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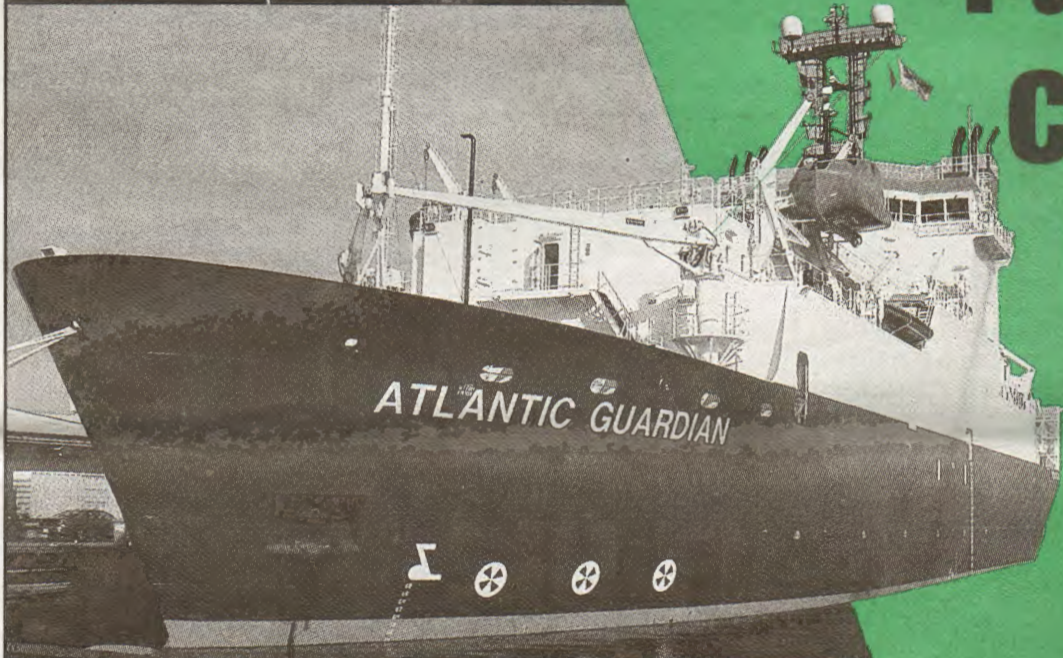
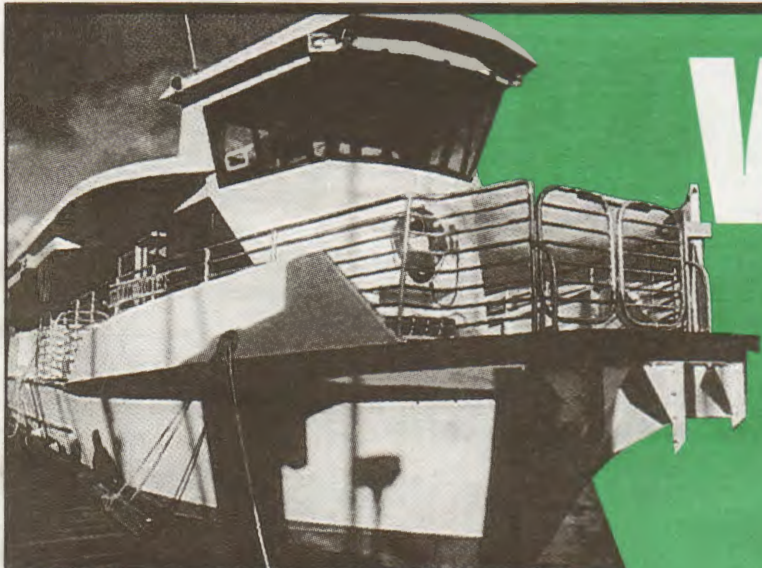
Volume 64, Number 2

February 2002

Seafarers Log

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

WELCOME ADDITIONS Passenger Ferry, Cable Ship, Heavy Lift Vessel Join SIU Fleet



The new year is off to a good start for the SIU, which recently welcomed a new passenger ferry (the *Austin Tobin*, top), a new cable ship (the *Atlantic Guardian*, middle) and a newly reflagged heavy lift vessel (the *Industrial Challenger*, bottom) into its fleet. Two more passenger ferries are scheduled for christenings this month. Pictured below, SIU members Javier Ureta (left) and Kim Brown (right) ready the *Atlantic Guardian* for its first assignment. Page 3.



Annual Tax Tips for Mariners

Pages 12-13

STCW's Impact on Upgrading

Page 4

Hannah Marine Crews Honored

Page 6

Higman Boatmen Rescue 2

Page 4

President's Report

Extend, Expand Maritime Security Program

It is time to expand and extend the U.S. Maritime Security Program (MSP).

Enacted in 1996, the MSP is a key part of America's national and economic security. The 10-year program provides limited funding for up to 47 U.S.-flag commercial ships which are available to the Department of Defense in times of war or contingency.

The MSP delivers many benefits. It helps maintain a pool of skilled American mariners who are needed to crew not only the MSP ships, but also the U.S. government-owned strategic sealift and Ready Reserve Force vessels, both in peace and war. The MSP helps our nation maintain a presence in international commerce. It also gives the Defense Department access to program participants' infrastructure, terminals, communications networks and more.

In short, the program works. And it has been cost-effective for our nation. According to government figures, MSP payments account for roughly 13 percent of the cost of operating U.S.-flag vessels. Without the MSP, imagine how much more it would cost the government to obtain cargo ships exclusively designated for transporting military gear. Estimates of such costs run into the billions. One report concluded that it would cost the military as much as eight times more than what it currently spends to build, crew and maintain such a fleet.

Why bring up the MSP now, when it still has a few years remaining? Quite simply, we cannot afford to wait until the last minute to extend and build upon the current program. Despite its bipartisan support and its passage eight years ago by overwhelming majorities in both the House and the Senate, it actually took years to make the MSP law. That's the nature of politics.

We know shipowners will need time to replace some of their vessels that will enroll in a new MSP. By the time the current program is scheduled to expire, some of the MSP ships will be due for substitutions. Again, such operations take time to plan and execute.

Last month, Maritime Administrator William Schubert stated his support for the MSP. I commend him for taking a leading role in speaking out for a new program.

I also believe that our nation's war against terrorism heightens the need to address the MSP sooner rather than later. Make no mistake, maintaining a strong U.S. Merchant Marine in the commercial sector absolutely is a security issue for America.

In fact, in recent months, working with the National Defense Transportation Association and its Defense Department partners, I have participated in a number of meetings about port and vessel security. Other SIU officials also have taken part in these important sessions. Many of these issues were discussed—and their seriousness and scope identified—at the Security Summit conducted by the U.S. Transportation Command, which oversees the military's worldwide logistics.

One way to make the situation safer is to invest in the U.S. fleet through an expanded MSP. In regard to port traffic in the United States, how could anyone disagree with the belief that U.S.-crewed, U.S.-flagged, U.S.-built ships are safer and more desirable than their foreign counterparts?

Before we even can climb a gangway, we are required to have photo IDs (merchant mariner documents) issued by the U.S. Coast Guard. In short, we are accountable and held to high standards of certification. We also have demonstrated, from generation to generation, our unflinching patriotism.

The current crisis also calls to mind what happened during the Persian Gulf War, when some foreign crews declined to sail into a war zone. They were supposed to deliver much-needed supplies to U.S. troops. They refused. And American forces didn't get their equipment on time because those foreign crews balked.

Additionally, in some countries that claim to be maritime nations, efforts are under way to reduce crew sizes. This could mean, among other potential security drawbacks, fewer lookouts, fewer chances to monitor and inspect cargo, and generally less efficiency because of fatigue. Obviously, we've seen technology and automation leading to reductions in our crew sizes over the last 20 years. But that doesn't mean we should consider giving up the safety of our vessels or ports.

I've been asked what can be done to help the U.S. Coast Guard in securing our coastlines and ports. I've been asked what the port authorities and longshoremen can do to help prevent a terrorist attack coming from an enclosed and locked container. The answers are complicated and multiple. But this much is certain: The Coast Guard, port authorities, longshoremen and everyone else involved in maritime security will be best-served by a stronger U.S. fleet. So will every United States citizen.

That's why an extended and expanded MSP is simply the safest way to go.

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Schubert Calls for Cooperation As Industry Seeks Resurgence

New Administrator Pledges '100 Percent Commitment'

In his first public remarks in Washington, D.C. since becoming the head of the U.S. Maritime Administration (MarAd), Capt. William Schubert emphatically stated that industry-wide cooperation will be vital to U.S. fleet's resurgence.

Schubert spoke to the U.S. Merchant Marine Academy Alumni Association (he is a Kings Point graduate) on Jan. 10, then addressed the Washington chapter of the Propeller Club on Jan. 23. He stressed many of the same points during those meetings.

Excerpts of his Jan. 10 speech follow:

"In light of the events of September 11, and the crucial ongoing war against terrorism, every action taken at the Maritime Administration is now examined and re-examined with this perspective in mind. Business as usual is not enough anymore, and every initiative at MARAD is now viewed in terms of how it helps American jobs, the American economy and American security....

"I sincerely wish I could stand here today and proclaim that the maritime industry is healthy or that we are poised for an immediate turnaround. An industry-wide turnaround may take some time. However, if industry and government will work together to promote sound maritime policy, we will certainly get there sooner rather than later.

"I am 100 percent committed to take on the significant challenges of this job to do all I can to help move the U.S. maritime industry forward. At the same time, we must also all be ready to work together to support the war on terrorism.

"The September 11 attacks altered the culture at the Department of Transportation, and we now face a new era in managing our transportation infrastructure and other transportation-related assets, not only to ensure our economic strength and viability, but also our nation's self defense and security....

"The maritime industry—labor, management, shipyards, the

maritime academies, U.S.-flag carriers, U.S. shipowners, the maritime press, and anyone whose livelihood is dependent upon the existence of a U.S. maritime industry—can learn something from Secretary Mineta's recent strong words to the modal administrators. He said, 'The only turf you need to be worried about is the turf under your feet.' The secretary was very diplomatic in telling us that we cannot be worried about internal squabbles when we have a larger issue of homeland security facing us. The realities of the new security environment that surround us have forced every mode within the department to consider each other and recognize that we are all interconnected and interdependent.

"We in the industry can either worry about our petty fights, the arguments over who has more or less, the backstabbing, the infighting, or we can worry about our own survival. The great statesman Ben Franklin said it best, 'We must indeed all hang together, or assuredly, we shall all hang separately.'

"These may seem like harsh words, especially from a strong advocate of the U.S. maritime industry. However, we at the Department of Transportation want to see the industry work together, be competitive, be innovative and succeed. As the government official responsible for promoting the U.S. maritime industry, I want to help it succeed in a way that will quiet all the nay-sayers.

"Let me briefly mention some important challenges that we are facing. The newly established Transportation Security Administration does not only seek to protect aviation security interests, but maritime, highway, transit and rail—all modes—and we must all cooperate to develop this security agency together. Every aspect of the maritime industry has a role to play....

"Now, more than ever in this new environment, the maritime community will accomplish more if we speak as a group. We are not going to win every battle. We are not always going to get exactly



U.S. Maritime Administrator William Schubert

what we want. But in order to achieve some success, we need to be willing to fight together. If we don't, we have accepted defeat.

