. "The situation was becoming dire."

Evidence Suggests Terrorists Attacked French Oil Tanker, Killing One Mariner

Investigators recently uncovered compelling evidence that the Oct. 6 explosion which heavily damaged a French oil tanker off the coast of Yemen and killed one mariner was the result of terrorists using a small boat.

The *Limburg*, chartered by Malaysia International Shipping Corp., a subsidiary of Malaysia's state-owned oil company Petronas, was loaded with 400,000 barrels of crude oil from Saudi Arabia. A newly built double-hulled super tanker, the French-flagged ship was on its way to Yemen's Ash-Shihir oil terminal to load another 1.5 million barrels of crude when the attack occurred. An explosion left a gaping hole in the vessel's hold near the waterline, causing the discharge of more than 50,000 barrels of heavy crude into the ecologically sensitive Gulf of Aden. One crew member, a Bulgarian mariner, lost his life during the incident. As many as 17 others from the 25-man crew were injured.

Despite early claims by Yemeni officials that the explosion was an accident, French investigators—working with U.S. and Yemeni counterparts aboard the *Limburg*—have found pieces of wood, metal and other materials believed to be debris from another boat. Officials close to the investigation say this physical evidence reinforces the account of a mariner aboard the *Limburg* that he saw a small

vessel about to ram the tanker just prior to the explosion that caused a massive fire.

"The preliminary results of the inquiry conducted by French, Yemeni and American investigators lead us to believe that the explosion suffered by the French oil tanker *Limburg* was due to an attack," the French Foreign Minister said in an Oct. 10 statement. "The course of the inquiry will enable the verification of these first results and determine the exact causes of this explosion."

The former evidence was discovered as investigators scoured the tanker's hold in the vicinity of a huge hole near the waterline. Authorities said that experts from France's premier anti-terrorism agency, the DST, determined that the materials were consistent with a small boat and suggested a seagoing attack with explosives.

Published reports quote a French law enforcement official as saying, "They found pieces of wood and other materials that apparently come from a small boat. This looks more and more like a terrorist attack." Investigators also found metallic debris at the blast site that they suspect came from such a craft, another French official said.

Yemeni officials are investigating the possibility that the explosion may have been set off by remote control.

Discussing Maritime in Seattle



SIU Tacoma Port Agent Bryan Powell (left) recently participated in a breakfast reception for U.S. Rep. Brian Baird (D-Wash.) (second from left) in Seattle. Approximately 70 people attended, many from the maritime industry. Among the topics discussed by Rep. Baird and the attendees were U.S. Maritime Security Program reauthorization and expansion; port security and homeland security; and pro-maritime legislation cosponsored by U.S. Reps. James Oberstar (D-Minn.) and Don Young (R-Alaska). Pictured with Powell and Baird are (from left) MEBA Representative John McCurdy, MEBA Patrolman Mike Jewell, SUP Branch Agent Mike O'Halloran and Puget Sound Pilots President Capt. Bill Bock.

Lakes Cargoes Increase in September

A much-welcomed increase in the U.S.-flag carriage of dry-bulk cargoes in September was realized on the Great Lakes. According to a Lakes Carriers' Association (LCA) release, cargoes totaled 11.5 million net tons during the month—a nine percent hike over the mark registered during the same period a year ago.

Officials said that with the foregoing increase to its credit, the Great Lakes fleet now has narrowed the margin with last season to 4.3 percent. And while they say that the remaining fall-off still is significant, they remain optimistic because the gap was 19 percent at the end of April of this year.

In the iron ore cargo sector, carriage totaled 5.2 million net tons in September—an increase of 13.6 percent compared to a year ago. For the season, the U.S.-flag ore float is still 6 percent behind last year's total.

In other developments, stronger demand for western coal pushed the fleet's September coal total to 2,546,951 net tons. This mark represented a 14 percent increase compared to a year ago. For the season, the coal total through September remains virtually unchanged compared to last year.



OS Jeff Hester, left, poses with SIU Patrolman Joe Basilice and Engineer John Macari in Chicago during a servicing of the tug *Hannah D. Hannah*.

Elsewhere, a slight increase in stone cargo in September helped narrow the gap in that commodity. For the season, however, lethargic demand from the construction industry has produced a 2.1 percent decrease in limestone moved in U.S. bottoms.

Also during September, the SIU-crewed *Kinsman Independent* ended its summer-long lay-up and resumed moving grain between Duluth/Superior and Buffalo. The vessel is the only U.S.-flag "straight-decker" to see service in recent years.

The LCA is the trade association representing U.S.-flag vessel operators on the Great Lakes, many with SIU contracts. The association is made up of 12 American companies that operate 57 U.S.-flag self-propelled vessels and integrated tug/barge units ranging in length from 383 to 1,013.5 feet.

In recent years, cargo movement by LCA fleets has soared to more than 125 million tons during the 10-month Great Lakes shipping season. Iron ore, coal and limestone are the primary commodities carried by LCA members. Other cargoes include cement, salt, sand, grain and liquid-bulk products.



SIU Patrolman Basilice looks over the engine of the Great Lakes Towing tug *Colorado* in Chicago.



SIU Representative Lonnie Partridge, left, meets with Yardman Harold Rodriguez during a visit to the Great Lakes Towing Company.



AB Grant Hult conducts a tour for SIU officials aboard the tug *Colorado* in Chicago.



OS Jeff Hester, left, and Engineer John Macari, aboard the *Hannah D. Hannah* in Chicago, display a bumper knot that Macari made by hand.

Senegal Ferry Disaster Claims Nearly 1,000

Nearly 1,000 people are dead in Senegal, the result of one of the deadliest ferry accidents ever in Africa.

The *MS Joola*, a Senegalese state-owned ferry, operated by the army, on Sept. 26 capsized off the West Coast of Africa in high winds. At least 1,034 people were on board at the time of the catastrophe. Not included in the figure were a number of children, who were allowed to board the vessel as unticketed passengers. The latest reports say there are only 64 known survivors, but no official count has been released.

The boat quickly overturned in stormy seas, and those who escaped did so by hanging onto the doomed vessel's exposed hull for hours. Many victims were trapped beneath the overturned platform, according to accounts from rescue divers.

About 150 military personnel, fishermen and rescue divers from Senegal, neighboring Gambia and France initially were deployed to participate in the recovery. Gambian and Senegalese authorities retrieved more than 360 bodies from inside the ferry before decomposition made recovery of intact victims impossible.

Refrigerated ship containers holding bodies now are lined up at Dakar's port. Five crisis centers were set up in Dakar to display photos of those retrieved, for identification purposes. Approximately 1,000 military, rescue, medical and security personnel have been deployed to assist family members.

Bad weather initially was

blamed for the disaster, but that assessment soon changed. According to published reports, a German shipyard built the *Joola* some 12 years ago specifically for voyages on the placid Rhine River—between the southern Senegalese province of Casamance and the capital, Dakar. The vessel was designed to accommodate no more than 536 passengers and 64 crewmembers—nearly half the number Senegal says was aboard at the time of the disaster.

Senegalese television footage showed a video of the ferry tilting heavily to one side as it left southern Senegal, bound for Dakar. Passengers were massed at the ship's rails as it moved out, the skies darkening under heavy clouds. Then the film showed the ship disappearing into a driving rainstorm. Some hours later, around 11 p.m., the large red-hulled vessel capsized.

Senegal President Abdoulaye Wade, in the days that followed, acknowledged the ferry was overcrowded when it capsized and tumbled under the waves during a heavy gale. He blamed "an accumulation of errors" for the tragedy and promised criminal prosecution for those responsible.

Ferries are the main mode of transportation between north and south Senegal, in part because travel by road is slowed by border checks passing through Gambia. Merchants carrying dried fish, mangos and other goods from Casamance make up many of the usual travelers.

CIVMAR NEWS

Union, MSC Continue CMPI Negotiations

The union and the U.S. Military Sealift Command (MSC) have been negotiating changes to the Civilian Marine Personnel Instruction provisions (CMPI) over the past several months, as reported in previous issues of the *Seafarers LOG*. Most recently the union and MSC have been working on Instruction 553, Allotments of Pay and Instruction 750, Discipline.

Instruction 750 is one of the largest and most significant sections of the CMPI and includes processes and procedures for employees who may face minimum disciplinary action such as a logging, up through discharge proceedings. This section involves such topics as oral reply rights, employee representation during disciplinary matters and who will have the authority to determine a penalty to address misconduct.

The Command has proposed many changes to the CMPI involving disciplinary matters. The union believes that many of these changes will have a detrimental impact on CIVMARS who may face disciplinary action during the course of their careers.

The SIU expects that these

negotiations will be prolonged. To continue with negotiations, union representatives will submit a complete set of counter proposals to the agency. These counter proposals will include more comprehensive language

that protects the rights of mariners who may face disciplinary measures. Once proposals have been exchanged, the parties will meet in Virginia Beach, Va. to complete negotiations on this subject.

'Open Season' for Federal Workers' Health Benefits Plan Starts Nov. 11

Beginning Nov. 11, mariners working for the National Oceanic and Atmospheric Administration (NOAA), the Army Corp of Engineers and the Military Sealift Command (MSC) will have a chance to review their health benefit coverage and change to a new provider. The "open season" runs through Dec. 9, 2002.

Choosing a health plan to meet your needs and the needs of your family is one of the most important decisions you can make.

Premiums for HMO's and Fee for Service Plans offered through the program are expected to increase an average of 11 percent in 2003. Mariners who only have coverage for themselves will pay approximately \$4.45 additional per pay period. Mariners who select family coverage will pay approximately \$10.21 more per pay period.

In 2003, employees will have 188 plan choices so it is important to get as much information as you can about your current plan coverage and how it compares to other plans in the program.

The Office of Personnel Management web site contains a great deal of information to help make this very important decision. It includes a complete description of plan offerings, the 2003 premiums, plan changes for 2003, a guide to choosing quality health care, health plan report cards and satisfaction surveys. The site can be found at www.opm.gov/insure/health.

You can also receive health plan comparison information and prices in book form by contacting Washington Consumer Checkbook, 733 15th Street NW, Suite 820, Washington, DC or at 800-213-7283, or at <http://www.checkbook.org/>.

Apprentice Program: Springboard for Maritime Careers

The Paul Hall Center for Maritime Training and Education is committed to providing the U.S. maritime industry with skilled, physically fit and responsible deep sea and Great Lakes mariners and inland waterways boatmen. The school, based in Piney Point, Md., believes that the men and women who choose careers as professional seafarers or boatmen must be provided with the knowledge and skills to keep pace with technological advances within their industries.

A key component of that commitment is the highly regarded unlicensed apprentice program, a staple of the school since its founding in 1967. The apprentice program begins with 12 weeks of introductory training at the Piney Point campus, then shifts to the invaluable "Phase II," during which the students spend at least 90 days aboard Seafarers-contracted ships. Phase II includes assignments in all three shipboard departments. Finally, apprentices return to Piney Point for more advanced and department-specific training.

For most mariners who start



Left: Students in the unlicensed apprentice program practice routine maintenance aboard the training vessel *Osprey*.



Adam Revels does his part to spruce up the vessel.

their careers at the school, those latter curriculums—included in Phase III—don't mark the culmination of their training. The Paul Hall Center facilitates professional advancement through career upgrading programs that students may utilize over the course of many years.

Additionally, the school offers the academic education which is an essential complement to the modern technical

skills needed in today's maritime industry. This includes everything from a GED program to Adult Basic Education to a college degree program and more.

Still, the unlicensed apprentice program probably is the school's hallmark. More than 21,000 individuals have completed the entry-level curriculum.

The Paul Hall Center also

offers a program for veterans who have qualifying sea time in a deck or engine rating. Separated and retired personnel who have the necessary deck or engine ratings required by the U.S. Coast Guard to sit for the able bodied seaman's endorsement or the fireman/oiler endorsement may take advantage of this program. Those individuals must have at least two years of sea service in an accepted

Naval/Coast Guard rating.

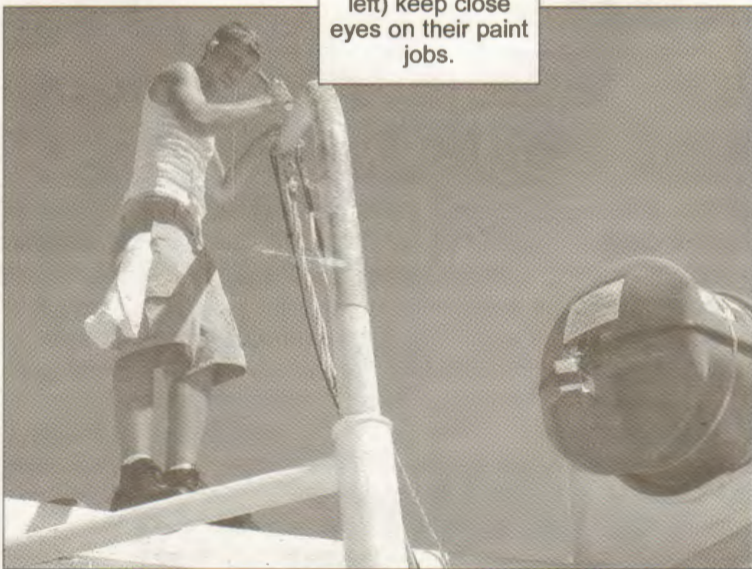
For more information about the apprentice or veterans' programs or the school in general, call the admissions office at (301) 994-0010 or visit www.seafarers.org.



Jimmy Orr (above left) and Brian Goeson (below left) keep close eyes on their paint jobs.



Tavell Love puts some muscle into his training.



Edward Willis prepares to close a hatch.