"We must not accept the continued overall decline of the U.S.-flag fleet. There has been an unprecedented decline in U.S.-flag tonnage over the past 10 years. I have pledged to work diligently with industry and labor over the next few years to encourage new tonnage to enter the commercial market. We must also work hard to form a consensus on the reauthorization of the MSP program. And it won't stop there. We need to find innovative ways to encourage other types vessels to enter the domestic and foreign trades, flying the U.S. flag. I will use resources available to me, department-wide, in order to achieve this goal.

"The United States is the world's only superpower—and we did not reach this point without being a sea power. Our strong 200-plus year maritime heritage helped build a critical foundation for the development of this nation. And merchant mariners, like so many of you, have served the nation with bravery and dedication, in peacetime and in war, ever since there has been an American flag to fly.

"Now, we too must serve our Nation, following their example, by working together to strengthen our merchant marine and develop a maritime policy for the 21st century. I believe the goal is a worthy one—to keep the Stars and Stripes flying proudly over the world's best merchant marine."

Coast Guard Issues 'Tamper-Resistant' Licenses; Agency Reports STCW-Induced Backlog at RECs

The U.S. Coast Guard last month announced it had begun issuing new merchant mariner license certificates with anti-counterfeiting technology using a computerized system for better security and centralized record keeping.

The agency also cautioned that mariners "who haven't already begun the process of requesting new or upgraded licenses or other credentials face delays in processing" at Coast Guard regional exam centers (RECs) because of the Feb. 1, 2002 deadline for the amended STCW convention.

The new licenses will be issued to all licensed merchant mariners. According to the Coast Guard, "This license retains the traditional border design, title and vessel graphic design of the old version but will not have pre-printed text and fill-in-the-blank endorsement lines. On new licenses, the text, title, endorsements and issue/signature information will now be completely printed from the Coast Guard's computerized Merchant Marine Licensing and Documentation System. The new license forms, produced by the U. S. Bureau of Engraving and Printing, employ the latest technology in counterfeiting deterrence. The old-style licenses remain valid and mariners do not have to obtain a new one until their regular renewal date or when an endorsement or some other change is required."

News about the RECs and the STCW deadline was less appealing. As reported many times in prior issues of the *Seafarers LOG*, the amended treaty requires additional training for most mariners as well as new methods for demonstrating shipboard competencies. For unlicensed mariners sailing on international voyages aboard vessels over 200 gross registered tons, the updated convention requires them to demonstrate proficiency in the Basic Safety Training components spelled out in Chapter VI. Also, bosuns, ABs, QMEDs and FOWTs are required to possess an STCW '95 certificate.

"Coast Guard licensing officials report that the service's regional exam centers already have backlogs in processing license and merchant mariner document requests because of an increase in STCW certification requests," the agency noted in a mid-January news release. "With the STCW compliance deadline now just two weeks away, mariners who are just now submitting their applications are not likely to receive their STCW certificate until well after the compliance deadline [Feb. 1, 2002]."

More information about STCW compliance (and other merchant mariner news) is available on the Coast Guard's National Maritime Center web site, located at <http://www.uscg.mil/nmc>.

Seafarers Crew Up Industrial Challenger

Heavy Lift Vessel 'Flags In,' Augments U.S. Sealift Capacity



The *Industrial Challenger* is slated to crew up early this month in the port of Houston.

More new shipboard jobs for the SIU are on the way as the union this month welcomes the heavy lift vessel *Industrial Challenger* to the U.S.-flag fleet. Seafarers are scheduled to crew up the ship sometime during the first week of February, in Houston.

The 393-foot *Industrial Challenger* will enroll in the U.S. Voluntary Intermodal Sealift Agreement (VISA) program, designed to provide a smooth transition between peacetime and contingency operations. VISA jointly was established by the U.S. Military Sealift Command (MSC), the U.S. Maritime Administration (MarAd), the U.S. Transportation Command (TRANSCOM) and the Office of the U.S. Secretary of Defense. It also was accomplished in cooperation with the maritime industry.

The *Industrial Challenger*, built in 2000, formerly flew the flag of the Bahamas. It will be operated by SIU-contracted Pacific Gulf Marine for Patriot

Shipping LLC.

The ship is considered a multi-purpose vessel. It has a lifting capacity of 400 metric tons and a service speed of 16 knots. Listed at 7,300 metric tons, the *Industrial Challenger* has three holds and hatches, and is equipped with two electro-hydraulic cranes.

Pacific Gulf Marine noted that the vessel probably will operate in the U.S. to South America trade "while pursuing other opportunities to move both commercial and/or U.S. government cargoes from the U.S. to worldwide destinations."

In joining the VISA program, the vessel is part of a sealift agreement in which the Department of Defense is permitted to reserve space for its cargo on board privately owned and operated ships in the event of war or contingency. VISA also includes agreements for using ship loading terminals, rail facilities and other commercial transport facilities during the movement of Defense Department cargo.

New Cable Ship Joins SIU Fleet

The *Atlantic Guardian* is the newest SIU-crewed cable ship.

Based in Baltimore, the vessel crewed up in late December. It quickly received its first assignment, sailing on New Year's Eve. The 335-foot vessel still was at work in St. Croix late last month.

The *Atlantic Guardian* replaces the *Wave Sentinel* in the fleet owned by Global Marine Systems of Chelmsford, England. It flies the British flag.

As previously reported in the

Seafarers LOG, U.S. immigration laws require the ship to utilize American citizens in the unlicensed positions and in some of the officers' posts. "As we stated when the *Wave Sentinel* arrived early last year, it's a fairly unique situation," noted SIU Vice President Contracts Augie Tellez. "The ship is going to carry U.S. mariners in the unlicensed ranks, and it's always preferable for a ship to sail with a union crew."

The contract covering wages

and benefits on the *Atlantic Guardian* essentially parallels the agreements covering other SIU-crewed cable ships.

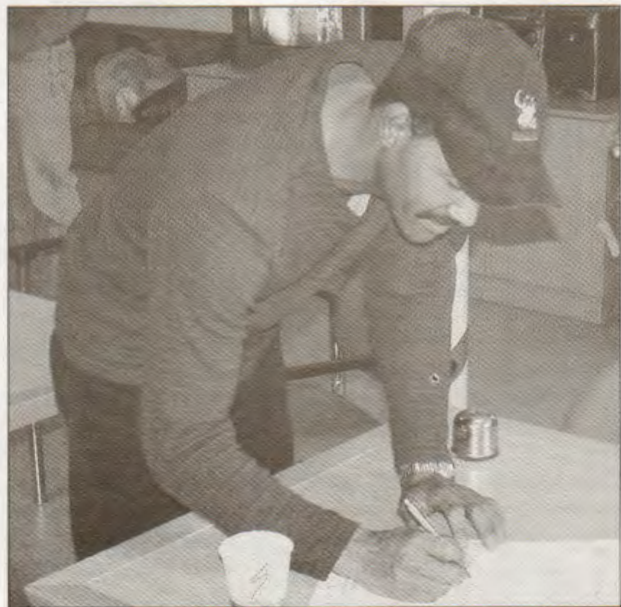
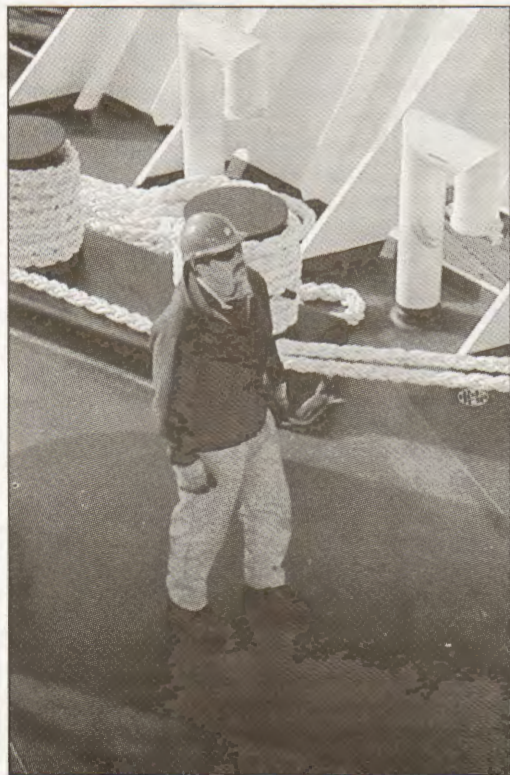
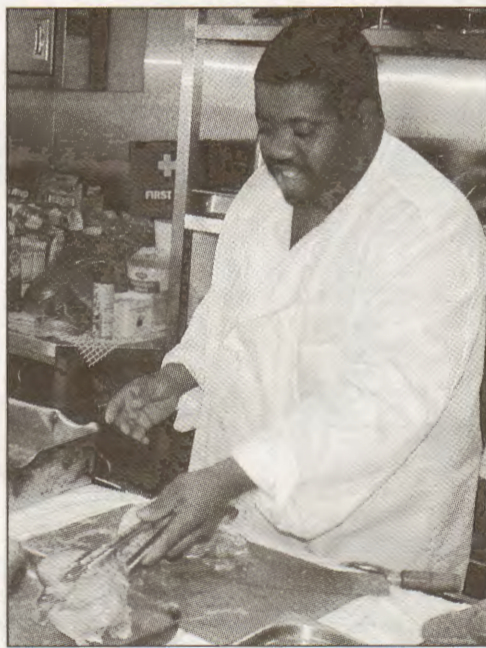
Built last year in Bremerhaven, Germany, the vessel has a standby crew of approximately 20. The ship has a top speed of 15 knots and is equipped with three bow thrusters and two stern thrusters. The vessel is 59 feet wide and is listed at 3,250 deadweight tons. It has a bollard pull of 60 tons.



The *Atlantic Guardian* kicked off the new year with its first assignment, a repair job in the Caribbean.



Among the first Seafarers aboard the new cable ship were (clockwise from left) AB Kim Brown, Chief Steward Terrance Stowall, QMED Ron Celious and AB Greg Baker.



NY Waterway Christenings Signify New Jobs for SIU

3 More Passenger Ferries Join Fleet



The newest NY Waterway ferries can transport 97 passengers per trip.

SIU-contracted NY Waterway is welcoming three new passenger ferries as the company continues addressing sharply increased business.

The additions will give NY Waterway 37 boats (including eight which they lease). The company—which transports commuters between New York City and New Jersey—reports that its average daily ridership increased from about 34,000 passengers before Sept. 11 to almost 60,000 since then. A big reason for that surge is that the terrorist attacks destroyed a subway terminal located beneath the twin towers, and NY Waterway offers a reliable, long-popular means of commuting between Manhattan and points in New Jersey.

The first of the three newest ferries was scheduled for christening Jan. 24 in New York, as this issue of the *Seafarers LOG* went to press. The *Austin Tobin*, named after the man credited with building the World Trade Center, was constructed by Allen Marine of Sitka, Alaska. It is a "Sea Otter" class ferry, which carries 97 passengers at more than 30 knots. It is a single-hull boat with the bow-loading feature, powered by three Caterpillar 3406 clean-burning electronic engines, generating 600 hp each. The engines drive three Hamilton water jets.

This month, NY Waterway will christen two more ferries: the *Father Mychal Judge*, in honor of the Fire Department chaplain and all the fire fighters who died Sept. 11; and the *Moirra Smith*, honoring Police Officer Smith and all her colleagues who died that day.