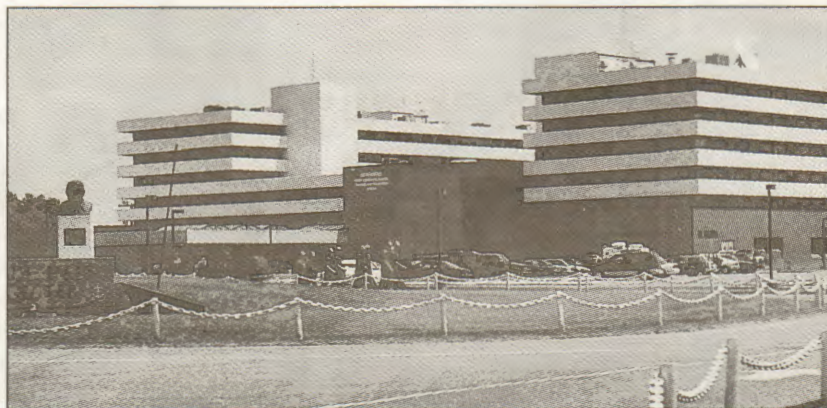
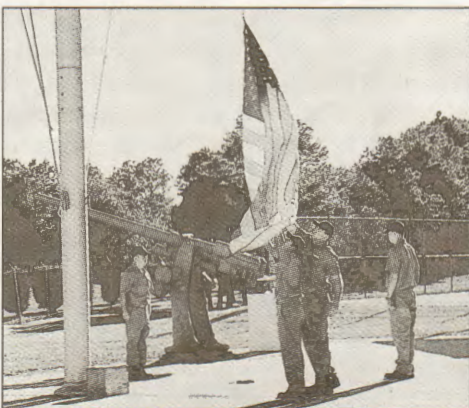
Notice

Unlicensed Apprentice Program

For individuals interested in attending the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, please note that there has been some misinformation, particularly via messages on the world wide web about the school's apprentice program. To qualify for the program, applicants must be at least 18 years of age (or 17 years of age with parental consent). This requirement is necessary to comply with Coast Guard regulations. There is no upper age limit for individuals wishing to participate in the program.

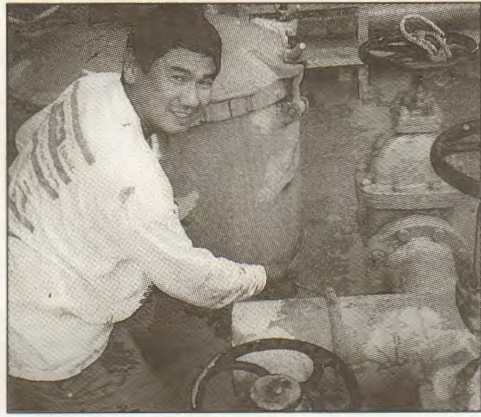
The program provides training for entry-level positions and includes practical work on a vessel. The program is physically rigorous. Teamwork is stressed and apprentices live in open-berthing dormitories and take meals together. Applicants must be able to meet certain physical requirements specified by United States Coast Guard regulations and maritime industry standards.

If you are interested in attending the school, please call (301) 994-0010, ext. 5342, or visit www.seafarers.org.





QMED Douglas Speer gets a chance to check his e-mail on the PFC Dwayne T. Williams.



The Petersburg's cargo line gets a coat of paint from AB Alexander Burmudez.



Leopoldo Viernes, an AB aboard the Petersburg, wears the proper safety glasses and ear protection while performing his job.

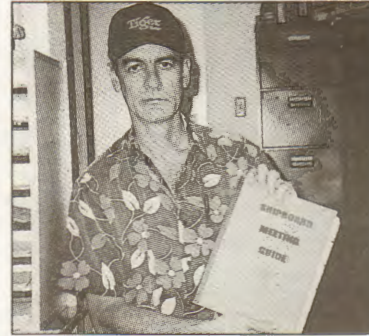


Bosun Christopher Janics (left) informs AB Jimmie Casey about safety issues aboard the PFC Dwayne T. Williams.

With the SIU In Guam



AB Armondo Alvarez tightens lashing gear aboard the PFC Dwayne T. Williams.



Bosun Terry Armas shows the essential guide needed for conducting a shipboard union meeting. Armas is the bosun on the USNS Dahl.



SIU Guam Port Agent Matthew Holley (standing, center) serves as treasurer for the Labor Council of the Western Pacific, seen here following one of their meetings.



The Matson ship Mahimahi brings everything to the island of Guam—from paper towels to t-bone steaks.



OS Philip Cotey (in bosun's chair) gets guidance from AB Robert "Mango" Hinkley on board the SP5 Eric G. Gibson.



Protecting the Environment

Swift and immediate response to an oil spill can make all the difference when it comes to both personal safety and environmental protection.

To this end, the Paul Hall Center for Maritime Training and Education in Piney Point, Md. offers a number of safety and environmental classes. One example is the one-week oil spill prevention and containment course, which consists of laboratory and on-the-job training. Students learn about different types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention and small boat operations. As seen in these photos, students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Additionally covered in the course are the selection of adsorbents, suction equipment and skimmers and their proper use.



Bosun James Blends Shipboard Life With Shore-Side Avocation

Equipped with a keyboard and wine list, Bosun Rick James is taking the clichéd image of the drunken sailor and turning it on its ear.

James, a member of the SIU since 1991, is a state-certified wine specialist and a wine consultant. He writes a column for the popular weekly newspaper *The Baltimore Guide*, which began publishing 76 years ago and currently enjoys an estimated circulation of 45,000.

When he's not sailing, James works as the beverage manager at a pair of restaurants in Baltimore's Little Italy (Luigi Petti Italian Restaurant, and Soprano's Italian Ristorante).

"You try to separate the two lives," notes the 36-year-old

Seafarer, who first sailed during the Persian Gulf War following his graduation from the old trainee program at the Paul Hall Center in Piney Point, Md.

"Writing the column has been a lot of fun since I started last May, and the restaurant is enjoyable, too. We have wine-tasting events, and I also consult for other restaurants in the area."

He is equally enthusiastic about shipboard life—so much so that he encouraged his brother, David, to join the union four years ago. David currently sails as an AB.

"It's a good life," states Rick James. "I've been sailing for 11 years and I'll say one thing: It's never boring. You hear complaints that people have about their jobs, but the great thing

about sailing is, you can always go to another ship.

"I've met a lot of good people and I wouldn't trade it for anything," he continues. "Plus, the travel is great. The thought of being a professional 'tourist' is appealing."

Before joining the SIU, James was a bartender and unemployed ironworker. In the late 1990s, he wound up working part-time at a restaurant whose manager largely was unfamiliar with wines.

"They gave me the green light to redo the wine list, and it was a trial by fire," James recalls. "I had worked at other restaurants and already was good, not great, in terms of knowing my way around wines. Each place you worked at, you had to know what was selling."

James made the most of the chance, completing numerous classes and seminars along the way, and now enjoys balancing his time at sea and ashore.

Similarly, he and the weekly paper have proven a good fit. "I was reading a wine column in another newspaper and thought I could do better, so I found [a publication] that didn't have a wine column," he notes. "I went to them with two columns and they said, 'Sure, we'll run your articles.' I set up an email account, and all of a sudden 45 people sent questions." (A common one: What wine goes good with crabs?)

The Seafarer adds that people read his column "because they're trying to find a (suggestion for) good bottle of wine and keep it under \$20 per bottle. You can go anywhere and find a \$65 bottle and know it's going to be good."

James' email address is infovine@yahoo.com.

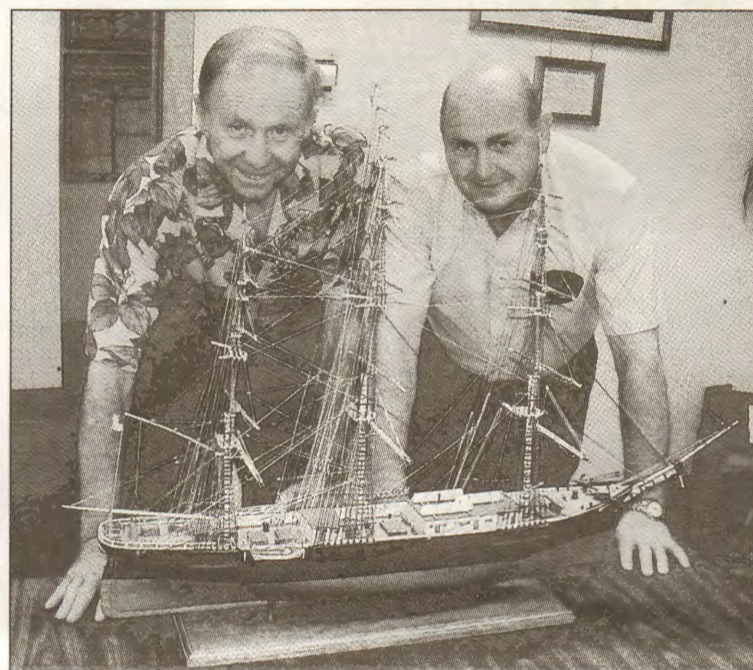
Capt. Rice Retires



After a 36-year career in the inland division of the SIU, Henry Rice Jr. (center) is given a retirement party at Express Marine, Inc. in Camden, N.J. Rice most recently sailed as a captain aboard the EMI tug *Russel B. Murray*. Helping him celebrate are (from left) Chief Engineer Roy Gritz, Mate Dennis Gaskill, Rice, AB/Cook Steve Jones and Second Engineer Roland Mason.



Bosun Rick James enjoys his work as an SIU member (left) and, when on the beach, as a beverage manager in Baltimore.



John Zalusky (left) and Paul Hall Center VP Don Nolan agree that the ship model *Young America* has found an appropriate home at the Paul Hall Library in Piney Point.

Gen. Handy Backs MSP

Continued from page 3

offers great return on investment, supporting a sizeable and capable fleet of 47 U.S.-flagged vessels for relatively little annual cost. If we fail to reauthorize or make program participation unattractive, the potential erosion and eventual disappearance of a viable U.S.-flagged fleet and, ultimately, the U.S. Merchant Mariner pool, would force increased and potentially total reliance on ships of foreign registry, entrusting precious military cargo to non-U.S. crews in times of great crisis....

"While MSP offers guaranteed capability, it also provides the security we, as a nation, must have to 'go it alone.' While foreign companies dominate the world maritime market, MSP

ships sail under the U.S. flag, are crewed by U.S. mariners, are operated by U.S. companies, and are subject to U.S. laws. As a warfighter and as a concerned American this is what I must have, and I have it in MSP. Currently, MSP comprises both Section 2 and Documentation Citizens. Both Section 2 and Documentation Citizens must execute the same contingency contracts with DOD committing vessels to VISA Stage III and thereby assuring us we will have access to their vessels. This is important because VISA Stage III is our highest sealift mobilization level and provides government access to all 47 ships enrolled in MSP. As a warfighter, my requirements are met by both Section 2 and Documentation Citizens.

"We simply cannot, as a

nation, fight the fight without the partnership of the commercial maritime industry. We rely on the commercial maritime industry to provide the primary source of manpower to crew our organic vessels. Our nation's organic sealift capability, in the form of highly capable prepositioned, fast sealift ships, large medium speed roll on and roll off ships (LMSR), and Ready Reserve Force (RRF) ships which provide emergency and surge response capabilities to globally deploy our combat and support forces, would literally be useless without the support of the commercial maritime industry. As such, MSP supports not only our commercial wartime sealift, but is absolutely essential to providing the labor pool of U.S. Merchant Mariners for our organic fleet. This is a huge aspect of MSP. Given that the events of 9/11 have forever changed how we view the world, the absolute, unequivocal necessity for U.S. mariners, ready and able to crew a guaranteed fleet of U.S.-flagged vessels in times of crisis, mandates MSP reauthorization....

"We need MSP reauthorization soonest. Guaranteed access to U.S.-flag shipping, the viability of the U.S. Merchant Mariner pool, and the associated security requirements mandate MSP reauthorization. An improved, long-term program, adequately funded, which provides stability for the government and industry is the right approach from the warfighting perspective. MSP reauthorization now is a national security imperative of the highest magnitude."

Hard Work Pays Off



During the October membership meeting at Piney Point, Vernon S. Thibodeaux (right) is presented the high school diploma she earned through the academic program at the Paul Hall Center by SIU VP Contracts Augie Tellez. Thibodeaux sails in the steward department.

Ship Model a Good Fit At Paul Hall Library

When John Zalusky began considering a new home for the valuable ship model he'd safeguarded for the AFL-CIO, he quickly realized the answer.

"I really wanted the Seafarers' school to have it, to show others. It is a marvelous model, and it will be best appreciated at the Seafarers," stated Zalusky, a retired senior economist for the AFL-CIO who also headed the federation's office of wages and labor standards for more than 20 years.

The latest addition to the Paul Hall Library and Maritime Museum's collection of approximately 40 ship models has a history longer than that of its new home in Piney Point, Md. It has indirect SIU connections, too—Zalusky's sons Timothy and John sailed with the union years ago, while the elder John has worked with several SIU officials on various labor campaigns and events.

Built during the mid-1950s, the model is a three-foot wooden replica of the clipper ship *Young America*, a vessel that Zalusky said is fairly well known in sailing circles. It was built by trade unionist Hank MacKannel and given to George Meany, the first president of the AFL-CIO.

MacKannel "said it was a gift for all the good things the AFL-CIO had done for him and other working people," Zalusky recalled. "For a time it was displayed in the lobby of the AFL-CIO (based in Washington, D.C.). It was then moved to the (AFL-CIO) library."

Zalusky was asked to take possession of the model when the library was moved from Washington to the George Meany Center for Labor Studies, located in Silver Spring, Md. "When the library moved, the librarian did not want to take it to the new location," he noted. "Because the model had no cover, it collected dust and resulted in breakage. I repaired it a number of times and built a plastic cover for it."

"We're grateful that John wanted the model displayed at the Paul Hall Library," stated Don Nolan, vice president of the school. "It's a fitting addition, and it will be seen by many people."

SEAFARERS FAMILY photos



SIU inland member Steven Taylor of Alexandria, Va. poses with his 2-year-old son, Alex. Alex comes from a long line of union families. His grandfather and great-grandfather both were members of the United Mine Workers.

Birth announcements, anniversaries, retirement . . . These are some of the events we all look forward to and like to share with our fellow Seafarers.

If you have a family-related photo you would like to be included in the next family photo page, please send it to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photos will be returned, if so requested.

If e-mailing digital images, please send them to dhirtes@seafarers.org. The higher the resolution, the better.



AB Jaime C. Dalisay and his wife, Jeni, became the proud parents of Jessica Denise Dalisay Aug. 11, 2002. Baby Jessica weighed 5 lbs at birth and 36 days later, she tipped the scales at 8 lbs, 8 oz. Jaime currently sails aboard the *PFC Dwayne T. Williams*.



Lisa Clark, who works as a secretary in the Baltimore SIU hiring hall, brings her 5-month-old son to meet the staff and members.



Charles "Chuck" Dawson of Marysville, Wash. rides to the SIU hall in Tacoma on his Harley. Dawson, who will be 75 years young this month, retired as a recertified bosun in 1992 and is "having a good time."



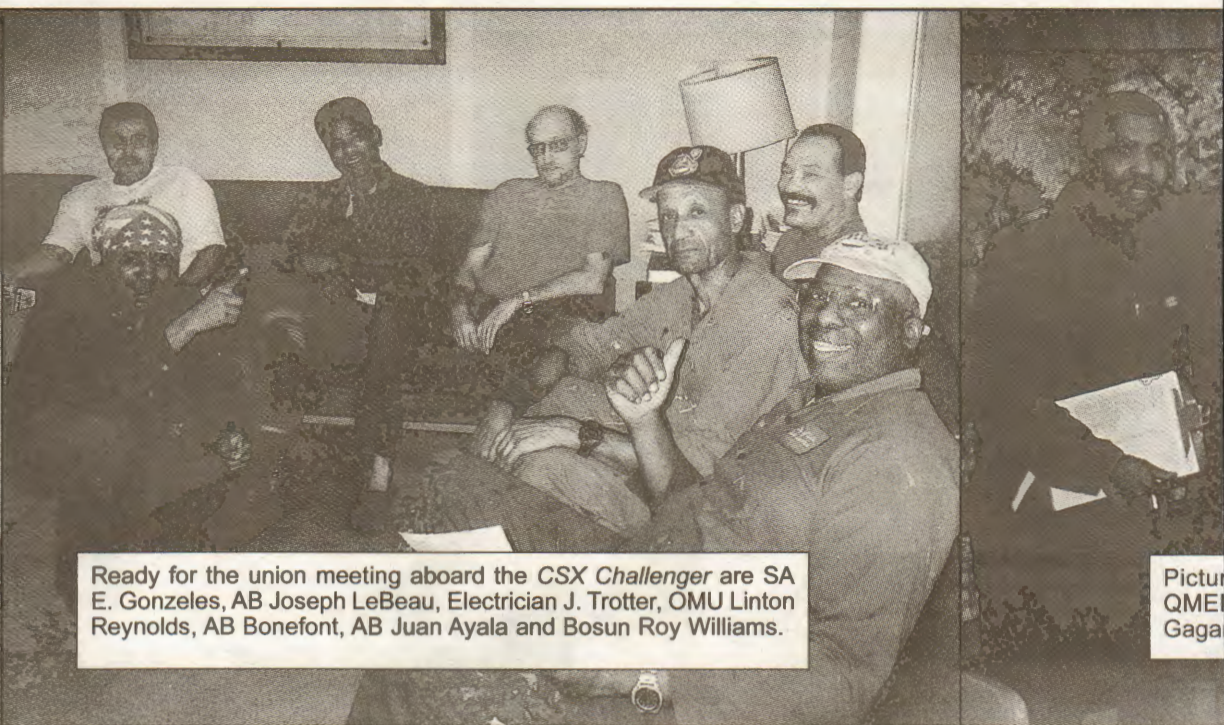
While working aboard Penn Maritime's tug *Victory* recently, these three sets of brothers brought to life the motto "Brotherhood of the Sea." From the left are Dan Lewis, 1st assistant engineer; Tim Lewis, 2nd assistant engineer; Ardale Crim Sr., tankerman; Delaine Crim, AB; Skip Walsh, chief mate; and Don Walsh, second mate.



Gordon P. Driscoll of Warren, Ore., still keeps busy volunteering his culinary talents at weddings, breakfasts and charitable events. Retired from the MC&S since 1978, where he worked aboard passenger vessels, he later used his skills by cooking for a school district and a county jail. Driscoll says his experience at sea really helped him when it was time to go ashore.



The steward department aboard the *CSX Kodiak* said of their Fourth of July cake, "These colors don't run! And they taste pretty good, too." Pictured (from left) are Chief Steward Scott Opsahl, Chief Cook Sam Kassem, Unlicensed Apprentice George Velez and GSU LeRoy Jenkins.



Ready for the union meeting aboard the *CSX Challenger* are SA E. Gonzeles, AB Joseph LeBeau, Electrician J. Trotter, OMU Linton Reynolds, AB Bonefont, AB Juan Ayala and Bosun Roy Williams.

Pictur
QME
Gaga

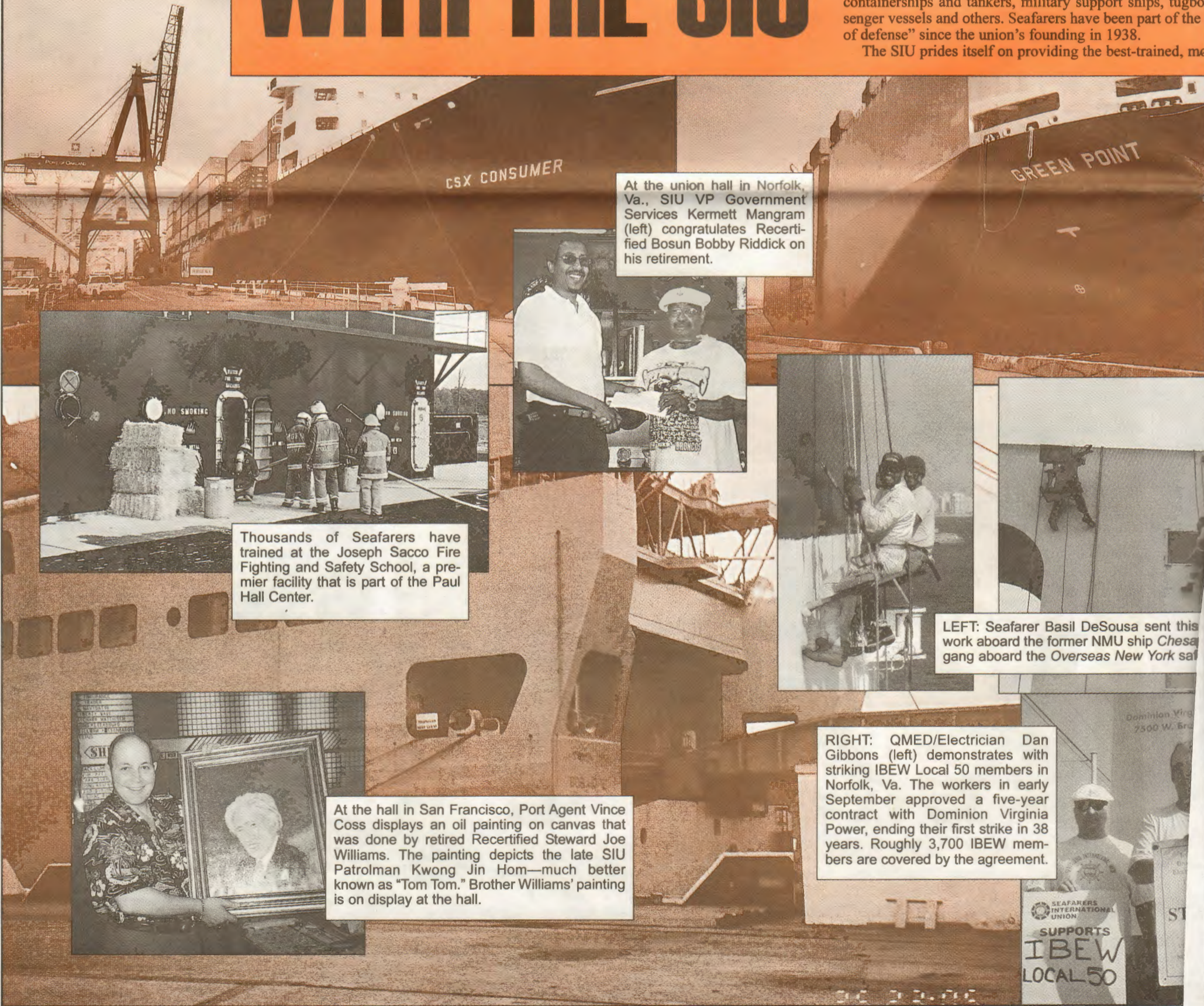
coast.t

WITH THE SIU

Whether sailing aboard U.S.-flag ships, upgrading at t for Maritime Training and Education, participating in activities or supporting brothers and sisters from other remain extremely active across the United States.

SIU members work aboard a wide variety of vessels, in containerships and tankers, military support ships, tugboat senger vessels and others. Seafarers have been part of the of defense" since the union's founding in 1938.

The SIU prides itself on providing the best-trained, mo



At the union hall in Norfolk, Va., SIU VP Government Services Kermet Mangram (left) congratulates Recertified Bosun Bobby Riddick on his retirement.



Thousands of Seafarers have trained at the Joseph Sacco Fire Fighting and Safety School, a premier facility that is part of the Paul Hall Center.



LEFT: Seafarer Basil DeSousa sent this work aboard the former NMU ship *Chesapeake* gang aboard the *Overseas New York* safe



At the hall in San Francisco, Port Agent Vince Coss displays an oil painting on canvas that was done by retired Recertified Steward Joe Williams. The painting depicts the late SIU Patrolman Kwong Jin Hom—much better known as "Tom Tom." Brother Williams' painting is on display at the hall.

RIGHT: QMED/Electrician Dan Gibbons (left) demonstrates with striking IBEW Local 50 members in Norfolk, Va. The workers in early September approved a five-year contract with Dominion Virginia Power, ending their first strike in 38 years. Roughly 3,700 IBEW members are covered by the agreement.





...ed on the *USNS Bob Hope* are (from left) .../Electrician Henry Callahan, Bosun Thomas ... SA Lloyd Lawrence and Chief Steward Larry Jolla.

The Ready Reserve Force vessels *Cape Horn* and *Cape Hudson* were part of the NMU fleet before that union merged into the SIU last year. Crew members from both vessels are pictured in San Francisco.

ocean coast

...the Paul Hall Center grassroots political unions, Seafarers ...cluding commercial ...ts and barges, pas- ...nation's "fourth arm ...st efficient crews in

...the world. The key to sustaining that mission-is the Paul Hall Center, a world-class vocational training facility based in Piney Point, Md. (The school also offers academic support, including programs for GEDs and college degrees.) Additionally, Seafarers recognize that the maritime industry is heavily regulated—a fact that makes political action a matter of survival. With that in mind, the union's officials and rank-and-file members actively support candidates who back the U.S. Merchant Marine. Their activities on this front include participating in maritime port councils, volunteering for campaign work, and donating to the union's voluntary political action fund.

Similarly, Seafarers are active in AFL-CIO central labor councils and state labor federations throughout the nation. Those organizations help union members advance the working families' agenda at every level of government. They also facilitate solidarity among unions—a principle the SIU has promoted since its earliest days. The union's activities don't stop at America's coastlines. The SIU is active in the International Transport Workers' Federation (ITF), the International Maritime Organization (IMO) and the International Labor Organization (ILO). For more information about the SIU, visit www.seafarers.org.



SIU charter member Jack Johns (center) is welcomed at the Baltimore hall by Port Agent Dennis Metz (left) and Bosun Roland "Snake" Williams.

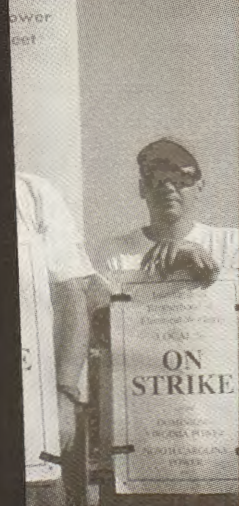


Crew members on the former NMU ship *Cape Alexander*, docked in Baltimore when these recent photos were taken, include (left) Chief Steward Romeo Arquines and (above, from left) Electrician Mohamed Hafid and Bosun Peter Frigolett.



CMEs Ross Himebauch (left) and Tom Hartman always practice "safety first" in the port of Oakland, Calif.

...igital image of members at ...ke Bay. ABOVE: The deck handles its assignment.

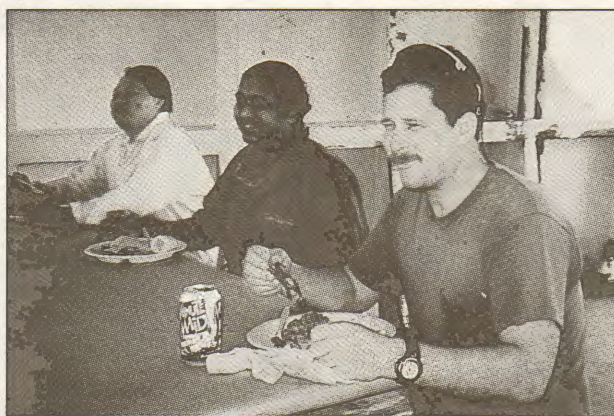




Recertified Bosun Eugene Grantham
Robert E. Lee



AB Gregory Hickman
Robert E. Lee



Above: It's the last trip to the Overseas Juneau mess hall for these crew members. Enjoying their meal aboard the vessel before it arrived in Alang, India for scrapping are, from left, Bosun Kissinfor Taylor, DEU Earl Shakes and Chief Pumpman Christopher Kirchoffer.



Bosun Kissinfor Taylor
Overseas Juneau

Lee, Overseas Juneau Finish Final Voyages



The Overseas Juneau is pictured in Alang, India.