The ferries will be used in the company's new East River commuter service, carrying passengers from East 90th Street to Pier 11 at the foot of Wall Street. That trip will take 15 minutes aboard the new boats.

Additionally, Sitka is building five more ferries for NY Waterway that are expected to replace some of the boats currently under lease.

On Sept. 11, Seafarers aboard NY Waterway ferries evacuated approximately 158,000 people from Manhattan.

Higman Crew Saves 2 From Foundering Skiff

Practice paid off for four SIU boatmen on the Higman Barge Lines tug *Capt. D.J. Babin*—and, more notably, for the two men they saved Dec. 6 near Lake Charles, La.

Seafarers **Wayne Williams, Dennis Ridley, Doug Clark and John Bethune** rescued John Theriot and Doug Bonvillian moments after the latter two individuals took an unexpected plunge into the cold water near the Grand Lake Bridge. Theriot

and Bonvillian had been operating a skiff and were transporting supplies to a nearby vessel when their boat capsized around 11 a.m.

Williams said the men were in danger not only from the chilly water, but also from heavy traffic in the channel. They were perhaps 300 feet from shore. "It was backed up for five miles, but traffic was moving," Williams recalled. "They were lucky we happened to be look-

ing. The main thing was to get them out of the water."

Higman crews routinely participate in shipboard safety drills, and the preparation proved priceless, Williams said. "We happened to see their boat flip over—it was loaded down real heavy—and we all automatically did the things that had to be done. It truly was an automatic response," he noted. "We do safety drills constantly, and that's why the response was so

immediate. 'Man overboard' is one of the main drills, and pollution control is another. It was fresh in our minds and everything fell into place."

Tankermen Bethune and Clark launched the *Babin's* skiff, while Capt. Williams and Pilot Ridley hurried onto an adjacent barge to provide further assistance. "Once we got the two guys out of the water, we gathered as many of their supplies as we could, then used our boom to raise their skiff," stated Williams. "From the time they hit the water, it was no more than 10 minutes before they were on board (the tug)."

Theriot and Bonvillian were uninjured—and grateful. The SIU tug transported them and the salvaged supplies to the intended

vessel.

Williams emphasized, "There was never a thought given to the hopes of receiving praise or even a 'thank you'—which, by the way, we received wholeheartedly from the men we rescued. But I believe my crew deserves recognition for their readiness and willingness to do whatever is needed to render assistance to anyone who's in trouble."

Although the rescue proved more involved than another in which Williams participated, back in 1997, it lacked the oddities of the earlier recovery. Nearly five years ago, while working aboard another Higman tug near Port Arthur, Texas, Williams and his fellow boatmen rescued a woman who had been bitten by an alligator. She told Coast Guard investigators that she had gotten into a fight with her boyfriend and was trying to swim across the Gulf Intracoastal Waterway.

"But we just pulled her on board," Williams said. "This (more recent) incident was a full-fledged life-saving operation."

U.S. Union Membership Stable in 2001 Latest BLS Data Shows Increase During 5-Year Period

Union membership grew slightly in 2001 despite a year of recession and uncertainty, and the percentage of American workers with a union remained stable at 13.5 percent, according to new data released Jan. 17 by the U.S. Bureau of Labor Statistics (BLS).

The latest BLS figures also show that, while there have been slight rises and dips in union membership in recent years, the number of union members has shown an overall five-year growth of 180,000.

The number of union members in the U.S. in 2001 was 16.28 million compared to 16.26 million members in 2000, 16.48 million in 1999, 16.21 million in 1998 and 16.11 million in 1997. The figures are a 12-month average.

"Despite a year of record layoffs and historic national upheaval, unions held their own in terms of membership in 2001," said AFL-CIO President John Sweeney. "Two-and-a-half million workers have formed new unions since 1996. Unions still can do much more to help workers improve their lives by form-

ing unions at work, but today's numbers show that steady dedication and perseverance is laying the groundwork for greater change."

The number of women who are union members is at an all-time high of 6.77 million. According to the statistics, in 2001, union membership increased by 93,000 among all women; and 42,000 more Hispanic women were union members in 2001 than in the year before.

The percentage of private-sector workers who have a union also remained stable.

At least 400,000 workers organized unions in 2001, according to internal AFL-CIO and affiliate union data—just slightly ahead of the number who formed unions in 2000. In order to grow in a changing economy, unions need to organize between 500,000 and a million workers a year, the AFL-CIO has said. In order to meet that goal, unions are launching more large-scale and multi-union organizing campaigns.

Not included in the BLS numbers is union membership in

Puerto Rico, where labor organizations have focused a great deal of recent organizing attention, helping more than 110,000 workers to form unions over the last three years.

Young workers are increasingly open to unions. Polling shows that a majority of young workers ages 18 to 34 who don't have a union say they would likely vote for one. Graduate teaching assistants are among younger workers who formed unions last year at Michigan State, Temple and New York University. Campaigns are also underway at Penn State, Yale, Columbia and the University of Pennsylvania.

Independent polling also shows that 30 to 40 million workers in America would join a union if they had a chance. However, relatively few ever get that chance because employers routinely block workers' efforts to improve their lives through unions. Ninety-seven percent of private-sector employers fight their workers' efforts to form unions, including a third who illegally fire workers who sup-

port a union, the federation reports.

The AFL-CIO represents 13 million working men and women.

STCW 'In Plain English'

Training Director Examines STCW's Impact on Upgrading

Editor's Note: The following is the second in an occasional series, written by Bill Eglinton, director of training at the Paul Hall Center in Piney Point, Md.

This month, our industry will begin finding out the extent to which we're truly ready for the long-awaited STCW deadline of Feb. 1, 2002.

I expect that, as the saying goes, results may vary.

For instance, a recent press report stated that more than 38,000 Malaysian mariners will be blocked from working on ships because they haven't complied with the amended STCW convention. Slightly more than 7,100 certificates for STCW Basic Safety Training (BST) have been issued in that country.

In the U.S., there is cautious optimism that most (though certainly not all) American mariners are in compliance. Stay tuned.

This much we already know: The system for upgrading has changed, especially for unlicensed mariners sailing deep sea. The old method largely relied upon accumulating sea time, training and then passing a Coast Guard test. The new method still includes sea-time requirements and training, but it emphasizes practical demonstration of skills, rather than testing.

The best example I've heard is one that compares the new way of upgrading to acquiring a learner's permit for driving a car. It's an interim step preceding the actual driver's-license exam. It represents a time during which aspiring drivers typically must sharpen their skills behind the wheel and demonstrate them to the appropriate people. In some cases, it carries a minimum time requirement.

Another way to look at it: The big change in maritime is, upgrading by training and assessment, rather than training and testing. Other industries also are moving toward this type of career advancement.

For instance, let's say you sail as a wiper for four years and you have 600 days of sea service in the engine room. When you're ready to become an oiler, you cannot just take a test. Instead, you would need specialized training (for ratings forming part of an engineering watch), and then you would go to sea and demonstrate those newly acquired competencies, for a minimum of 60 days. Then you would take the oiler's class. Your certificate of completion for that course (as long as it's Coast Guard-approved) earns you the rating.

It's basically the same path in the deck department. Say you sail OS for four years and build up 600 days of sea time. The new interim step to becoming an AB—the "learner's permit" stage—is taking the course for specially trained OS. As in the previous example, you then would go to sea for at least 60 days, before returning to school for the AB course.

On that note, I'll put in a plug for the SIU and the Paul Hall Center. Both the union and the school were very far-sighted in developing the training record book (TRB) in 1997. This gave members (as well as officers and Coast Guard REC personnel) almost five years to get used to the book and learn how to use it. That is the way of the future in our industry.

Check upcoming issues of the *LOG* for articles about engineering department career paths, recent and pending Coast Guard approvals of revised Paul Hall Center courses, and other news either directly or indirectly related to the amended STCW convention.

NY Waterway Crews Tackle STCW



A number of Seafarers who crew NY Waterway passenger ferries have completed STCW Basic Safety Training (BST) at the Paul Hall Center in Piney Point, Md. After last month's membership meeting at the school, several of the students from NY Waterway who are enrolled in the BST course chatted with SIU officials. Pictured from left to right (front row) are SIU VP Contracts Augie Tellez, Albert Maietti, Amed Kety, Priscilla Rodriguez, SIU Pres. Mike Sacco, Steven Rivera, Max Munnigh, SIU Philadelphia Port Agent Joe Soresi, Jose Beof Sr., (back) SIU Asst. VP Contracts George Tricker and SIU Sec.-Treasurer David Heindel.

Federation Embraces 4 Focal Points

The delegates to the 2001 AFL-CIO Convention, which took place Dec. 3-6 in Las Vegas, approved four major program resolutions without dissent.

These declarations, presented to the convention by the AFL-CIO's Executive Council (to which SIU President Michael Sacco was reelected), summarize the federation's strategy for continuing positive change in—and

the empowerment of—national unions, state and local central bodies and the federation as a whole. In a recent memo to executive council members and top officials of national and international unions; state federations and central labor bodies; and trade departments, AFL-CIO President John Sweeney urged the widest dissemination of information about the four programs

and the critical importance of each in the United States' union movement.

"If we have learned anything these past months, and these past years," he said in his memo, "it is that we can do anything if we are united and strong." These four programs, and the labor president's analysis of each are:

Organizing—Plans to craft national union-federation part-

nership agreements to support and advance the organizing programs of the national affiliates are proceeding. These agreements will be built on the three major building blocks of the federation's organizing strategy—increasing the resources committed to organizing, using all available resources to advance organizing, and changing the climate for organizing.

Political—The federation continues to prepare for the important national mid-term elections this fall. Our goal is to turn back those legislators who are anti-worker and bolster the numbers of those who are progressive in their leadership styles—and set the stage for the critical national elections in 2004. A huge effort must also be made in critical state and local elections. Finally, important decisions must be made about the ongoing funding of our political work in the coming months.

Global Economy—The recession is hitting nearly every sector. Unions in the manufacturing sector especially are being hard hit. We will face critical bargaining struggles in the coming year. And we must work with an adminis-

tration that does not share our views on expanding trade and commitment to global labor and environmental standards. The recent one-vote loss on fast track authority in the House was a disappointment, but we did manage to gain the support of some who had voted against us in the past.

Work In Our Communities—The importance of rebuilding our grass roots cannot be overstated. We will continue to expand our Union Cities and our New Alliance programs, to forge even stronger bonds with our allies, and to reach out to working families across lines of race and ethnicity—focusing on our work with immigrant communities and our support for civil and human rights in all communities.

Sweeney said both the federation and its affiliates must focus on these four areas of work in order to strengthen the labor movement in the United States. Of the four programs, however, organizing is by far the most crucial, he said: "We cannot accomplish all our other goals unless we are larger and stronger. Every affiliate must confront again this challenge of growth."

U.S. Supreme Court Rules On Coast Guard/OSHA Case

The U.S. Supreme Court on Jan. 9 issued a ruling that puts to rest litigation involving oversight jurisdiction of uninspected vessels between the U.S. Coast Guard and the Occupational Safety and Health Administration (OSHA).