Recertified Bosun Eugene Grantham, left, and AB Tom Stephens on the Robert E. Lee

A pair of SIU crewed vessels recently made their final voyages when they charted course for a ship graveyard in Alang, India.

The vessels—the Robert E. Lee and the Overseas Juneau—were scrapped June 11 and June 12, respectively, at the direction of ownership. Both had been operating on the high seas for nearly 30 years.

A LASH ship, the Robert E. Lee was built in 1974 and was operated by Waterman Steamship Corp. OSG Ship Management owned the Overseas Juneau. A crude oil tanker, it came off the assembly line in 1973. Both vessels were built by the Bethlehem Steel Company in Sparrow's Point, Md.

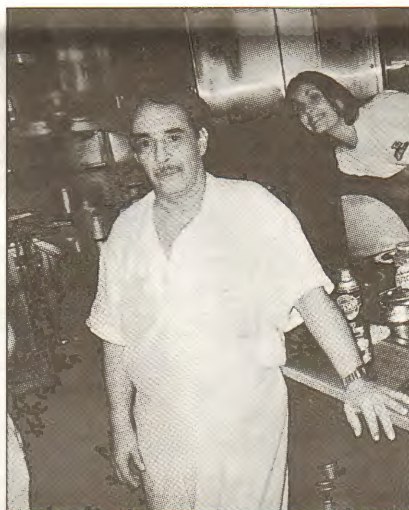
Seafarers aboard the Robert E. Lee during its final voyage were: Bosun Eugene Grantham, AB Bernard Blunt, AB Gregory Hickman, AB John Holmes, AB Burlin

Pinion, GUDE Justice Agha-Kuofie, GUDE Romel Holland, QMED Alton Hickman, Chief Electrician David King, Chief Cook Anthony Bach, Steward Baker Miguel Pabon, Steward Utility Janet De La Oliva and Steward Utility Christopher Love.

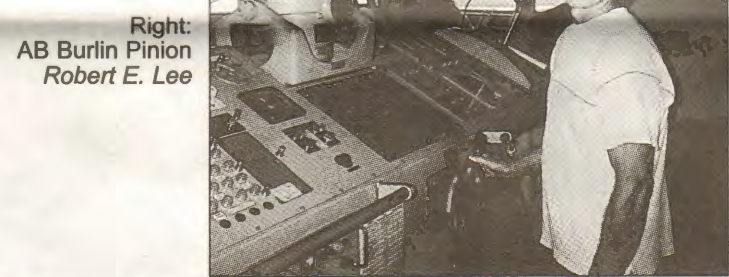
Donning the SIU colors aboard the Overseas Juneau during its last run were: Bosun Kissinfor Taylor, AB Joseph Archer, AB Nathaniel Rivera, AB Michael Earhart, AB Adel Shaibi, AB Ray Hebert, Oiler Michael Drost, Oiler Lionel Taylor, Oiler Joseph Egan, DEU Earl Shakes, Chief Pumpman Christopher Kirchoffer, Recertified Steward Brenda Kamiya, Chief Cook Mohamad Shibly and SA Ronald Dewitt.



Left: Chief Cook Anthony Bach, Recertified Steward Miguel Pabon and Steward Utility Janet De La Oliva on the Robert E. Lee



Recertified Steward Miguel Pabon (left) and Steward Utility Janet De La Oliva on the Robert E. Lee



Right: AB Burlin Pinion Robert E. Lee



Recertified Bosun Eugene Grantham Robert E. Lee



Members of the Overseas Juneau crew gather after bidding farewell to their vessel. Pictured in photo above are, from left, OL Joseph Egan, DEU Earl Shakes, SA Ronald Dewitt (bending), Chief Cook Mohamad Shibly, AB Adel Shaibi, Chief Pumpman Christopher Kirchoffer, and OL Michael Drost. In photo below are, (kneeling, from left) AB Nathaniel Rivera, AB Adel Shaibi, and GUDE Earl Shakes. Standing are AB Michael Earhart, OL Michael Drost, DEU Earl Shakes, OL Lionel Taylor, SA Ronald Dewitt, and Recertified Steward Brenda Kamiya.



The crew of the Robert E. Lee gathers one last time for a photo before their vessel is beached in India.



Going about their duties aboard the Overseas Juneau as the vessel makes its way to India are AB Nathaniel Rivera, left, and AB Joseph Archer.



Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 2002

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	4	1	2	1	1	2	0	3	4	2
Baltimore	8	2	3	3	4	4	0	13	4	0
Guam	0	3	0	1	2	0	0	2	3	0
Honolulu	9	9	2	7	8	0	0	13	11	4
Houston	27	10	24	16	4	13	7	54	19	40
Jacksonville	30	22	11	21	21	5	9	62	35	21
Mobile	16	5	2	4	2	3	0	32	10	6
New Orleans	17	14	9	10	9	4	5	27	32	26
New York	28	19	22	16	6	10	6	56	24	37
Norfolk	10	19	5	8	11	2	2	16	24	12
Philadelphia	7	3	2	5	1	0	1	9	8	3
Piney Point	7	6	0	3	6	0	0	6	5	0
Puerto Rico	8	10	2	4	3	0	2	20	10	2
San Francisco	17	11	6	17	7	1	4	33	20	9
St. Louis	1	3	3	1	0	2	0	3	6	4
Tacoma	22	15	13	25	11	9	13	42	27	17
Wilmington	18	18	10	18	15	8	10	36	26	23
Totals	229	170	116	160	111	63	59	427	268	206
ENGINE DEPARTMENT										
Algonac	0	0	3	1	1	0	0	0	2	3
Baltimore	4	4	1	2	1	0	0	6	4	1
Guam	0	1	1	0	0	0	0	0	1	1
Honolulu	7	6	2	2	0	1	0	8	9	3
Houston	18	4	10	3	4	1	1	28	10	17
Jacksonville	26	24	6	15	15	5	4	38	36	11
Mobile	6	5	4	11	3	0	0	7	9	4
New Orleans	11	6	3	6	7	2	1	13	16	6
New York	12	18	7	10	11	5	5	20	24	15
Norfolk	10	11	2	7	7	2	1	12	13	4
Philadelphia	8	5	1	2	2	0	1	8	6	2
Piney Point	4	7	2	1	2	0	0	4	7	2
Puerto Rico	4	6	0	3	1	1	2	6	6	0
San Francisco	10	7	3	10	10	0	6	14	7	9
St. Louis	1	2	1	2	2	0	0	0	3	2
Tacoma	15	12	8	12	10	2	6	23	28	14
Wilmington	10	5	6	4	5	1	3	18	12	11
Totals	146	123	60	91	81	20	30	205	193	105
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	5	0	0	1	0	0	0	4	1	0
Guam	0	2	0	0	2	1	0	0	2	0
Honolulu	9	5	1	7	2	0	1	14	9	3
Houston	11	4	1	8	2	2	4	22	6	2
Jacksonville	23	11	5	13	5	1	6	35	17	11
Mobile	2	1	0	4	0	1	0	5	5	2
New Orleans	8	3	4	6	2	2	2	13	10	2
New York	13	4	4	15	5	1	5	25	5	8
Norfolk	10	10	4	8	3	2	4	8	17	5
Philadelphia	4	1	0	2	1	0	1	7	0	0
Piney Point	5	6	2	2	4	1	1	10	7	1
Puerto Rico	1	1	1	1	0	0	0	5	1	1
San Francisco	18	4	0	13	1	0	5	46	7	1
St. Louis	0	0	0	2	2	0	0	1	0	0
Tacoma	21	1	1	21	2	0	11	31	1	2
Wilmington	21	14	1	16	6	1	6	32	21	1
Totals	151	67	24	119	37	12	46	258	109	39
ENTRY DEPARTMENT										
Algonac	0	2	1	0	0	1	0	0	2	3
Baltimore	0	2	4	0	1	6	0	0	4	6
Guam	0	2	3	0	1	3	0	0	3	6
Honolulu	4	18	6	1	4	2	0	11	36	38
Houston	1	22	31	1	6	3	0	3	36	53
Jacksonville	4	15	23	3	15	8	0	6	22	38
Mobile	1	5	4	1	1	0	0	1	8	10
New Orleans	3	1	8	1	8	1	0	6	11	19
New York	9	42	30	2	21	7	0	11	57	58
Norfolk	0	10	11	0	8	7	0	0	11	16
Philadelphia	0	0	2	0	0	1	0	1	0	2
Piney Point	0	13	23	0	13	14	0	0	27	18
Puerto Rico	3	3	3	1	1	2	0	5	10	8
San Francisco	2	17	9	5	12	3	0	4	26	18
St. Louis	0	0	0	0	0	0	0	0	2	0
Tacoma	7	22	18	5	14	1	0	7	46	35
Wilmington	5	4	4	3	3	4	0	7	12	24
Totals	39	178	180	23	108	63	0	62	313	352
Totals All Departments	565	538	380	393	337	158	135	952	883	702

*"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.

December 2002 & January 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: December 2, January 6
Algonac	Friday: December 6, January 10
Baltimore	Thursday: December 5, January 9
Boston	Friday: December 6, January 10
Duluth	Wednesday: December 11, January 15
Honolulu	Friday: December 13, January 17
Houston	Monday: December 9, January 13
Jacksonville	Thursday: December 5, January 9
Jersey City	Wednesday: December 18, January 22
Mobile	Wednesday: December 11, January 15
New Bedford	Tuesday: December 17, January 21
New Orleans	Tuesday: December 10, January 14
New York	Tuesday: December 3, January 7
Norfolk	Thursday: December 5, January 9
Philadelphia	Wednesday: December 4, January 8
Port Everglades	Thursday: December 12, January 16
San Francisco	Thursday: December 12, January 16
San Juan	Thursday: December 5, January 9
St. Louis	Friday: December 13, January 17
Tacoma	Friday: December 20, January 24
Wilmington	Monday: December 16

Tuesday: January 21*

**(change created by Martin Luther King's birthday)*

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

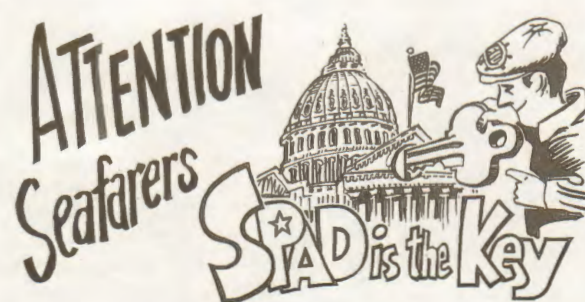
Aboard MSC Ships in Norfolk, Va.



Crew members aboard the USNS Arctic take a look at the latest LOG. From the left are OS Gary Turner, OS Benjamin Wilson and AB Dwane Bazemore.



Meeting with the crew of the Mt. Baker, when it arrived in Norfolk, is SIU Rep Maurice Cokes (directly behind seated member in front).



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

Kermet Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

99 Montgomery St., Jersey City, NJ 07302
(201) 435-9424

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

OCTOBER 2002

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	1	1	0	4	0	0	4	0	4	1
Houston	12	0	4	6	0	0	18	10	6	16
Harvey, LA	5	1	2	1	0	0	5	11	4	9
New York	13	0	2	5	0	0	12	34	9	16
Norfolk	6	0	0	5	0	0	0	9	0	0
San Pedro	7	1	0	1	0	0	13	24	30	0
Tacoma	8	0	1	3	0	0	6	20	4	6
Totals	52	3	9	25	0	0	58	108	57	48
ENGINE DEPARTMENT										
Boston	3	0	0	5	0	0	1	0	0	0
Houston	5	1	4	3	0	4	8	5	1	19
Harvey, LA	3	2	1	0	1	0	1	5	0	3
New York	6	1	2	3	0	2	5	22	10	7
Norfolk	1	0	0	2	0	0	0	0	0	0
San Pedro	6	0	0	3	0	0	2	16	2	0
Tacoma	2	1	2	2	0	0	4	10	3	2
Totals	26	5	9	18	1	6	21	58	16	31
STEWARD DEPARTMENT										
Boston	1	0	0	2	0	0	1	2	0	0
Houston	1	0	4	2	0	1	3	14	0	11
Harvey, LA	1	0	1	2	0	0	1	5	0	3
New York	6	0	1	4	0	0	5	15	3	7
Norfolk	3	0	0	3	0	0	0	2	0	0
San Pedro	2	3	0	2	0	0	2	22	17	6
Tacoma	2	1	0	1	0	0	1	4	1	0
Totals	16	4	6	16	0	1	13	64	21	27
ENTRY DEPARTMENT										
Boston	0	1	1	0	0	0	1	3	18	1
Houston	2	4	11	1	0	4	8	13	26	62
Harvey, LA	2	0	2	0	0	1	5	3	0	12
New York	3	5	14	1	0	3	12	28	38	67
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	3	2	0	1	0	0	8	52	32	18
Tacoma	0	3	0	0	0	0	1	2	8	11
Totals	10	15	28	3	0	8	35	101	122	171
Totals All	104	27	52	62	1	15	127	331	216	277

PICS-FROM-THE-PAST

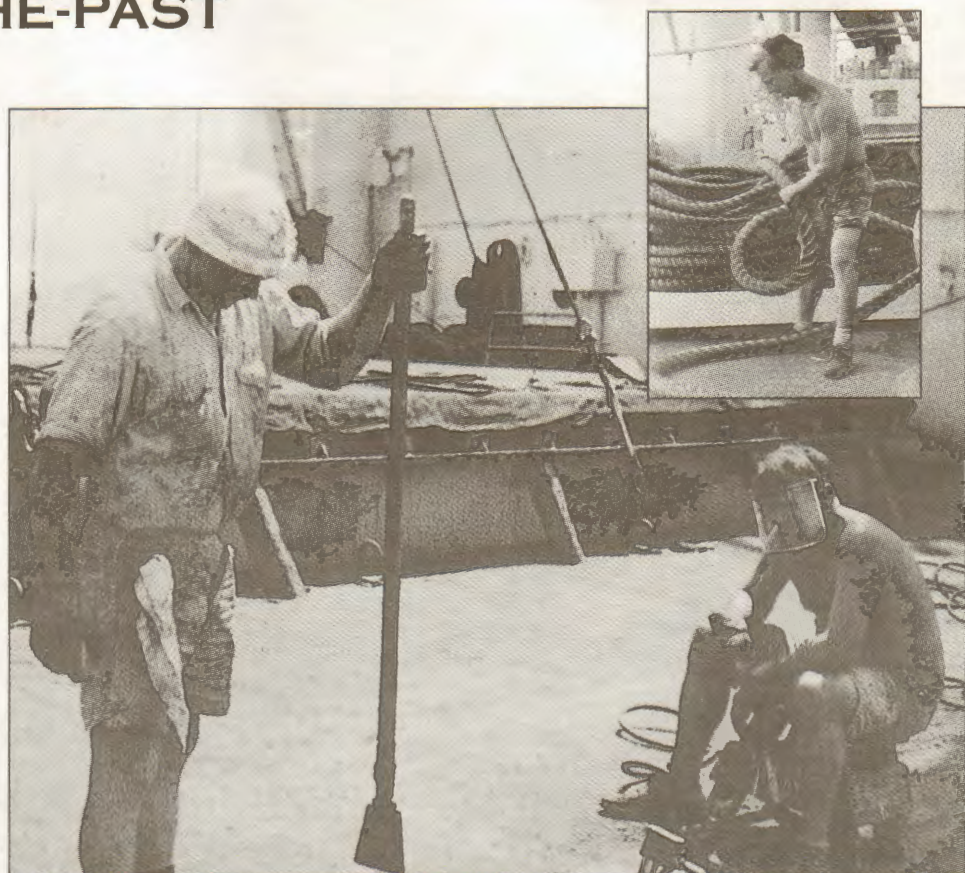
These photos were sent to the LOG by Charles A. Bortz of Hellertown, Pa. They were taken during a voyage aboard the SS *Steel Recorder* on an around-the-world trip from May through August 1963.

Bortz notes that "it was a great trip and a great ship, and that when the vessel landed in New York, nobody wanted to get off!"

The bosun, who is running the chipping gun (seated), was on the *Steel Recorder* for five years. Harry, the day man (standing at left), sailed about three years. And Bortz, himself (coiling line, inset), stayed on for 18 months.

Bortz has been retired 11 years now and says he enjoys every minute of it, thanks to the union's generous pension and health plans. "Never thought I would have it so good," he noted in a letter accompanying these photos.

Some of the oldtimers may remember Bortz's story, "The Ship's Cat," which appeared in the July 1984 LOG. He also wrote a follow-up story in September 1995 as well as an article about Kenya in May 1986.





Two inland captains and a recertified bosun are among the 20 Seafarers announcing their retirements this month. Captains **Henry R. Rice Jr.**, and **John Toups** navigated the inland waterways at the helms of vessels for a combined time of nearly 81 years. Bosun **Gerald Westphal** completed the highest level of training to members who sail in the deck department when, in 1989, he graduated from the bosun recertification course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Including Westphal, 12 of the retirees sailed in the deep sea division. Three plied the Great Lakes and five navigated the inland waterways.

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

DEEP SEA



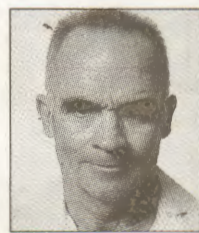
JAMES BOVAY, 62, started his SIU career in 1963 in Houston. Brother Bovay, who served in the U.S. Navy

from 1957 to 1959, sailed in the deck department. He last went to sea aboard the *Sea-Land Challenger*. Brother Bovay makes his home in Livingston, Texas.

JOHN A. BROWN, 70, was born in Alpine, Texas. He joined the Seafarers in 1988 in Honolulu. Brother Brown is a



veteran of the U.S. Navy, having served from 1951 to 1955 and again from 1962 to 1966. His initial SIU voyage was aboard the *Seabulk Trader*. The deck department member last shipped on Maersk Line's *USNS Victorious*. Brother Brown resides in his native city.



ROBERT CROOKS, 71, joined the SIU in 1966 in San Francisco. The Illinois-born mariner is a veteran of the U.S.

Army, serving honorably from 1947 to 1961. Brother Crooks sailed in the Great Lakes as well as deep sea divisions. The deck department member upgraded his skills in 1978 at the Seafarers training school in Piney Point, Md. He last went to sea aboard the *Sea-Land Enterprise*. Brother Crooks lives in San Francisco.

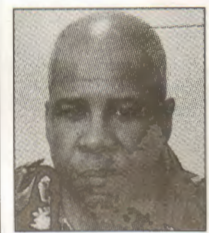
BOBBY EDWARDS, 64, hails from North Carolina. The U.S. Navy veteran joined the Seafarers in 1960 in the port of New York. A member of the engine department, Brother Edwards upgraded his skills at the Seafarers training school in 1975. He last sailed aboard the *Ultramax*, a Westchester Marine Corp. vessel.

Brother Edwards is a resident of Neptune Beach, Fla.

ALBERTO GARCIA, 66, is a veteran of the U.S. Air Force. He started his career with the Seafarers in 1976 in Puerto Rico. A member of the engine department, Brother Garcia worked in the inland as well as deep sea divisions. Brother Garcia enhanced his skills on seven occasions at the Seafarers training school in Piney Point, Md. He last sailed aboard the *San Juan*, a Puerto Rico Marine Management vessel. Brother Garcia lives in his native commonwealth in the city of Carolina.



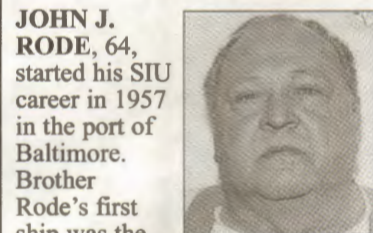
ALFRED LANG, 55, hails from Mobile, Ala. Brother Lang began his SIU career in 1965 in the port of New York. His initial SIU voyage was aboard the *R. Semmes*, a CSX Lines vessel. The engine department member upgraded his skills frequently at the Paul Hall Center in Piney Point, Md. He last went to sea on the *Overseas Boston*. Brother Lang makes his home in Mobile, Ala.



SPIRIDON PERDIKIS, 70, joined the Seafarers in 1959 in the port of New York. Born in Greece, he shipped in the engine department and was a frequent upgrader at the Seafarers training school in Piney Point, Md. Brother Perdikis last went to sea on the *Overseas Chicago*. Jupiter, Fla. is his home.

JOHN J. RODE, 64, started his SIU career in 1957 in the port of Baltimore. Brother Rode's first ship was the *Fair Port*, a Waterman Steamship Corp. vessel. The Maryland-born mariner worked in the engine department and last went to sea on the *Sea-Land Panama*. Brother Rode lives in his native Baltimore.

ALVIN SMITH, 65, joined the Seafarers in 1992 in the port of Mobile, Ala. Brother Smith's initial voyage was on the *Cape Florida*. The Alabama-born mariner worked in the steward department. He most recently sailed on the *Sea-Land Motivator*. Brother Smith resides in Mobile.



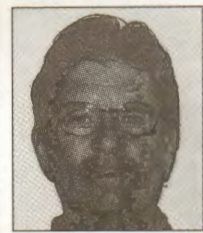
LARRY THOMPSON, 64, served in the U.S. Marine Corps from 1955 to 1959. Brother Thompson started his SIU career



in 1966 in the port of Wilmington, Calif. Born in Iowa, he shipped in the deck department and upgraded his skills in 1978 and 2002 at the Seafarers training school in Piney Point, Md. Brother Thompson last sailed on the *Sea-Land Endurance*. He makes his home in Las Vegas.

DONALD KLOPP, 63, was born in Minnesota. He joined the NMU in 1965 and initially shipped

member of the deck department and upgraded his skills in 1999 in Piney Point, Md. Boatman Gaston calls Houston home.



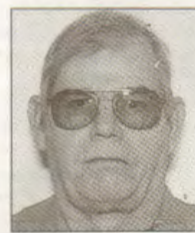
HOMER RABIDEAU, 63, began his SIU career in 1980. The Indiana-born mariner shipped in the steward and deck departments and upgraded his skills in 1997 and 2001 at the Paul Hall Center. Boatman Rabideau lives in Mooers Forks, N.Y.

HENRY R. RICE JR., 63, is a veteran of the U.S. Army (1963 to 1965). Born in Pamlico County, N.C., he joined the SIU in 1966 in the port of Philadelphia. The deck department member shipped as a captain and upgraded his skills at the Seafarers training school in 2001. Boatman Rice last worked on an Express Marine Inc. vessel. Bayboro, N.C. is his home.

JOHN TOUPS, 62, hails from Sabine Pass, Texas. Boatman Toups began his career with the Seafarers in

INLAND

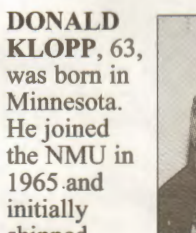
JOE D. HAWTHORNE, 55, started his career with the NMU in 1971. Born in Waynesboro, Miss., he first shipped out of the port of Mobile, Ala. aboard the *Norman Lykes*. Brother Hawthorne shipped in the steward department and last went to sea aboard the *Cape Knox*.



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



BOOKER T. OLIVER, 76, joined the NMU in 1973. The Dallas County, Ala. native's first voyage was aboard the *USNS Gen. Maurice Rose*. Brother Oliver worked in the steward department and last went to sea on the *SS Rover*.

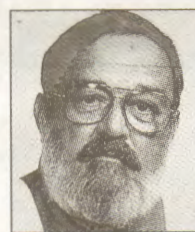


JUAN RIVERA, 66, began his NMU career in 1977. Born in Puerto Rico,

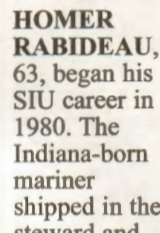
Welcome Ashore

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.

in 1966 in the port of Philadelphia. The deck department member shipped as a captain and upgraded his skills at the Seafarers training school in 2001. Boatman Ireland last worked on an Express Marine Inc. vessel. Leighton, Pa.



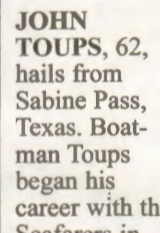
MARVIN LARSON, 65, served in the U.S. Navy from 1954 to 1958. He joined the SIU in 1991 in the port of Alpena, Mich. and worked in both the Great Lakes and deep sea divisions. Brother Larson shipped in the steward and deck departments, sailing primarily aboard vessels operated by American Steamship Co. He is a resident of Alpena, Mich.



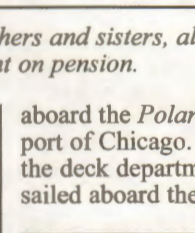
JOSEPH SAYLES, 64, hails from Michigan. He started his SIU career in 1965 in Frankfort, Mich. Brother Sayles' first voyage with the Seafarers was on a Mackinac Transportation Co. vessel. The engine department member last worked on the *Chief Wawatam*, a Straits Car Ferry Corp. vessel. Brother Sayles makes his home in East Lansing, Mich.



ANTONIO FONSECA, 65



LILLIAN MEDINA, 67



TYRONE PATRICK, 62

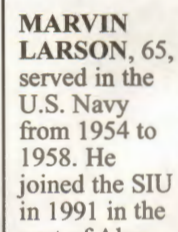
GREAT LAKES

GREAT LAKES

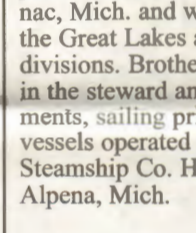


LAWRENCE KACZROWSKI, 58, started his career with the Seafarers in 1970 in Chicago. He worked in the

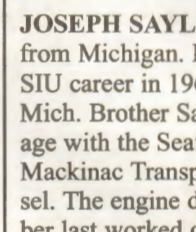
Great Lakes and inland divisions. Born in Green Bay, Wisc., Brother Kaczrowski worked in the engine department. He last sailed on the *Richard J. Reiss*. Brother Kaczrowski lives in Mishicot, Wisc.



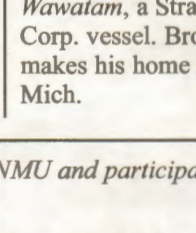
ANTONIO FONSECA, 65



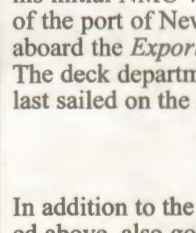
LILLIAN MEDINA, 67



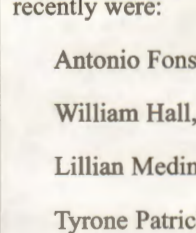
TYRONE PATRICK, 62



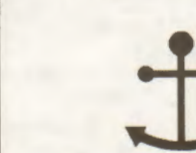
WILLIAM HALL, 60



LILLIAN MEDINA, 67



TYRONE PATRICK, 62



Final Departures

DEEP SEA

SALVATORE ALPEDO



Pensioner Salvatore Alpedo, 79, passed away Dec. 11, 2001. Born in Reading, Mass., he served in the U.S. Marines from 1940 to

1945. Brother Alpedo joined the Seafarers in 1951 in the port of New York. He first sailed aboard Waterman Steamship Corp.'s *Yaka*. A member of the deck department, Brother Alpedo sailed as a bosun. He last worked aboard the *Great Land*. Brother Alpedo began receiving his pension in 1987. He lived in Arlington, Wash.

CHARLES ALSTON



Pensioner Charles Alston, 60, died July 28. A veteran of the U.S. Air Force, Brother Alston started his SIU career in 1974 in Seattle. He

worked in the steward department. The Warren, N.C. native collecting stipends for his retirement in 2000. Brother Alston lived in Bellington, Wash.

JAMES CAMP



Pensioner James Camp, 63, passed away Aug. 1. Brother Camp began his SIU career in 1968 in the port of New York. The U.S. Army veter-

eran was born in Rutherford County, N.C. Brother Camp shipped in the deck department. His final voyage was aboard the *Chemical Explorer*. Brother Camp started receiving his pension earlier this year and made his home in Mooresboro, N.C.