In the case of *Elaine L. Chao, Secretary of Labor vs. Mallard Bay Drilling*, the court ruled that since the Coast Guard exercises minimal oversight of uninspected vessels, the OSHA shares jurisdiction with the Coast Guard over working conditions on such vessels.

The 8-0 decision reversed a June 2000 ruling by the U.S. Court of Appeals for the Fifth Circuit that

an uninspected oil drilling barge on a navigable waterway within state waters was a vessel over which the Coast Guard had exclusive regulatory authority—not a "workplace" over which OSHA would have jurisdiction. The U.S. Department of Labor challenged that decision and appealed to the Supreme Court.

The case at issue arose from a 1997 explosion on a drilling barge owned by Mallard Bay Drilling. While the Coast Guard took the lead in investigating the explosion, OSHA issued a citation against the company charging Mallard Bay with three violations of the Occupational Safety and Health Act.

SMPPP Performing Well; Statements Due Out Soon

At the January membership meetings, a report from Plan Administrator Lou Delma was read. Delma stated that participants in the Seafarers Money Purchase Pension Plan (SMPPP) will be pleased to note that the plan continues to out-perform recognized industry benchmarks.

In a formal report received from the investment manager, Morgan Stanley Dean Witter, for the period ending Oct. 31, 2001, the account was valued at \$12.1 million. The account had a total return from inception through that date of 31.63 percent, which

is annualized to 6.64 percent. (Compare that to the Dow Jones, which was down more than 13 percent for 2001; the S&P, which was down nearly 19 percent; and CDs, which were yielding returns of only 3 to 4 percent.)

An unofficial oral update received Jan. 2, 2002 by Delma indicated that the account value is now \$13.1 million. This increase reflects additional contributions received during November and December of slightly more than \$600,000 and additional gains on investments of approximately \$400,000.

In these difficult economic times, this comes as good news to participants in the SMPPP, which has been in existence only since June 1996, Delma said.

As always, contributions for the month of December were received in January. Once the year is closed, annual statement summaries will be prepared and mailed to all participants. If you do not receive a copy of your statement by mid-April, please call or write the administrator at 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675.

Reciprocal Agreements In Place for Pension, Vacation Benefits

The Seafarers Vacation Plan and the Seafarers Pension Plan have announced reciprocal agreements with their National Maritime Union (NMU) counterparts, which are designed to benefit Seafarers.

Authorized late last year by the Plans' respective boards of trustees, the agreements essentially allow SIU members (including those who formerly were members of the NMU) to receive credit toward their pension and vacation benefits based on their total days worked, even if their sea time is divided between companies that are signatory to the Plans.

For instance, the reciprocal agreement for the vacation funds notes, "A reciprocal vacation benefit is provided under this Plan for employees who

would otherwise lack sufficient days of covered employment to be eligible for a vacation benefit because their periods of covered employment were divided between different vacation plans...."

The reciprocal vacation benefit shall be effective with respect to vacation benefits payable on or after January 1, 2002.

Under terms of the reciprocal pension benefit, pension credits accumulated and maintained by an employee after Jan. 1, 2001 under a "related plan" shall be recognized by the other as related pension credits. In other words, members don't lessen their benefit by sailing for different companies, as long as those companies are signatory to one or the other pension plan.

The rules of both plans still apply, and the reciprocal agreements do not supersede the respective regulations of the plans.

The NMU merged into the SIU last year, creating one union while maintaining—in accordance with membership approval through balloting—separate benefits plans.

Not Ready to Roll

The U.S. Department of Transportation has not developed a comprehensive plan to ensure the safety of Mexican trucks that will be allowed access to U.S. highways this year, the AFL-CIO reported last month.

According to the federation, the General Accounting Office reports only two of the 25 U.S. commercial points of entry have permanent inspection facilities. The department also has not reached agreement with border states on sharing inspection responsibilities, the GAO said.

Many members of Congress fought last year to impose strict safety standards on Mexican trucks that will operate in this country under provisions of the North American Free Trade Agreement.

Magaw Takes Helm Of New DOT Sector

John W. Magaw, a former director of the U.S. Secret Service, has been appointed by President Bush to head up the U.S. Department of Transportation's newest component—the Transportation Security Administration (TSA).

As under secretary of transportation for security, Magaw will have substantial powers to establish security procedures for aviation as well as other types of transportation. His position carries a five-year term.

TSA's primary missions include developing and implementing new security equipment at airports. The agency is slated to assume control of aircraft security by the end of this month.

Magaw served in 14 assignments with the Secret Service before being appointed director in 1992. As director, he oversaw protective operations for the president and first family.

Before his current appointment, he served as acting director of the Office of National Preparedness at the Federal Emergency Management Agency. Additionally, he headed the Bureau of Alcohol, Tobacco and Firearms from 1993 to 1999.

"The American traveling public could not ask for a finer, more devoted public servant, nor an individual more qualified in law enforcement than John Magaw," said Secretary of Transportation Norman Mineta during Magaw's confirmation hearing on Capitol Hill. "The skills he has developed over the course of his stellar career will prove instrumental as he goes about the job of rebuilding public trust and confidence in our transportation systems."

"John Magaw is a man who has stood shoulder to shoulder with eight presidents, and he has



Transportation Security Administration Under Secretary John W. Magaw

been willing to lay down his life for every one of them," the transportation secretary continued. "Today, another president has asked him to stand shoulder to shoulder with the American people and demonstrate the same courage and the same resolve on their behalf. I am confident that he will do nothing less."

Magaw will have responsibility for the day-to-day screening activities of U.S. air passengers. Included will be the development and implementation of hiring and training standards for aviation security screeners.

Additionally, he will receive, assess and distribute intelligence and threat information and develop policies for dealing with threats to transportation security. His department also will coordinate with law enforcement agencies; enforce security regulations; and implement, inspect, maintain and test security facilities.

Magaw will address cargo issues separately from passenger issues, and work with the International Civil Aviation Organization and the Federal Aviation Administration.

Lakes Boatmen Honored for Courageous Rescue

Hannah Crews 1st Lakes Mariners to Receive Seamanship Trophy

Seafarers who crew a pair of Hannah Marine Corporation tugs recently were recognized for their Oct. 8, 2000 rescue actions involving a damaged tug and barge on Lake Michigan.

Jointly receiving the 2001 American Merchant Marine Seamanship Trophy Jan. 12 during a luncheon at the U.S. Merchant Marine Academy in Kings Point, N.Y. were the crews of the *Donald C. Hannah* and the *James A. Hannah*. Recognized were Capt. William Meilicke, Dave Patterson, Murray Smith, Capt. David Heim, Capt. Addison Bell, William Thorp, Joshua Brenner, Stephen Smith, Dave Wierschheim and Capt. Edward Hogan.

These mariners also were honored May 18, 2001 for the same actions, during a special ceremony at the Chicago Propeller Club's Maritime Day luncheon. On that occasion, they were presented a Public Service Commendation by the U.S. Coast Guard Marine Safety Office—Chicago.

The towing vessel *Undaunted* (with a crew of 11) in October 2000 was pushing the work barge

Pere Marquette 41 on Lake Michigan when severe weather moved through the region. Gale force winds, snow and sea conditions in excess of 12 feet were pasting the tug and barge when the barge's cargo of 5,000 tons of iron and several tons of large industrial equipment shifted and dangerously upset the tow's stability.

The crew executed an emergency breakaway to disconnect the tug from the barge. Without warning, the 68,000-pound barge struck the tug, ripping a hole at its waterline before drifting away. The pilot hailed "mayday" on the radio and was forced to push the tug around.

Despite the severe weather conditions, the towing vessels *Donald C. Hannah* and *James A. Hannah* were dispatched to assist the disabled tug and recover the barge, which had drifted 24 miles from where it was released. Once the vessel arrived on the scene, crews began assessing the situation and initiating corrective measures.

A Coast Guard helicopter and small boat already had removed some of the tug crew members

from the *Undaunted*, but the captain and engineer remained on board. The *Donald C. Hannah* successfully made a connection to the barge *Pere Marquette 41*, and eliminated its threat to public safety. Meanwhile, the *James A. Hannah* escorted the impaired *Undaunted*, now suffering from overheated engines and hull damage, safely into port.

"The crews of *James A. Hannah* and *Donald C. Hannah* are directly responsible for bringing the towing vessel *Undaunted* along with her remaining crew and the barge *Pere Marquette 41* safely to port," according to the commendation, which accompanied the U.S. Coast Guard Award. "Their actions are in keeping with the life-saving traditions of the United States Coast Guard and are highly commended for this service."

The Seamanship Trophy has been awarded since 1962 to acknowledge the highest standards of professional competence on the water in the presence of extreme peril to life and/or property and under adverse and severe weather conditions.



Posing with the American Merchant Marine Seamanship Trophy are (from left), SIU VP Great Lakes Tom Orzechowski; Hannah Marine Corp. President Jeffrey Covinsky; William Meilicke and David Heim, skippers of the Hannah Marine vessels; Hannah Marine VP for Operations Edward Hogan; and Capt. Donald Safarik, U.S. Merchant Marine Academy.

"The skillful response of the *Donald C. Hannah* and *James A. Hannah* crews to an emergency situation saved not only a tug and barge in distress, but also the *Undaunted* captain and engineer from a potentially dire fate," said Martin P. Skrocki, public information officer, U.S. Merchant

Marine Academy, Kings Point, N.Y., in a letter of congratulations to Jeffrey N. Covinsky, president, Hannah Marine Corp.

The correspondence further noted that this marks the first time the Seamanship Trophy has been awarded for actions occurring on the Great Lakes.

Safety Dir. Jim Storm Dies

Jim Storm, Honolulu-based safety director for the SIU, passed away Dec. 15, 2001 in Hawaii. He was 60.

Storm reportedly died of complications following surgery.

"I knew Jim as a rank-and-file member and as an SIU representative," recalled Neil Dietz, SIU port agent in Honolulu. "Jim was always one to volunteer for the political rallies, marches and demonstrations that are critical to SIU solidarity in the labor movement and in our community. Jim never turned me down when I asked for his help."

"Jim Storm was a proud, unabashed liberal of the old style," Dietz continued. "He would not apologize to anyone for being a liberal Democrat. He wore it like a badge of honor that was based on his love for ordinary working families and their needs."

Fay Rawles-Schoch, director of human resources for American Hawaii Cruises, described Storm as "always a professional, and it was very clear that he always worked for the best interests of the SIU membership. He was dogged, determined and very positive in his pursuit of resolving a problem."

SIU Honolulu Patrolman Frank Iversen, who knew Storm for five years, said, "Jim lived his life for the union, and the union is a much sadder place without him."

Born in Painesville, Ohio, Storm joined the SIU in 1991. He sailed on passenger vessels and cargo ships before coming ashore in 1997 to work for the union.

He received a letter of appreciation from the Hawaii State AFL-

CIO for his work in the Labor 98 campaign that year, during which he helped register union voters and assisted them to the polls. A year later, he completed the SIU's safety director training at the Paul Hall Center in Piney Point, Md., and he also finished a course on grievance handling at the University of Hawaii's Center for Labor Research and Education. In 2000, he graduated from the AFL-CIO Union Counselor program and finished a labor law seminar offered at the University of Hawaii.