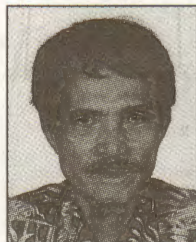
STEVE COPELAND



Brother Steve Copeland, 49, died July 8. He started his SIU career in 1972 in the port of Piney Point, Md. Brother Copeland's initial voyage was

on the *Mohawk*. The California native worked in the deck department and last sailed aboard the *El Morro*. Brother Copeland lived in Vacaville, Calif.

GENEROSO CORPUS



Brother Generoso Corpus, 68, passed away July 4. He joined the SIU in 1997. A member of the steward department, Brother

Corpus worked primarily aboard American Hawaii Cruises vessels. Born in the Philippines, he made his home in Waipahu, Hawaii.

RAFAEL CUEVAS



Pensioner Rafael Cuevas, 79, died July 26. Brother Cuevas began his career with the Seafarers in 1945 in the port of New York.

Born in Puerto Rico, the steward department member last went to sea aboard Puerto Rico Marine Management's *Arecibo*. Brother Cuevas lived in Pembroke Pines, Fla., and started receiving compensation for his retirement in 1982.

JAMES FORTSON

Pensioner James Fortson, 99, died July 4. Brother Fortson began his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Born in Washington state, he shipped in the steward department. Brother Fortson began collecting his retirement in 1969 and lived in Los Angeles.

RUFINO GARAY



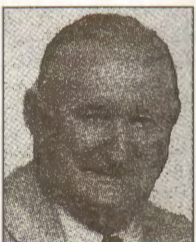
Pensioner Rufino Garay, 75, passed away Aug. 74. Brother Garay started his career with the Seafarers in 1956 in the port of New York. A

U.S. Navy veteran, he worked in the deep sea as well as inland divisions. The deck department member shipped as a bosun and last worked aboard a Crowley Towing and Transportation Co. vessel. Brother Garay began receiving his pension in 1992. Born in New York, he was a resident of Guayama, P.R.

RICHARD GRAVES

Pensioner Richard Graves, 61, died May 3. Brother Graves started his career with the MC&S in 1977 in San Francisco. The California-born mariner shipped in the steward department and first sailed on the *Santa Magdalena*. His last trip to sea was aboard the *President Johnson*. Brother Graves lived in Richmond, Calif. and began receiving his pension in 1994.

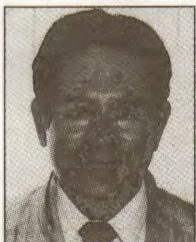
PAULI JOHNSON



Pensioner Pauli Johnson, 77, passed away July 28. Brother Johnson joined the SIU in 1946 in Galveston, Texas. Born in Seadrift, Texas, he first sailed

on the *Cedar Rapid*. The engine department member last worked aboard the *Cove Leader*. Brother Johnson started receiving stipends for his retirement in 1989. He lived in Galveston, Texas.

SANG LEE



Pensioner Sang Lee, 83, passed away Aug. 4. Brother Lee joined the MC&S in 1954 in the port of New York. Born in China and a U.S. Navy veteran, he shipped in the steward department. Brother Lee worked primarily aboard Delta Steamship vessels. He made his home in Oakland, Calif. and started collecting retirement compensation in 1981.

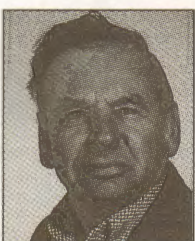
FRANK PLOPPERT



Pensioner Frank Ploppert, 78, passed away July 14. Born in Philadelphia, Brother Ploppert was a U.S. Navy veteran. He joined the Seafarers in 1945 in the port of New York. The steward department member last worked on the *Sam Houston*.

Brother Ploppert started receiving compensation for his retirement in 1985 and lived in St. Bernard, La.

EDWARD PUCHALSKI



Pensioner Edward Puchalski, 78, died Aug. 4. The Trenton, N.J. native started his SIU career in 1944 in the port of New York.

Brother Puchalski sailed in the inland and deep sea divisions as a member of the deck department. He most recently shipped as a bosun. Brother Puchalski's last trip to sea was aboard the *Santa Barbara*. A resident of Spring House, Pa., he began receiving compensation for his retirement in 1981.

WILLIE WILLIAMS



Pensioner Willie Williams, 85, passed away Aug. 9. Born in Alabama, Brother Williams was a veteran of the U.S. Army. He

began his SIU career in 1943 in Tampa, Fla. Brother Williams sailed in the deck department. His final voyage was on the *Sea-Land Consumer*. The Attalla, Ala. resident started receiving his pension in 1982.

INLAND

JOHN BAKER

Boatman John Baker, 53, passed away July 19. Born in Panama, he started his career with the Seafarers in 1999. A member of the deck department, Boatman Baker worked primarily aboard vessels operated by Westbank Riverboat Services, Inc. He was a resident of Jefferson, La.

GILBERT BROOKS

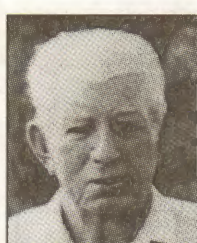
Pensioner Gilbert Brooks, 79, died Aug. 8. Boatman Brooks joined the Seafarers in 1959 in the port of Philadelphia. A veteran of the U.S. Navy, he worked in the deep sea as well as inland divisions. His initial voyage was aboard the *Arizpa*. Born in Virginia, he shipped in the deck department. Boatman Brooks started collecting compensation for his retirement in 1985. He made his home in Richmond, Va.

DAVID TOLER

Boatman David Toler, 35, passed away Aug. 5. He joined the Seafarers in 2001 and shipped in the deck department. The Alabama native worked primarily on Orgulf Transport Co. vessels. Boatman Toler lived in Bay Minette, Ala.

GREAT LAKES

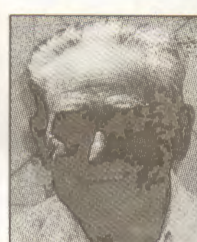
WILLIAM LOTZ



Pensioner William Lotz, 88, passed away June 19. Boatman Lotz joined the SIU in 1965 in Port Arthur, Texas. He first worked aboard an Ellis Towing & Transport Co. vessel. A member of the deck department, the Texas-born mariner shipped as a captain. He last worked on a vessel operated by G&H Towing. Boatman Lotz started receiving compensation for his retirement in 1985 and lived in Trinity, Texas.

ATLANTIC FISHERMEN

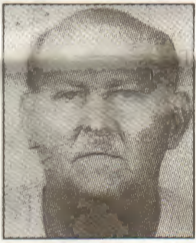
FRANK DOMINGOS



Pensioner Frank Domingos, 92, passed away July 24. Brother Domingos started his career with the Gloucester Fishermen's Union in Gloucester, Mass. He started collecting compensation for his retirement in 1974. A Massachusetts native, he lived in Gloucester.

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

WILLIAM BECKER



Pensioner William Becker, 79, passed away Aug. 8. Born in Brooklyn, N.Y. he joined the NMU in 1969. Brother Becker worked in the

deck and engine departments during his career. He began receiving his pension in 1985.

WILLIAM FARRELL



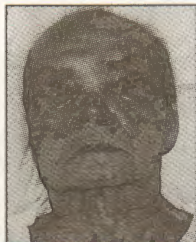
Pensioner William Farrell, 77, died Aug. 2. He started his career with the NMU in 1962. Brother Farrell first went to sea aboard the

City Service Missouri. A member of the steward department, he last worked aboard the *Edgar M. Queeny*. Brother Farrell started collecting his pension in 1986.

PAUL FUECHSLIN SR.

Pensioner Paul Fuechslin Sr., 79, passed away Aug. 26. The Pittsburgh native began his NMU career in 1943. A member of the deck department, he first shipped on the *William L. Davidson*. Brother Fuechslin began receiving stipends for his retirement in 1987.

MIKE JAMPAS



Pensioner Mike Jampas, 91, died Aug. 8. Born in the Philippines, he sailed in the deck department. Brother Jampas began receiving payments for his retirement in 1978.

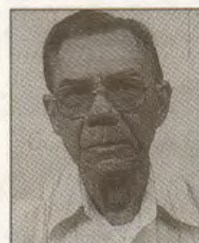
PABLO PENA



Pensioner Pablo Pena, 79, passed away July 23. The steward department member was born in Puerto Rico and shipped for the

NMU out of Kenosha, Wisc. He first sailed on the *Flying Spray* and last worked on the *American Aquarius*. Brother Pena started receiving his pension in 1985.

PIERRE LA PLACE



Pensioner Pierre La Place, 82, died Aug. 20. Brother La Place joined the NMU in 1947. His initial voyage was aboard the

Bear Paw. The engine department member started receiving his pension in 1968.

WILFREDO RIVERA



Pensioner Wilfredo Rivera, 72, passed away Aug. 23. Born in Puerto Rico, he started receiving stipends for his retirement in 1993.

In addition to the foregoing, the following NMU brothers and sisters passed away on the dates indicated. The NMU Pension and Trust office was notified of their respective demises during August.

- Robert Chandler, July 29
- Joseph Hance, Aug. 8
- James Moore, Aug. 20
- Rue Phelps, July 25

- Clyde Cummings, July 25
- Clarence Conaway, Aug. 20
- Alexander Bell, Aug. 17
- Paul Szc, Aug. 15
- Farish Selig, July 22
- Harold Bretz, July 17
- John Guillory, June 11
- Edward Haskins, July 29
- Pedro Da Silva, Aug. 27
- Sebastian Torres, July 31
- Enrique Casanova, July 30
- Michael Buters, Aug. 4
- Robert Tataruska, Aug. 26
- George Bently, July 5
- Bernard Petro July 27
- John Karpovich, July 28
- Thomas Hicks, Aug. 8
- John Damiens, July 4
- Ludwig Ladtkow, Aug. 6
- Melvin Ross, July 29
- George Topin, July 26
- Rudolph Morgan, July 27
- Santiago Machahilas, July 29
- Luis Miranda, Aug. 2
- Pedro Perez, Aug. 2
- Pablo Rodriguez, Aug. 26
- Roman Arabski, Aug. 5
- Robert Angel, Aug. 26
- Ernest Ervin, Aug. 17
- Richard Williams, Aug. 17
- Walter Schultz, Oct. 28, 2001
- Fernando Cora, May 4
- William Larkin, Feb. 3
- Alfonso Remon, July 6
- Arthur Farmer, March 5
- Jesus Manautou, Oct. 10, 2001
- Thomas Meehan, Jan. 27
- Walter Bonner, April 13
- William Spencer, Feb. 25
- Juan Basurto, April 16
- Albert Demly, Oct. 1, 2001
- Thomas O'Brien, Jan 19
- Robert Dalzochio, April 18
- Lee Poin, Feb. 12, 2001
- James Sanders, April 8

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.

CHALLENGER (CSX Lines), Aug. 12—Chairman Roy L. Williams, Secretary Brandon D. Maeda, Educational Director Clive A. Steward, Deck Delegate Efrain Alvarez, Engine Delegate José A. Quinones, Steward Delegate Donald L. Huffman. Chairman announced payoff Aug. 15 in Jacksonville, Fla. He reported on pending sale of CSX and that Matson is building two new ships, which means more jobs for steward department members. He said union members need to do all they can to prevent U.S. ships from reflagging. Educational director urged crew members to upgrade at Paul Hall Center in Piney Point, Md. He said STCW is good for five years provided member has met one-year seafaring qualification. Treasurer announced \$40 in crew fund. No beefs or disputed OT reported. Request made to provide transportation from ship to port gate from 1200 to 1300 when seamen are not on duty. Currently no shuttle service exists at that time. Suggestions also made to purchase TV monitor 25-inches or larger for crew lounge, raise daily maintenance and cure rate and lower time needed to qualify for health benefits. Vote of thanks given to Chief Cook Huffman for job well done. Next ports: Jacksonville, Fla. and San Juan, P.R.

ENDURANCE (USSM), Aug. 18—Chairman Mauro G. Gutierrez, Secretary Russell B. Beyschau, Educational Director Tesfaye Gebregziabher, Deck Delegate Darrell E. Peterson, Engine Delegate Teddie H. Carter. Chairman reported smooth trip with payoff expected Aug. 21 in Long Beach, Calif. Secretary thanked everyone for great teamwork. Educational director looking forward to vacation. He advised crew members to stay current with shipping documents and take advantage of upgrading opportunities available in Piney Point. No beefs or disputed OT reported. Discussion held about new gym equipment. Steward noted all rooms received new curtains. Vote of thanks given to galley gang for great job.

LIBERTY GRACE (Liberty Maritime), Aug. 11—Chairman Samuel Reed III, Secretary Doyle E. Cornelius, Educational Director Tony Burrell, Deck Delegate James P. McCarthy, Engine Delegate German C. Valerio, Steward Delegate Julio Guity. Secretary thanked chief cook and GSU for job well done. Educational director stressed importance of supporting SPAD as well as obtaining required STCW training and upgrading regularly at Paul Hall Center. No beefs or disputed OT reported. Request made for gym equipment. Suggestions also made for new furniture, including sofas for crew lounge, mattresses for crew bunks, new chairs for crew quarters and larger ice machine.

INNOVATOR (USSM), Aug. 11—Chairman Abdulla R. Alwaseem, Secretary Benedict N. Opaon, Educational Director Olie E. Webber, Deck Delegate James D. Morgan, Engine Delegate Abdul

Mohamed. Chairman reported new mattresses received and distributed. He announced payoff Aug. 15 in Long Beach, Calif. Secretary advised crew members to check shipping documents and make sure all are up to date. No beefs or disputed OT reported. Response from VP Contracts Augie Tellez regarding previous inquiry received and posted. Next ports: Oakland, Calif.; Dutch Harbor, Alaska; Yokohama and Nagoya, Japan.