Storm was an ardent supporter of U.S. Rep. Neil Abercrombie (D-Hawaii), who is a longtime friend of the SIU and the U.S. Merchant Marine. In addition to the routine duties of an SIU representative at the service counter and on ship payoffs, he handled grievances for Seafarers aboard American Hawaii Cruises vessels. He was on the *ms Patriot* during its first two weeks of Hawaii service (in late 2000), dealing with the difficulties inherent in a new cruise-ship operation, and he continued servicing the vessel thereafter.

Storm is survived by two daughters and three sons.



Safety Director Jim Storm (holding paper) is pictured aboard the *Long Lines* this past December in Honolulu. Pictured with Storm are (seated) OMU Ali Sidek and (standing, from left) AB Todd Conley and AB Victor Gil Mariano.

Brother Abshire Memorialized By Seabulk Challenge Seafarers

Editor's note: This article was written at sea Nov. 10, 2001 by Father Sinclair Oubre, president of the Apostleship of the Sea of the U.S.—and member of the SIU. The photos accompanying the story were taken by Oiler Paul Weil.

The motto *Brotherhood of the Sea* is a much-used term, but often its real meaning seemingly harkens back to a past time. However, there are still a few events that bring alive this motto's meaning and demonstrate that it carries much relevance even in the modern merchant marine.

One of these times is when a ship is in distress, and its crew is in peril. At this time, the ship's flag, the mariner's nationality or the company for which he or she works does not matter. The desire to help a fellow seafarer reaches across all borders, and makes all seafarers *Brothers of the Sea*.

Another time is when a mariner requests that his or mortal remains be laid to rest in the vast oceans, the place where he or she has poured out so much of his or her life.

The opportunity to serve a brother mariner for the last time came to the SIU crew of the *Seabulk Challenge* on Nov. 10, 2001, when the ashes of Brother Gilbert Abshire (who began his sailing career with the NMU) were laid to rest as the vessel transited between Citgo Refinery in Lake Charles, La. and Kinder Morgan Refinery in Houston.

On this particular voyage, I had signed on in Boston to spend my vacation as the 0800-1200 AB watchstander. A few months before, I had been approached by a parishioner, Donna Beard, with the request to see to the burial of her father's ashes the next time I



Father Sinclair Oubre, who sails with the SIU as an AB, conducts the memorial service aboard the *Seabulk Challenge* in transit from Lake Charles, La. to Houston. Among those joining in the remembrance of Brother Gilbert Abshire were Chief Steward William Perry, AB Manny Wedeil, Bosun Omaha Redda and Oilers Iqbal Mahmood and Paul Weil.



went to sea. This request was one of the greatest honors any Apostleship of the Sea chaplain could be asked.

After making arrangements with Capt. Parker, and with Bosun Omaha Redda, those crew members who were free gathered on the stern of the vessel on the sunny afternoon of Nov. 10. God had blessed the day with clear skies, light breezes and calm seas.

At 1520 hours (3:20 p.m.), the crew gathered around a flag-draped stage plank on which the urn containing the remains of Brother Abshire was placed. Leading the crew in prayer, I began with a reading from Psalm 107 in which the psalmist recalls the wonders that God has done for those who sail the seas. After the reading, all prayed together the *Lord's Prayer*, which was followed by the prayer of Final

Commendation taken from the Roman Catholic Funeral rite.

At this time, the urn was taken by Bosun Omaha and reverently placed over the stern. The mate on watch recorded the position as 028.57N & 093.37W. A moment of silence followed, then the crew joined me in reciting a special seafarer's prayer.

In commenting on the service, Bosun Omaha stated that this was something very important because it was for all merchant mariners.

On arrival in Houston, I signed off. On returning to Port Arthur, I relayed the details of the service to Brother Abshire's daughter and presented her with photographs of the service.

For all of those involved, it was a very touching and consoling moment, for we all knew that even at death, the *Brotherhood of the Sea* endures.

Retiree Enjoys Presidential Encounter

Retired Seafarer **Henry W. Lovelace** already had lots of compelling anecdotes. The 76-year-old Navy veteran was part of the first wave of Allied forces who stormed the beaches of Normandy during the D-Day invasion. He had been in Hawaii during the surprise attack on Pearl Harbor. And, as an able bodied seaman in the SIU, he traveled to many ports around the globe and had numerous experiences, which he still recalls.

Last year, Lovelace added another memorable chapter when he met President Bush. Lovelace was one of six World War II veterans chosen to share the stage with the president during the June 6 dedication of a D-Day memorial in Bedford, Va.

The small Virginia municipality was selected as the site for the monument because of the number of Bedford natives who died during the invasion. Published reports say 23 of the 35 Bedford soldiers who fought on D-Day perished—presumably the highest per capita loss of any community in the United States.

Lovelace had been chosen to represent the Navy for all veterans who served in the Navy

during World War II. He delivered an address on behalf of high-ranking Navy officials to a crowd that numbered approximately 15,000 people.

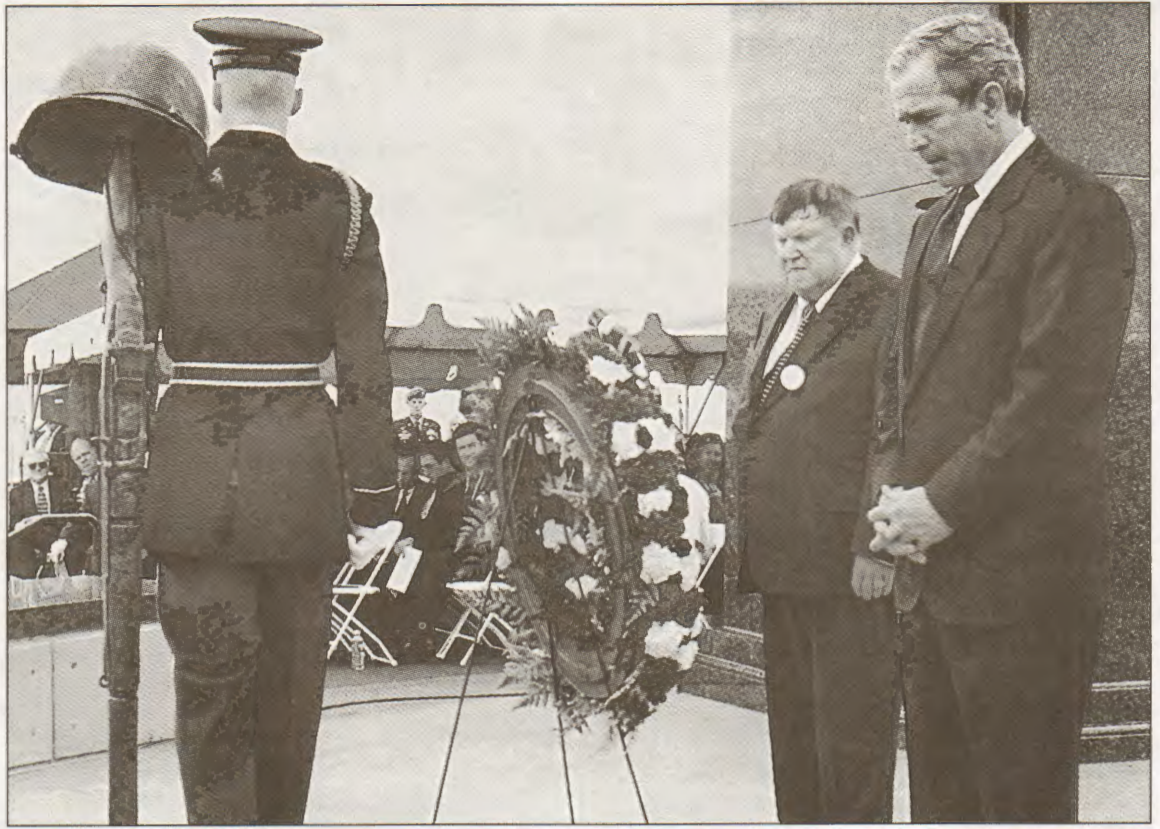
"I was scared to death when I walked out on stage to the podium and looked out at all those people," Lovelace said. "I almost froze."

The Gladys, Va. resident, along with the five other World War II veterans who participated in the memorial dedication, met briefly with President Bush before the ceremony. The group assembled near a tent when a Secret Service agent approached them and said the president wanted to see them inside the tent.

Following the agent's lead, the group made its way inside. "He [President Bush] introduced himself and said he was very proud to be here with us today," Lovelace said. "He shook each of our hands ... he shook my hand twice ... and then walked between us and we followed him out to the dedication and laying of the wreath.

"We stood with him and then I led all of us off to chairs where we sat with President Bush," the retired Seafarer said.

Following speeches by the president and all the World War



AP Photo/Ron Edmonds

President Bush along with World War II veteran and retired Seafarer Henry Lovelace (center) pause after Bush laid a wreath June 6, 2001 in Bedford, Va. to dedicate the National D-Day Memorial to the Allied forces who fought during the invasion.

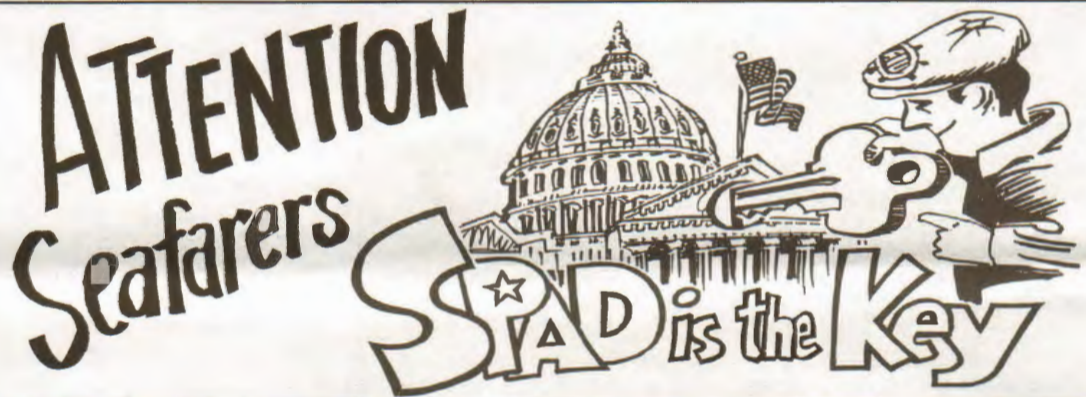
II veterans, a 21-gun salute was rendered. The playing of Taps signaled the ceremony's conclusion.

"I can't describe the feeling

of being that close to the president of the United States," Lovelace said during the event's aftermath.

Portions of this article were

extracted with permission from an article written by Paula I. Bryant of the Brookneal, Va.-based newspaper, *The Union Star*.



Challenger Celebrates Holiday Season at Sea

Weather was pleasant and seas were mild as the *Challenger* crew celebrated the holiday season on its domestic run from Houston to New Orleans to San Juan.

According to **Brandon Maeda**, recertified chief steward aboard the CSX Lines container vessel (who sent the accompanying photos to the *LOG*), "a merry time was had by all."



Captain E.P. Skoropowski is in the holiday spirit as he hands out gifts to each crew member on Christmas morning.



Chief Cook Fausto D. Aranda serves Christmas dinner.



SA Carlos Grillasca (left) and AB Benny Perez await the holiday feast.



In a festive mood are, from left, standing, AB Juan Ayala, OMU Ken Biddle and Electrician Ramon Borrero. Seated at right is OMU Michael N. Blue Jr., and in front is OMU Jose Quinones.



Enjoying a little quiet time in the lounge are (from left) Wiper Joaquin Martinez, OMU Jose Castro and Electrician Ramon Borrero.



Standing before an assortment of homemade cream puffs, sugar cookies, coconut cake, sweet potato pie as well as a wide variety of nuts, chocolates and candy is SA Juan Rios.

11 More Courses Approved

Additional College Credit Recommendations Awarded by ACE for Paul Hall Center Classes

Eleven courses available at the Paul Hall Center for Maritime Training and Education have been added to the list of those for which students may receive college credits.

Late last year, the school (located in Piney Point, Md.) underwent a review by the American Council on Education's (ACE) College Credit Recommendation Service. A team of content specialists, selected from college faculty, reported that certain Paul Hall Center vocational training courses are comparable to college-level classes and may be used as transfer credit at many colleges and universities.

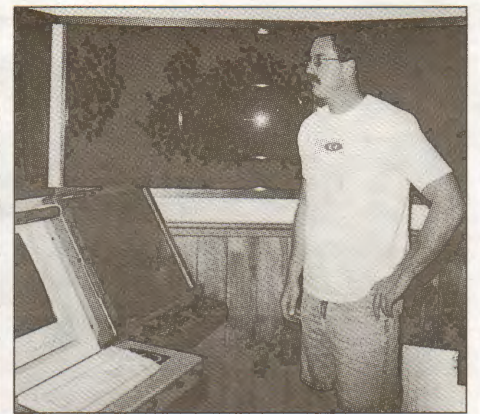
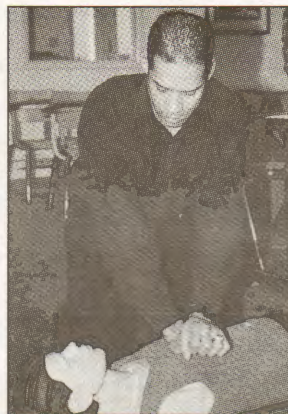
The newly approved courses are Automatic Radar Plotting Aids (ARPA); Baking and Galley Operations (formerly Galley Operations); Basic Fire Fighting; Basic/Advanced Fire Fighting combined; Bridge Resource Management; Certified Chief Cook; First Aid/CPR; Global Maritime Distress and Safety System (GMDSS); STCW

Basic Safety Training; Tankerman Assistant Cargo; and Tankerman-PIC (Barge) Dangerous Liquids.

Additionally, two previously approved courses were reauthorized after their regularly scheduled reviews: Celestial Navigation, and Water Survival. Many other classes available at the Piney Point facility also qualify for college credit recommendations.

"Superior training increases productivity," stated Jo Ann Robinson, director of ACE's College Credit Recommendation Service. With that in mind, more and more businesses and educational institutions are turning to ACE to help assure the quality of that training, she noted.

In addition to the Paul Hall Center, the United Auto Workers, AT&T, and Union Pacific Railroad among many other organizations offering ACE college credit-recommended courses.



Among the Paul Hall Center courses newly approved for college credit recommendations are (clockwise, from upper left) First Aid/CPR, Bridge Resource Management, Certified Chief Cook and Basic Fire Fighting.



School Welcomes UAs from Puerto Rico



Assisted by a career-placement program run by the commonwealth, two Puerto Rico residents are enrolled in the entry training program at the Paul Hall Center in Piney Point, Md. Unlicensed Apprentices Beato Diaz (left) and Antonio Mendez (right)—pictured Jan. 7 at the school with SIU Port Agent Victor Nuñez—are the first students to utilize Puerto Rico's vocational placement structure to attend Piney Point. The apprentice program blends hands-on training with classroom instruction, preparing students to begin sailing aboard SIU-contracted vessels.

Another International Deadline: IMO Issues ISM Code 'Warning'

The Feb. 1, 2002 deadline for complying with the amended STCW convention understandably has commanded much attention throughout the maritime industry—but it is not the only closing date scheduled.

The International Maritime Organization (IMO) last month issued what it called a "warning" for compliance of phase two of the International Safety Management (ISM) Code. "Shipping companies need to plan and schedule their implementation activities without delay if they are to meet the impending deadline of July 1, 2002," the IMO noted. "Governments have been urged to take 'urgent action' to ensure sufficient time is allowed for the verification process to be carried out."

In a communication sent to all nations that are signatory to the ISM Code (including the United States), the IMO stated that "verification of compliance with the ISM Code should include objective evidence that the Company Safety Management System (SMS) has been in operation for at least three months and an SMS has been in operation on board at least one ship

of each type operated by the company for at least three months prior to the issue of valid Documents of Compliance and Safety Management Certificates."

The IMO release also pointed out that the ISM Code was adopted in the early 1990s "to provide a blueprint for the way shipping companies manage and operate their ships and to promote the development of a widespread safety culture and environmental conscience in shipping. By defining the company's responsibility for safety and ensuring that senior management were committed to enhanced safety and environmental protection and could more easily be held accountable, the code seeks to ensure that safety should be given top priority."

On July 1, 1998, the code became mandatory for passenger ships, oil tankers, chemical tankers, gas carriers, bulk carriers and other cargo vessels of 500 gross tons or more. Beginning in July, it also will apply to cargo ships "other than those liable to the first implementation date and mobile offshore drilling units of 500 gross tonnage and above."

Apprentice's 1st Trip to Washington Includes Introduction to Pres. Bush

Union, Administration Officials Discuss Energy Policy

When Ronnie Johnson and Eric Baggs told Jeff Faulkner about all the opportunities the young Texan would gain by attending the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, he never in his wildest dreams expected what happened to him on Jan. 17.

On that day, Brother Faulkner stood for all Seafarers and American merchant mariners when he met President George W. Bush.

Along with the 19-year-old Phase I apprentice from Class 623 were SIU President Michael Sacco and SIU Political Action and Government Relations Director Terry Turner. Also attending the private gathering in Washington, D.C. were AFL-CIO Building and Construction Trades Department President Edward Sullivan, Teamsters President James P. Hoffa and Carpenters President Douglas McCarron.

In his khaki uniform, Faulkner informed the president he was looking forward to sailing for years to come thanks to the many jobs that would be created with passage of a National Energy Policy that includes the environmentally safe exploration and development of oil within Alaska's Arctic National Wildlife Refuge.

"I got nervous for a little bit," Faulkner admitted shortly after the meeting in the Teamsters building. "It was really interesting."

Faulkner and Sacco joined the other union presidents at a table where President Bush met with them. Seated across the table from both Sacco and Bush, Faulkner was asked what he wanted to do when he started drawing his paychecks. "Buy a car," he told the president to smiles and laughter.

Bush asked the Galveston County native if he went to Galveston Ball High School.

"I told him, 'No, sir. You probably haven't heard of it. It's Hitchcock High School in Galveston County.'"

Bush smiled like he had heard of the school and reminded Faulkner, "I was the governor of Texas."

Faulkner said the president was very laid back. "He joked with everybody. He even made a joke about my hair, but I don't remember what he said." (Like all male unlicensed apprentices in Phase I, Faulkner wears a burr haircut.)

He noted Bush listened to all the union presidents, "especially when President Sacco talked. He knocked him dead."

The SIU president explained to the president that inclusion of ANWR in the National Energy Policy would mean jobs over the next 30 years for American shipyard workers, mariners and their suppliers. He said a young person, like Faulkner, could start a career now as an apprentice, upgrade throughout his career, get married and raise a family, work steady, then retire on a good pension during this 30-year period. (Bush interrupted Sacco to ask Faulkner if he was ready to get married. The apprentice replied, "No, sir. Not yet!" to laughter.)

"Jeff was wonderful," noted Sacco. "He showed the president what this bill will mean to just one of the hundreds of thousands of American workers who will be affected by it. He had the president's attention and those who were with him."

Besides President Bush, Faulkner met Secretary of Labor Elaine Chao, Secretary of Energy Spencer Abraham, Secretary of the Interior Gail Norton and White House Chief of Staff



SIU President Michael Sacco (left) reassures Unlicensed Apprentice Jeff Faulkner before the meeting with President Bush.

Andrew Card (who served as Transportation Secretary for Bush's father).

"I met so many people, I don't know who all of them are," added Faulkner, who was still reeling from his first-ever visit to Washington.

As noted, two Seafarers from the Galveston area convinced him to come to Piney Point after he graduated from high school last summer. Johnson sails with G&H Towing, while Baggs works aboard Crowley tugs.

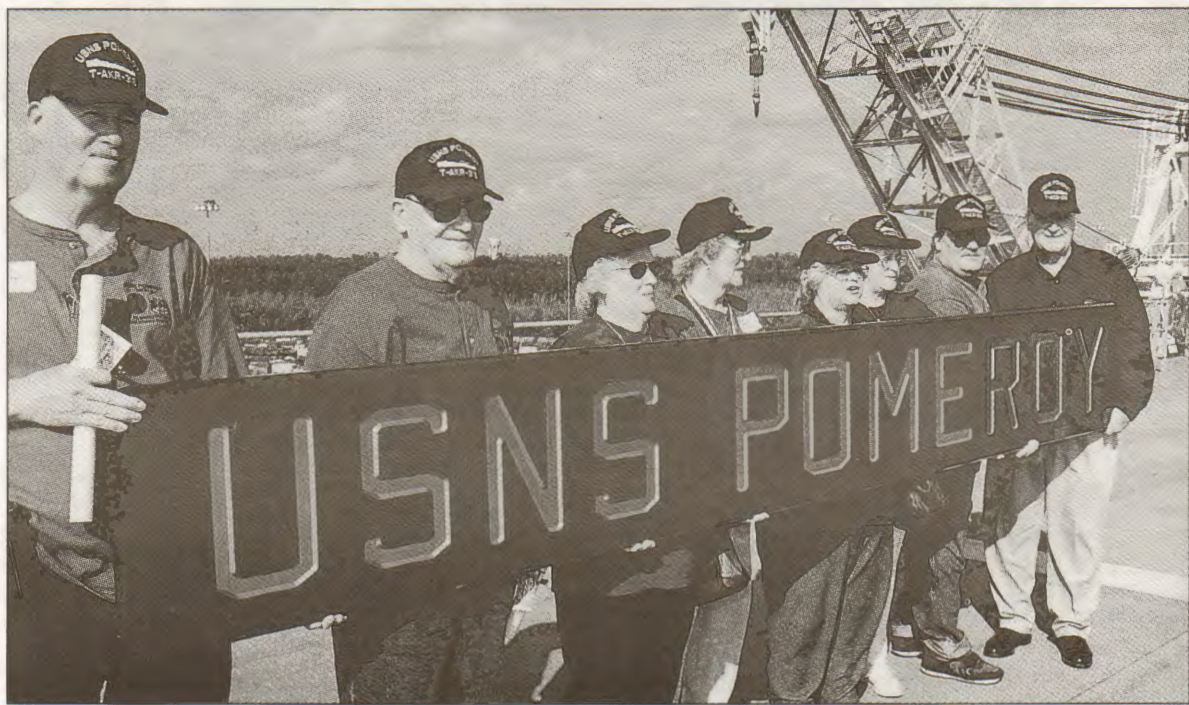
"I like being on the water and they told me I could get trained, get a job and get paid good with benefits. It sounded good to me," Faulkner said.