LIBERATOR (USSM), Aug. 25—Chairman Robert Pagan Jr., Secretary Hans F. Schmuck, Educational Director Elwyn L. Ford, Deck Delegate William Foley, Engine Delegate Jesse Manard, Steward Delegate Amer A. Ghaleb. Chairman thanked all departments for jobs well done. Educational director reminded crew members to keep track of shipping documents and keep them current. No beefs or disputed OT reported. Deck and engine department members thanked for using second washing machine for greasy clothes, thereby leaving one for regular laundry. Next port: Los Angeles, Calif.

MAERSK ARIZONA (Maersk Line, Ltd.), Aug. 25—Chairman Scott A. Heginbotham, Secretary James H. Rider, Educational Director Eugene T. Bedard, Deck Delegate Earl Jones, Engine Delegate Chris Graham, Steward Delegate Susano C. Cortez. Chairman announced vessel going into shipyard in Panama Sept. 2. Everyone asked to give valuables to captain for safekeeping since there are no room keys. Also, there will be no watches during shipyard period. Secretary stated that following time in shipyard, vessel will load grain in Gulf port and head for West Africa. Educational director urged crew members to upgrade skills at Paul Hall Center. Treasurer noted \$50 remain in ship's fund following purchase of rowing machine for gym. No beefs or disputed OT reported, although question raised regarding lack of ferry service in Hong Kong. Discussion held about importance of contributing to SPAD. Suggestion made for contracts department to look into lowering age needed to receive pension benefits. Next ports: Long Beach, Calif.; Balboa, Panama.

MARINE COLUMBIA (ATC), Aug. 25—Chairman Gregory L. Hamilton, Secretary John F. Huyett, Educational Director Ronald Gordon, Deck Delegate Pedro V. Ramos, Steward Delegate Albert Sison. Chairman announced vessel to depart for shipyard Sept. 2. Upon arrival, ABs will be released; all other unlicensed personnel will remain on board. Educational director encouraged crew members to upgrade skills at Piney Point facility. Treasurer stated \$3,332 in uncensored fund and \$145 in TV fund. No beefs or disputed OT reported. Request made for hiring halls to be updated on extra day vacation procedures. Three refrigerators currently on order. Captain and chief engineer looking into lack of hot water in staterooms. Crew reminded to separate paper and plastics and keep

trash out of cans for cigarette butts. Next ports: Port Angeles and Cherry Point, Wash.

MOTIVATOR (USSM), Aug. 11—Chairman Allan A. Rogers, Secretary Matthew Scott, Educational Director Ernest L. Gibson, Deck Delegate Joseph Carrillo, Engine Delegate George H. Bixby, Steward Delegate Andres Caballero. Chairman announced payoff Aug. 12 in Houston. He said he hoped dryers for crew laundry will be brought aboard at that time and thanked everyone for job well done. Secretary reminded mariners to keep all documents current or risk losing their jobs. Educational director stressed importance of paying dues, donating to SPAD and buying MDLs. No beefs or disputed OT reported. Due to outbreak of West Nile virus, particularly in southern states, deck department requested bug repellent. Vote of thanks given to trustees of pension plan along with request to increase benefits.

PERSEVERANCE (Maritrans), Aug. 11—Chairman James E. Bishop, Secretary Kenneth A. Roetzer, Educational Director Kenneth W. Pinchin, Deck Delegate David Harvey, Engine Delegate Daniel Tapley, Steward Delegate Marvin James. Chairman announced clarification received regarding tours of duty for current contract. He thanked entire crew for efficient job rescuing and caring for five Cuban refugees picked up on raft in Gulf of Mexico. Educational director urged crew members to take advantage of opportunities for upgrading at Paul Hall Center. No beefs or disputed OT reported. Some Seafarers waiting for medical cards. New scale purchased for weight room. Hoping to buy microwave oven for crew mess soon. Vote of thanks given to steward department for great meals and service. Next port: Beaumont, Texas.

ROVER (Intrepid Ship Mgmt.), Aug. 11—Chairman John S. Habib, Secretary Fernando R. Guity, Educational Director William Stone, Deck Delegate James Shepard, Engine Delegate Walter Bagby, Steward Delegate Eduardo R. Elemento. Chairman spoke about good trip to Israel and announced payoff Aug. 16 in New York. He urged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Clarification requested on vacation on board Intrepid vessels and about ship's funds. Crew members were asked to use separate washing machines for street clothes and greasy clothes. Thanks given to steward department for excellent meals and keeping very clean ship.

SAMUEL L. COBB (Ocean Shipholding), Aug. 14—Chairman Michael R. Hester, Secretary Thomas C. Barrett, Educational Director Henry M. Cacal, Engine Delegate Juri Novozilov. Chairman reported receipt of letter of clarification from headquarters regarding standard contract. Educational director reminded crew members of upgrading opportunities available at Paul Hall Center. Treasurer announced \$2,380 in ship's fund. No beefs or disputed OT reported. Crew asked to keep noise down in passageways. Request made for repair of portside door to crew lounge. Also, DVD player needs to be secured for sea. Next port: Hawaii.

SEABULK PRIDE (Seabulk Tankers), Aug. 12—Chairman Thomas P. Banks, Secretary Ernest J. Dumont, Educational Director Moses Mickens Jr., Deck Delegate Bartow H. Bridges, Engine Delegate Andrea Simmons, Steward Delegate Sisto DeAnda. Chairman

announced arrival Aug. 13 in Anacortes, Alaska. He hoped boarding patrolman could clarify apparent change in benefits at that time. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done. Next ports: Anacortes and Nikolski, Alaska.

SPIRIT (CSX Lines), Aug. 12—Chairman Daniel Teichman, Secretary Edgardo G. Ombac, Engine Delegate Gregory L. Howard. Chairman explained and posted rules for trip off for rated seamen. Those who completed 22-

Educational Director Andrew Hunt, Deck Delegate Timothy L. Smith, Engine Delegate Dennis S. Adjety, Steward Delegate Patrick L. Durnin Jr. Chairman announced vessel going into drydock at Todd Shipyard in Seattle to replace shroud on propeller. Payoff to take place Aug. 31 at sea. Secretary reminded everyone to turn in room keys when leaving ship or leave in desk drawer. Steward thanked all departments for helping keep ship clean. Educational director advised Seafarers to read safety circulars, especially one on accident avoidance. He also recom-

Independence Day BBQ on the O/S Joyce



Enjoying the festive barbecue aboard the *Overseas Joyce* are Capt. James Balano III, Chief Mate Matt Pouliot, 3rd Mate Bob Meyer, Chief Engineer Robert Smith, 1st Engineer Leonard Buck, 2nd Asst. Engineer John O'Brien, 3rd Asst. Engineer Josh Lemmon, Recertified Chief Steward James Willey (who sent these photos to the LOG), Chief Cook Julito Crodua, GSU Hernan Sanga, Wiper David Johnson, OS Anthony Antonio, AB Bernard Essiful, AB Abdulkarim Mohamed and AB Aubrey Benjamin. Not pictured are 2nd Mate Ted Duke (on watch), Bosun Roger Tupas (taking photo) and OS Inocencio Roxas (on watch).

month tour of duty will get three bonus vacation days. He thanked everyone for following safety procedures, especially while loading and unloading cargo. Educational director talked about Paul Hall Center, both as an educational facility as well as for family vacations. Bosun holds \$249 in movie fund. New DVD player has been installed and crew hopes to buy larger TV for lounge. No beefs or disputed OT reported. Crew members asked to add any needed room maintenance to repair list. New mattresses and pillows are on order. Steward department thanked for good job. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

USNS SISLER (Maersk Line, Ltd.), Aug. 10—Chairman Glenn P. Baker Sr., Secretary Susan K. Bowman, Educational Director Timothy Chestnut, Deck Delegate Godofredo F. Milabo III, Engine Delegate Wilfredo Custodio, Steward Delegate Adele E. Williams. Bosun thanked all departments for their hard work during the day in Charleston. He also commended steward department for good food and reminded everyone that safety gear and PPE must be utilized at all times while working. Secretary added that union literature and forms are available on the table. Educational director advised crew members to upgrade skills at Piney Point, make sure all training requirements have been met and re-register at hiring hall with 72 hours. No beefs or disputed OT reported. Discussion held regarding new agreement signed Aug. 6. Numerous questions arose, resulting in letter sent to headquarters for clarification. Crew reminded to use proper washing machine for street clothes and greasy clothes. Ship currently in Diego Garcia.

WESTWARD VENTURE (IUM), Aug. 26—Chairman Roger J. Reinke, Secretary Larry Lightfoot,

reminded they check expiration dates on STCW and z-cards and look over course listings for Paul Hall Center, located in monthly LOG. No beefs or disputed OT reported. Recommendations sent to headquarters regarding pension plan. Bosun to investigate and fix or replace broken lock. Steward department given vote of thanks for excellent job in galley, mess halls, lounge and passageways. Next ports: Tacoma, Wash.; Anchorage, Alaska; Seattle, Wash.

BLUE RIDGE (Intrepid Ship Mgmt.), Sept. 1—Chairman Willie M. Marsh Jr., Secretary Demont A. Edwards, Educational Director William M. Hudson, Deck Delegate Celso Fernandez. Chairman advised crew members to make sure all documents required for shipping are up to date. He also talked about facilities available at Paul Hall Center and that union is always available to and supportive of its members. No beefs or disputed OT reported. Suggestions made to improve optical and dental benefits for self and spouse. Big vote of thanks given to steward department for "best food." Next ports: San Francisco and Los Angeles, Calif.

CHICAGO (ATC), Sept. 1—Chairman Timothy D. Koebel, Secretary Mike Callahan, Educational Director LeBarron West, Deck Delegate Marshall Turner, Steward Delegate Arthur Edwards. Chairman announced vessel returning to coastwise trade after successful clean-up and shipyard period in Singapore. He is awaiting clarification on AB status of those who were shipped as reliefs. No beefs or disputed OT reported. Recommendation made that medical bills be paid in full, deleting term "usual and customary." Everyone reminded of mess deck courtesies: i.e., no hats, tank-tops or sandals without socks. Thanks given to steward department for great job. Next ports: Valdez, Alaska; Cherry Point, Wash.

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.)

Remembering a Fallen Shipmate

We, the unlicensed crew of the Cable Ship *Global Sentinel* would like to pay a special tribute to a fallen shipmate. AB/SJ **Kamal Moore** passed away suddenly on Sept. 20, 2002 in Oakland, Calif. Moore first joined the cable ships on board the *CS Global Mariner* in July

1996 as an OS and worked his way up to AB/Splicer Joiner. His last ship was the *Global Sentinel*.

Recertified Bosun **J. Olsen** adds, "He was a great shipmate, and his jokes and tricks will be missed."

S. Fujiwara, Chief Steward
CS Global Sentinel

Seafarer Recalls Best Voyage

I came aboard the Liberty Ship *Charles Brantley Aycock* in New York as a troop cook in July 1945. The destination was France.

We arrived in the port of Bordeaux. When the captain gave the orders to clean up, he also said to raise all the navigation

flags from stern to bow.

It turns out we were the first ship since the war to go up the Garonne River. We received a ticker-tape parade with thousands of people and flags waving to honor the ship and the merchant veterans. We stayed four days.

We then went to England and took 700 troops aboard bound for Boston, Mass., where there was a big welcome home for the troops.

Else Sorensen
Acworth, Ga.

"Lou" and "Cecil" What a team!

*Alot of people
who sail this ship
Started out skinny
and lean of hip.
We eat gourmet cooking
day after day
And sooner or later
we have to pay.
Our pants are tighter
and ready to split,
Man, I've got to get
off this good-feeding ship.*

*I don't know how you do it
day after day
In all kinds of weather,
all kinds of heat.
It's always "great" when
we get there to eat
When your belly's full,
there's a smile on your face.
We thank you guys.
You're just great."*

Tom Larkin
SUP Delegate
Aboard the *Mahimahi*

(Editor's Note: The *Mahimahi* steward department members referred to in the above poem are Steward/Baker Sivasia Laupati and Chief Cook Cecil Gubisch.)

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.

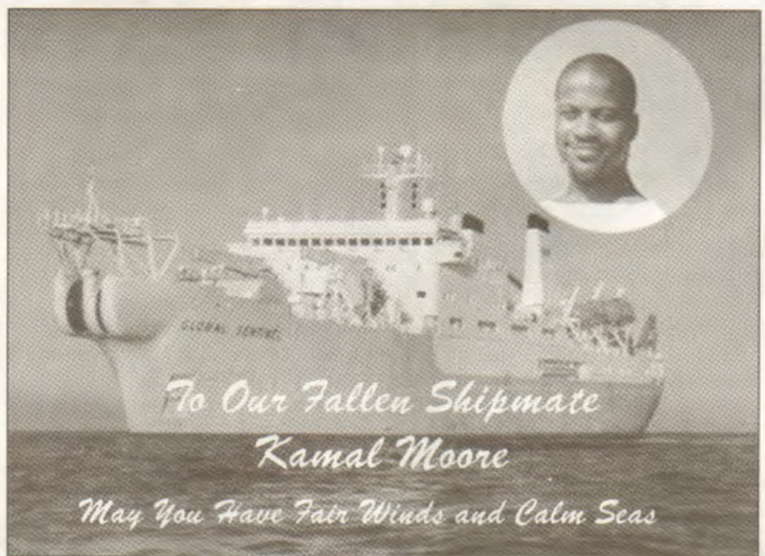
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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.



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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. from November through December 2002. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Bridge Resource Management (BRM) — Inland	November 11	November 15
	December 9	December 13
GMDSS (Simulator)	November 4	November 15
	December 2	December 13
Specially Trained Ordinary Seaman (STOS)	November 4	November 15
	December 9	December 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 Oct. 25.

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	November 11	December 20
Welding	November 18	December 6
Engine Utility (EU)	November 25	December 20

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	December 2	December 13
Tanker Familiarization/Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	December 2	December 13
Basic Fire Fighting/STCW	November 18	November 22
	December 9	December 13
	December 16	December 20

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, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

The December edition of the *Seafarers LOG* will contain new course listings for the coming year.