Faulkner was in his last days as a Phase I apprentice when he was told to report to the apprentice commandant's office.

"They asked me, 'How'd you like to meet the president of the United States?' I thought it was a joke or something. But I knew it was for real when I met Mr. (Don) Nolan (vice president of the school). I was shocked."

He had less than 24 hours to think about what he was about to go through.

When the visit was finished, Faulkner was asked what he thought he would remember from the day. "I talked to the president and he joked with me."



Members of the Pomeroy family gather on deck to hold the name board of the vessel (below) bearing the name of their relative, Army Pvt. First Class Ralph E. Pomeroy, who was killed in Korea in 1952 and posthumously was awarded the Medal of Honor for his bravery.



Photo by National Steel and Shipbuilding Co.

When the SIU-crewed *USNS Pomeroy* (T-AKR 316) was christened last March in San Diego, Calif., members of the Pomeroy family were on hand for the ceremonial breaking of a bottle of champagne over the ship's bow.

And last November—as the ship was to be deployed for the first time—they traveled to the other side of the country, to Charleston, S.C., for a day aboard the vessel bearing their name.

The *USNS Pomeroy* is the seventh ship completed of eight Watson-class large, medium-speed, roll-on/roll-off ships built at National Steel and Shipbuilding Co. in San Diego. It was named in honor of U.S. Army Pvt. First Class Ralph E. Pomeroy, who posthumously was awarded the Medal of Honor for his

Seafarers Welcome USNS Pomeroy Namesakes Aboard Ship

brave actions in Korea in October 1952.

More than 80 members of the hero's family were treated by the Military Sealift Command to a day aboard the 950-ft. long vessel that has more than 390,000 square feet of cargo space. They were given a full tour of the bridge, engine room and helicopter decks and were then feted with a specially prepared luncheon, complete with a cake decorated with the likeness of the *USNS Pomeroy*.

After all the festivities, the ship loaded up U.S. Army equipment in Charleston and departed for Diego Garcia, in the Indian Ocean, where it will spend about 30 months on station.

It is perhaps some comfort to the Pomeroy family that they got to know the crew members aboard the ship that will sail as a monument to their brave loved one.



Gathering for a group shot are members of the *Pomeroy's* steward department. From left are Chief Cook Lewis Johansen, SA Connie Tarplin, Chief Steward W.H. Watson III, SA Lisa Knight and SA Ivan Perez (and in front, on loan from the deck department, is George Lavender Jr.).



Mike Finnegan, captain of the *USNS Pomeroy*, poses with some of the children in the Pomeroy family (from left) Autumn Crow, Emily Kadar, Laura Crow and Ashley Crow and a cake, specially decorated for the occasion.



The Galley Gang

Preparing everything from the condiments to the baby back ribs to the mounds of coconut shrimp to the hors d'oeuvres—and more—are (clockwise from top left) Chief Steward W.H. Watson III; SA Ivan Perez and Watson; SA Lisa Knight; Chief Cook Lewis Johansen; and SA Connie Tarplin.

Thanks to Chief Steward W.H. Watson III for the photos on this page.



Enjoying the luncheon buffet with the Pomeroy family are QMED Eric Rodgers (left) and Storekeeper Joseph Zagrocki.



Tampa Bay Pilots Follow Historic Route

Throughout the always-evolving maritime industry, from the smallest tugboat to the largest cargo ship, high-tech equipment is the norm.

Such is the case at SIU-contracted Tampa Bay Pilots, based in Egmont Key, Fla., near St. Petersburg. The eight SIU boat-

men at Tampa Bay Pilots utilize the newest gear in performing their jobs.

Despite the contemporary surroundings, piloting is an old component of Tampa lore. As the company notes, "From the earliest records of civilization, man has traveled the waters and relied upon the expertise of pilots to assure safe passage.... Pilots are

an important aspect of the history of Tampa Bay. One of the earliest pilots, identified as Anton De Alaminos, explored both the Atlantic and Gulf coasts of Florida. He established the existence of the Gulf Stream and is credited with the discovery of Tampa Bay. The pilots who followed played a vital role in the settling and growth of Tampa and the entire bay area."

The Tampa Bay Pilots Association was founded in 1886. Notwithstanding technological advancements, "the profession of piloting remains relatively unchanged," the association noted. "Today, the Tampa Bay Pilots offer the same critical judgment and unsurpassed familiarity with



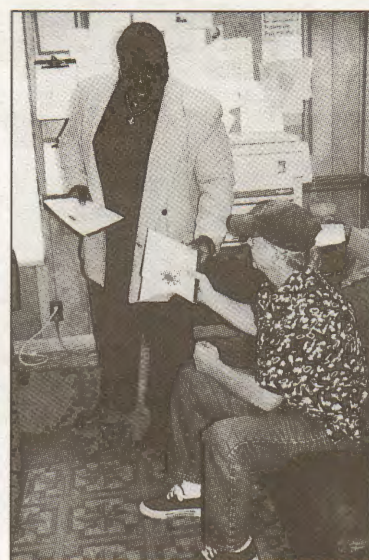
Located near St. Petersburg, Fla., the pilot station on Egmont Key offers a practical site for awaiting incoming vessels.



Among the SIU crewed pilot boats docked at the station on Egmont Key, Fla. is the *Manatee*.

the land, sea and the ever-changing elements as have pilots since the dawn of history."

Late last year, SIU members employed by Tampa Bay Pilots unanimously approved a three-year contract that calls for significant gains. Highlights of the agreement include increases in wages and overtime, improved pension benefits (in the form of pension credits), and increasing



SIU Port Agent Tony McQuay (standing) delivers copies of the new contract to Boatman Jeff Hilliard at the Egmont Key facility.

health benefits to the same levels as those in the standard contracts.

Seafarers working for the association include Kevin Whispell, Randy Huth, Stephen Jean, Greg Keelean, Russ Garner and Ron Calbert.

Editorial Praises Merchant Mariners

Editor's note: The following editorial appeared in the October 2001 edition of the Bonnes Nouvelles, a monthly newspaper based in Ville Platte, La. Written by Pascal Fuselier, it is reprinted here with permission.

BONJOUR MES AMIS:

During World War II, I served with the U.S. Naval Amphibious Forces in the Pacific, and on two occasions I was transported from one base to another by merchant ships manned by merchant seamen. I was first transported from San Bruno, Calif. to Pearl Harbor on the former luxury liner, *SS Lurline*, which was converted into a troop carrier after the Japanese attack on Pearl Harbor.

Since I was very young growing up on the Mamou Prairie I had a deep admiration for the courage, ingenuity, skill and stamina of the American merchant seamen.

The history of the treatment of American seamen is not a pretty one. The men who sailed our early, beautiful packets and clippers were

protected by no law. The laws made in Washington were designed to protect the ship owners and their profits. The laws encouraged degradation, brutality and corruption.

As late as 1897, the U.S. Supreme Court ruled that the Thirteenth Amendment, which outlawed involuntary servitude, did not apply to American seamen. Until the mid-1930s the seamen were a class apart; outcast and unwanted ashore except by those who were out to rob them. At sea they were under the tyrant's heel. There was no one to speak for them, and if one did speak about conditions, he did so at great risk.

It would be a long time before America's seamen would reach the status they enjoy today. The National Labor Relations Act of 1935 (also known as the Wagner Act) was a big boom for American workers, including seamen.

Like in the rest of the country in the mid-'30s, the Great Depression was at its worse in Evangeline Parish. Many sharecroppers' sons

were becoming of age and ready to leave home and start a life of their own, but what to do? Jobs were scarce.

In March 1933, Congress had passed FDR's Forestation Act, establishing the Civilian Conservation Corps (CCC) which provided work for many young men 18 to 25 years old. Many young chaps from Evangeline Parish joined the C.C. Camps, but each state had a quota and there was not enough work for all, so our young men began to look towards the sea to go and make enough money to possibly marry their sweethearts and buy a team of horses or mules to go into sharecropping *au troisieme* (giving the owner one-third of the harvest).

Through the efforts of the National Maritime Union (NMU), the Seafarers International Union (SIU), and other unions, the ship owners were getting jittery, and began paying seamen \$50 to \$62.50 a month in the late 1930s. This was fabulous pay for the young lads of Evangeline Parish. A wedding during *ses bon vieux temps*, (these good ol' times) would cost as little as twenty bucks including a honeymoon at Kinder Pump. A few young men from Ville Platte, Mamou, and surrounding coves and communities got a few bucks together and headed for Port Arthur to obtain their merchant marine documents (*les Papers de bateaux*).

Like wildfire, through prairies and across bayous, by word of mouth, the message went out to our young men that a good place to go was **Mr. & Mrs. Michel's Boardinghouse** on Houston Avenue in Port Arthur. Mrs. Michel would not only help you obtain your seaman's papers, she would help you to sign on a ship and would let you room and board until you *faire un bateau* (make a ship), before you paid her (if the walls of that boardinghouse could talk, they'd have many stories to tell about the Cajuns of Evangeline Parish.)

During those hard times a mad dictator in Germany had dreams of conquering the world. On March 14, 1939, Hitler's German Army invaded Czechoslovakia, and on September 1, 1939, German forces invaded Poland. By June 22, 1940, France capitulated to the Germans, and that same month President Roosevelt declared that U.S. policy

was changing from "neutral" to "non-belligerency."

With the Japanese attack on Pearl Harbor, Sunday, December 7, 1941, which left 2,403 soldiers, sailors and civilians killed and 1,178 wounded, America was suddenly faced with two wars—the one in Europe which we had been supplying under the pretense of neutrality and another to the farthest reaches of the Pacific. Our shipyards expanded the production of new ships. Miracles were demanded of our merchant marine and they were delivered through courage, sweat and blood. In the course of the war, 5,600 ships were produced by workers in American shipyards and our merchant seamen were there to sail them when they came off the assembly line.

Seamen from Evangeline Parish and the rest of the U.S.A. were the first Americans to experience the war. During the early days of the war, where American armies were being formed in Fort Polk and other training camps, and our allies fought at Stalingrad and El Aleman, the U.S. Marines were establishing our first beachhead at Guadalcanal. Our merchant seamen were waging a grim race between sinkings and deliveries of ships. German submarines were well aware that merchant shipping was the vital backbone of warfare, and like hungry sharks, German U-boats roamed the sea and laid in wait at the mouth of our harbors for their prey.

Just like the World War II veterans of the U.S. Armed Forces, the merchant seamen who so gallantly sailed the ships that carried their cargoes of troops, ammunition, tanks and other necessary material during those desperate times, were dying in great numbers every day. There are still a few left in Evangeline Parish who remember, and it is to them I want to pay tribute. For much too long the part they played in winning the war has been ignored and underrated.

From 1941 to late summer 1945, to our American seamen, the Atlantic coast became known as "**Gasoline Alley**" and they slept in life jackets while passing through "**Torpedo Junction**" off the tip of Florida. Torpedoed tankers off the New Jersey coast were not uncommon and those brave men were dying with scorched lungs in seas of blazing oil barely a mile off the U.S. coast, while others were going down in the icy waters of the Arctic, others in the Pacific and off

the coast of Africa—the Seven Seas were a combat zone, and they ran red with the blood of our merchant seamen.