UPGRADING APPLICATION

Name _____
Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 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. 11/02

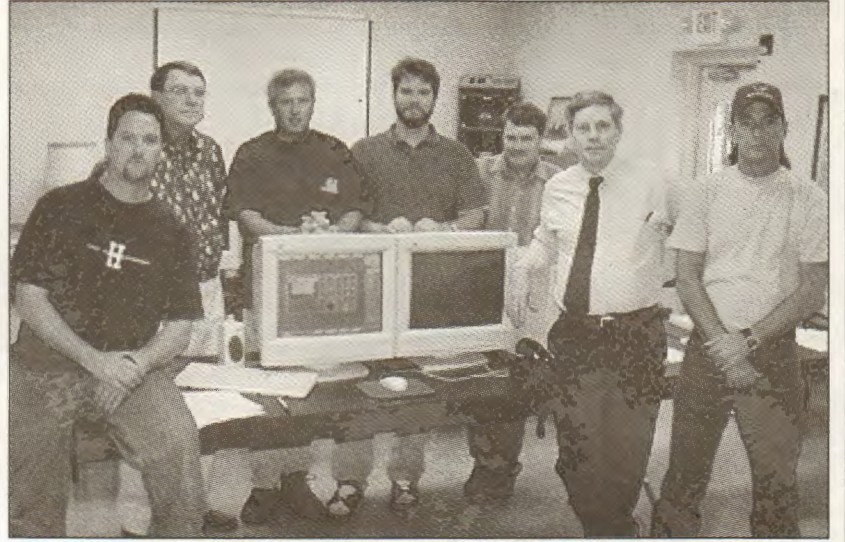
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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



Paul Hall Center Classes



Damage Control — Paul Hall Center instructor Stan Beck conducted on-site damage control, CBR-D and EPA training aboard the *USNS Soderman*. SIU and AMO members successfully completing that class Sept. 8 are (in no specific order) Mark Zarynoff, J. Michael Murphy, Charles Ducharme, Ronald Von Drachek, Lewis Kitzmiller, John Fleming, Eric Overby, Vance Sisco, Patricia Hausner, Isaac Diaz, Michael Mayo, George Collier, Jonathan Leck, Christopher Hale, Claudia Kammeyer, Linda Rotter-Canon, Shawn Canon, John Herget, Russell English, Dale Harrison, Richard Gathers, Jeffrey Artingstall, Nathan Elliott, Adel Shahter, Robert Brown, Willie Harrington, Clinton Gillins, Richard Abbott and Keith McIntosh.



GMDSS — Completing the GMDSS course Oct. 18 are (from left) Chris Kalinowski, Leo Bonser Sr., Clifton Noe, Chad McCaulay, Mark Marler, Brad Wheeler (instructor) and Thomas Hulsart.



Government Vessels

— Upgrading Seafarers who successfully completed the government vessels course Oct. 4 are (from left) Porfirio Amaya, Leon Smith, Edvaldo Graver, Eli Falcon, Clinton Cephas and Domingo Sesante. Their instructor, Greg Thompson, stands in back.



Water Survival — Graduates of the Sept. 27 upgraders water survival class are (in alphabetical order) Ritche Acuman, Michael Aikens, Joseph Arnold, Weston Beres, Eric Bourdon, Herbert Daniels, Tonald Garber, Charles Huggins, Miguel Matos, Mohamed Mohamed, Thomas Muncy, Kris Piper, Gerry Querubin, Otis Reynolds, Raymond Ryan, Charles Sadler, Michael Sottak, Mark Vidal and Christopher Waldo.



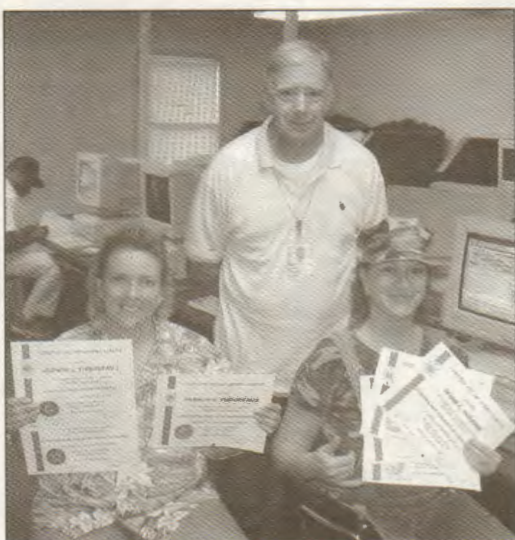
Chief Cook — Working their way up to chief cook are steward department members (from left) Theresa Ballard, Barbara Smith, Juan Boisset, Nannette Yant, Chef/Instructor John Dobson, Velonder Alford, Manes Sainvil, Alex Aguinaldo and Taffi Khaled.

Government Vessels

— Upgrading Seafarers who graduated from the government vessels course recently are (from left, front row) Justin Bowe, Robert Stevenson, Robert Grable, William Roy, (second row) Christopher Bartholmey, Brent Midgette, Caleb Buckley and Jayson Ray. Their instructor, Greg Thompson, stands in the back.



Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. In photo at left are (from left, seated) Vernon S. Thibodeaux and Diane L. Wilkins. In the photo at right are (from left, seated) Bartow Bridges and Michael Hester. Their instructor, Rick Prucha, stands in back in both pictures.



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.

Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistant cargo (DL) course that ended Oct. 11 are (in no specific order) David Burnham, John Stephenson, Angelina Willoughby, Jill McGeorge, Vernon Thibodeaux, Shane Petschow, Jeffrey Hawkins, Ryan Johnston, Joseph Whitmore, Jerry Solangon, Sjarifundin Noor, Shwe Aung, Mark Vidal, Brent Williams, Masteredseed Paletaoga, George Velez-Rivera, Javier Gonzalez, Michael Fernandez, Andrew Peprah, Otis Reynolds, Edward Black, James Martin, Paul Riley, Trevon Mobley, Michael Graham, Martin Cooper, Kevin Steen and their instructor, Jim Shaffer. (Note: Not all are pictured.)



Fast Rescue Boat — Oct. 4 was graduation day for members of the most recent fast rescue boat course. In alphabetical order are Janet Baird, Eric Balianz, Archi Bodden, Timothy Burke, Bartley Lane, Roy Matteson, Bruce Murphy, Michael Presser and John Stegeman.



Specially Trained OS — Members of the specially trained OS class, graduating Sept. 27 under the instruction of Randy Senatore, are Christopher Bartholmey, Justin Bove, Caleb Buckley, Brent Midgette, Jayson Ray, Robert Stevenson, Daniel Zapata, Michael Guy.



Specially Trained OS — Members of the specially trained OS class, graduating Sept. 27 under the instruction of Tom Gilliland, are Xavier Alfaro, Shwe Aung, Mohamed Fara, Kenneth Holly, Constantin Josan, George Lavender, Hector Pilgrim, Arthur Quinney, Daryl Spicer, Abel Vazquez and Leonard Welcome.



Welding — The two-week welding course was completed Oct. 11 by (from left) Randolph Patterson, Scott Lucero and Joseph Roderiques. Their instructor, Buzzy Andrews, is at far right.



ARPA — With instructor Mike Smith (far left) are Seafarers who graduated from the ARPA course Sept. 27. From the left are Smith, Richard Dozier, Ralph Kirby, Robert Minor, Charlie Pierce, James Brady and Bartow Bridges.



Oil Spill Containment — Seafarers working at Penn Maritime who completed the oil spill class Oct. 11 are (in no specific order) William Whited, Alvin Moore, Jimmie Ordoyne Jr., Archi Bodden, Albert Bodden, Andrew Packer, Jeffrey Rydza and Joseph Leech. Their instructor, Jim Shaffer, is at far right.

Basic Safety Training Classes



Eric Balianz, Alexander Bendoph, Gilbert Castillo, Alaa Embaby, Brenda Grays, Vance Holly, David Hudgins, Johnny Kemper, Jose Maisonet, Terrance Maxwell, Francis Oglesby Jr., Mark Schultz, Edward Shamburger, Phillip Spoerle, Theodore Wallace, Ricky Williams and Richard Wythe.



Najib Camry, Robert Cando, Robert Gates, Elwin LeBouef, Cameron Peterson and William Thomas. Their instructor, Dave Martin, is at far right.



The Seafarers Log

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

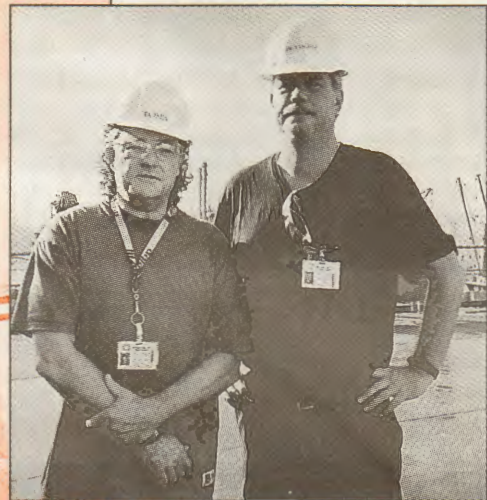
VETERANS' DAY — Nov. 11

Remembering all those who served to preserve our freedom.

SIU-Crewed Soderman Joins MSC



Pleased with their initial voyage on the new USNS Soderman are (from left) Supply Officer Chuck Ducharme, Chief Steward Chris Hale and Chief Cook Claudia Kammeyer.



Bosun Michael Mayo (left), who sent the LOG the photos appearing on this page, meets with Electrician Russell English to make sure everything's running properly.

The SIU-crewed USNS Soderman—the last of eight new LMSRs (large, medium-speed roll-on/roll-off ships) built at the National Steel and Shipbuilding Co. (NASSCO) in San Diego—was delivered to the U.S. Navy Sept. 24. Prior to delivery, the Watson-class vessel successfully completed sea trials with SIU crew members aboard.

Named for Army Pfc. William A. Soderman (1912-1980), a World War II recipient of the Medal of Honor

for his heroic actions in Belgium in 1944, the newest member of the MSC fleet is a non-combatant vessel that will carry U.S. Army equipment, vehicles and supplies and will be prepositioned to quickly deliver the cargo to potential areas of conflict around the world.

The ship is 950 feet in length, has a beam of 105.8 feet, displaces approximately 62,000 long tons when fully loaded, and can sustain speeds of up to 24 knots. Its cargo carrying capacity exceeds 394,000 square feet.



Gathering on deck for a group shot are (from left, kneeling) Chief Cook Claudia Kammeyer, Wiper Isaac Diaz, Bosun Michael Mayo, QMED Keith McIntosh, (standing) Chief Steward Chris Hale, Electrician Russell English, AB Patricia Hausner (hidden), QMED Robert Brown, OS Dale Harrison, OS Nate Elliot, Supply Officer Chuck Ducharme, AB Clinton Gillins, AB Willie Harrington, AB Richard Gathers and OS Adel Shahter. (Not pictured are SA Linda Rotter-Canon, Shawn Canon, Electronics Officer George Collier, AB Jeffrey Artingstall and QMED Richard Abbott.)

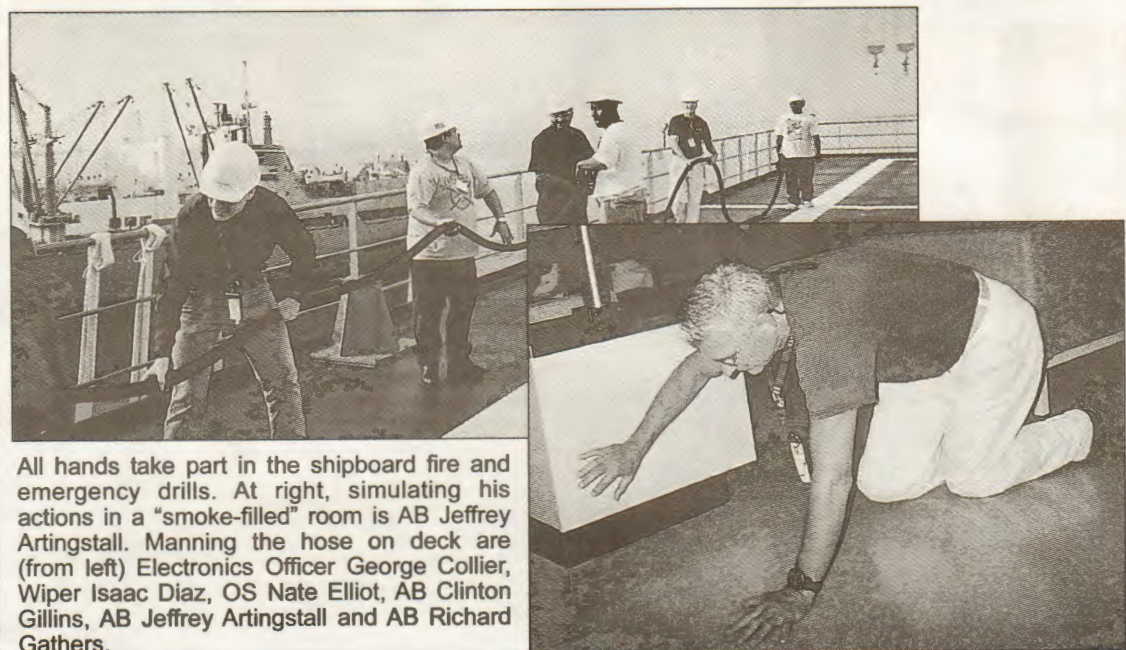


Wiper Isaac Diaz does his part unreeling the hose to help make the fire drill successful.

Right: Posing on deck is AB Richard Gathers.



AB Clinton Gillins (above) and QMED Robert Brown (right) are two of the hard-working crew members aboard the USNS Soderman who helped ready the latest LMSR for delivery to the U.S. Navy's Strategic Sealift Program.



All hands take part in the shipboard fire and emergency drills. At right, simulating his actions in a "smoke-filled" room is AB Jeffrey Artingstall. Manning the hose on deck are (from left) Electronics Officer George Collier, Wiper Isaac Diaz, OS Nate Elliot, AB Clinton Gillins, AB Jeffrey Artingstall and AB Richard Gathers.