Of the hundreds of seamen from Evangeline Parish who manned our vital ships during this critical era in our country's history, some who were killed on flaming vessels include Dowell and Edward "Dole" Chapman (brothers of the late Moise Chapman), who went down on two different ships; Joe Hollier, from the Reddell area and my fellow L'Anse Johnsonne comrade, Davis Veillon.

Just like those who died in uniform, those unsung heroes gave their lives for their country.

Tallying the achievements of the American merchant marine, the figures are very impressive. In the three-and-a-half years the United States was in combat, they had moved more than 268 million tons of cargo overseas. The great majority of America's 7 million overseas troops and 150,000 civilians had been transported by merchant ships; and fully 80 percent of all the supplies needed by our allies were carried on American vessels. But the price was heavy—5,579 seamen were killed and thousands wounded. 773 of our merchant ships were destroyed.

It was the greatest effort and the greatest sacrifice by any civilian group in American history. It had been achieved by a group of people, who, a few years earlier, had been scorned in the press, harassed by police, exploited by ship owners and looked down upon as second class citizens by their fellow Americans. At White House ceremonies they were praised by President Roosevelt for their courage and dedication, and he told them they would not be forgotten when the war ended. But on April 12, 1945, FDR died at Warm Springs, Ga. and the war formally ended September 2, 1945. The nation thanked the merchant seamen for a job well done and promptly forgot about them.

My second and final transport by a merchant ship was when I was in the U.S. Naval Amphibious Forces. It was in early Spring 1945, from Hawaii to Okinawa, to participate in the last battle of World War II, where like all of us in the Armed Forces, merchant seamen had to face suicide attacks by kamikaze planes. While engaged as a smoke-boat operator to confuse the kamikazes by making smoke around the

Continued on page 17

Union Perseverance Pays Off Avondale Workers Returning With Full Back Pay, Benefits

The AFL-CIO Metal Trades Department recently announced that the National Labor Relations Board (NLRB) has accepted the settlement agreement negotiated between the New Orleans Metal Trades Department (AFL-CIO) and Avondale Shipyard to formally end long-running litigation over massive unfair labor practice charges stemming from the 10-year battle for union representation at the yard, now owned by Northrop-Grumman.

The NLRB order provides that the company returns 54 employees to their previous positions with full back pay and benefits. The union estimates the back pay involved will reach \$2.15 million.

John Meese, national president of the Metal Trades Department, praised the workers for their determination and faith in the process, and commended the company for its cooperation.

"The department salutes our New Orleans Metal Trades

Council, its affiliate members, and the workers at Avondale for their perseverance and support during this difficult time. We commend the company for its willingness to resolve these matters and move toward a positive, productive and long-term relationship into the future," Meese said.

The agreement also stipulates that—in addition to reinstating the 54 employees illegally fired for their union activities—the records of numerous other employees who were illegally sanctioned, suspended or otherwise disciplined for pro-union activities, be expunged.

"This agreement effectively resolves the hundreds of charges that emanated from our long campaign at the New Orleans shipyard," Meese added. "It ends the extraordinary litigation that resulted in thousands of pages of transcripts, testimony and endless hours of hearings and court proceedings."

SEAFARERS FAMILY photos

Good news is always welcome! On this page, we would like to share some happy events in the lives of 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.

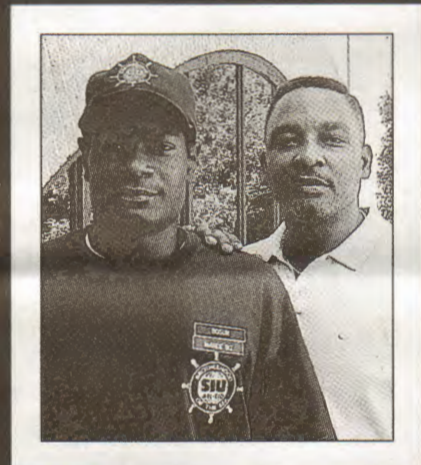
If e-mailing digital images, please send them to dhirtes@seafarers.org. The higher the resolution, the better.



Proud father Justo V. Lopez (right) of Los Angeles, Calif. helps his daughter, Elizabeth Vilches, celebrate her 15th birthday in this typical Latin custom. With her are her brother, Andrew, and her mother, Maria. Lopez has been a member of the SIU (starting out in the Marine Cooks & Stewards) for more than 30 years.



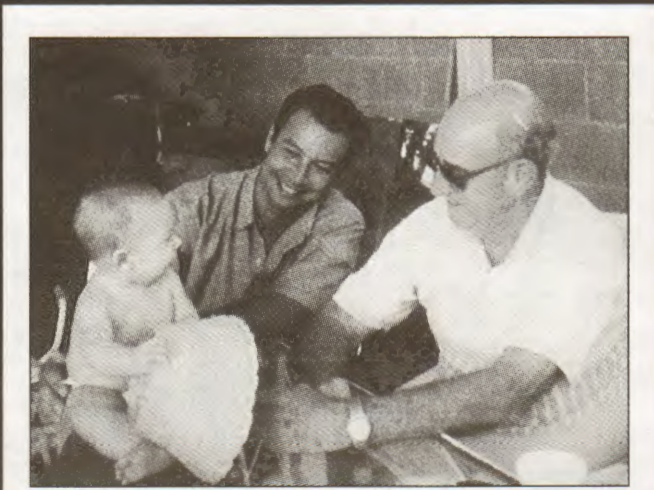
What better way to celebrate their 34th wedding anniversary (December 30) than surrounded by their children! Joining QMED Julio Paminiano and his wife, Polly, are Erwin, Mari, Rommel, Amie and Nony.



Jermaine McGhee (left) is the bosun of Unlicensed Apprentice class 617 at the Paul Hall Center. With him is his uncle, Willie Pettway of Jacksonville, Fla. Pettway was a member of class 111 and had returned to the school as an upgrader when this photo was taken.



While Valentin Martinez was completing the STCW Basic Safety Course at the Paul Hall Center last summer, his wife, Maria, joined him for a few days. They had a wonderful time exploring the area. Here they are, taking in the sights at the fire fighting school.

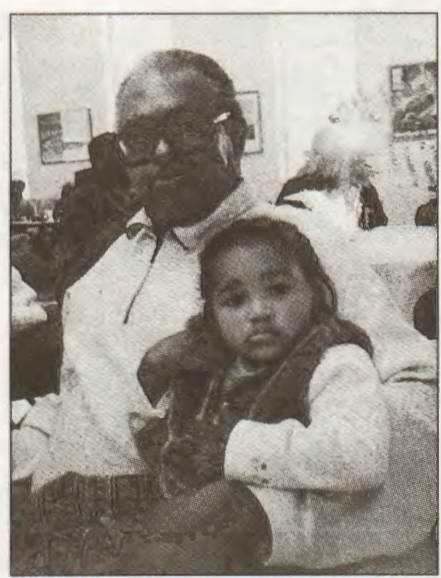


From the scrapbook of Ashley Crist comes this photo of her husband, Jason (center), and their son, Simon. With them is Simon's grandfather, James Crist. James is a retired SIU captain, Jason works in the engine department aboard the *USNS Sisler* in Diego Garcia, and Simon is a future SIU seaman!



Glenn Christianson and Darlene Cherry wish to announce their marriage on June 29, 2001. They tied the knot in their garden at home in Gig Harbor, Wash. The wedding was attended by close friends and relatives. The Christiansons met at Piney Point in 1995 while upgrading. Who says school can't be fun! Glenn ships as a bosun and Darlene works as a steward.

Right: Seafarer Milton Walters Sr. enjoys time with his granddaughter, Journi, during the holiday party at the SIU hall in Norfolk, Va.



TAX TIPS FOR SEAFARERS

Presented on these two pages are handy tax tips—some specifically for mariners—deduction amounts for 2001 and additional information.

WHAT'S NEW?

On June 7, 2001, new tax legislation, The Economic Growth and Tax Relief Reconciliation Act of 2001, was signed into law by President Bush. Here are some of the changes that will take effect in 2001 and 2002.

TAX RATE REDUCTION — Individual income tax rates will be reduced. In 2001, the rates will be 10%, 15%, 27.5%, 30.5% and 39.1%. The new 10% rate applies to the first \$67,000 of taxable income for single taxpayers, \$10,000 of taxable income for heads of household, and \$12,000 of taxable income for married couples filing jointly. For supplemental wage payments, such as bonuses, the withholding rate is 27.5%. For 2002 and 2003, the tax rates will be 10%, 15%, 27%, 30% 35% and 38.6%.

CHILD TAX CREDIT — The child tax credit will increase from \$500 per child to \$600 per child for tax years 2001 through 2004 for a qualifying child under age 17. The child credit will gradually increase to \$1,000 per child in 2010.

ADOPTION CREDIT — The current maximum adoption credit for qualified adoption expenses which can be claimed for an eligible child is \$5,000 (\$6,000 for a special needs child). In 2002, the credit will increase to \$10,000 for any child including special needs children. The income phaseout range will increase from \$75,000 to \$150,000 of modified adjusted gross income.

EDUCATION IRAs — The current annual contribution of \$500 that can be made for a designated beneficiary will increase in 2002 to \$2,000. Qualified expenditures, which can be paid tax free from an education IRA, will now include those from elementary and secondary public (including kindergarten), private or religious school tuition and expenses. In 2002, joint filers with adjusted gross income below \$190,000 can make a full contribution and those below \$220,000 can make a partial contribution.

QUALIFIED TUITION (Section 529) PROGRAMS — Under the new law, distributions made after 2001 from qualified state tuition plans will be fully excluded from gross income. Private educational institutions will also be able to establish prepaid educational services accounts and sell credits or certificates for the payment at a future date of qualified higher education expenses. Beginning in 2004, qualifying distributions from those will be excluded from gross income.

STUDENT LOAN INTEREST — The 60-month limit on interest paid for qualified education loads after Dec. 31, 2001, is repealed.

EMPLOYER-PROVIDED EDUCATIONAL ASSISTANCE — After Dec. 31, 2001, the annual exclusion of up to \$5,250, is permanently extended to cover both undergraduate and graduate level courses.

DEDUCTION FOR HIGHER EDUCATION EXPENSES — Eligible taxpayers will be able to claim a deduction for up to \$3,000 beginning in 2002 (\$4,000 in 2004) of qualified higher education expenses. This deduction is also adjusted to gross income and is available even if you do not itemize your deductions.

IRA CONTRIBUTIONS LIMITS — The maximum annual contribution limits for both traditional and Roth IRAs will increase from \$2,000 to \$3,000 for 2002 through 2004. Also, taxpayers who have attained age 50 by the end of the year will be able to make additional catch-up contributions of \$500 for 2002 through 2005. The maximum annual contribution for those taxpayers will be \$3,500 until 2006.

TAX CREDIT FOR CERTAIN RETIREMENT DEFERRALS — Starting in 2002, joint filers with adjusted gross income below \$50,000, single filers and married filing separately with adjusted gross income below \$25,000, can qualify for a tax credit of up to \$1,000, for contributions or deferrals to retirement savings plans. The maximum credit is 50% of the contribution or deferral (up to \$2,000).

HOW TO PREPARE A TAX RETURN

- Step 1.** Get all records together.
- Income Records. These include any Forms W-2, W-2G and 1099.
 - Itemized deductions and tax credits.
 - Medical and dental payment records.
 - Real estate and personal property tax receipts.
 - Interest payment records for items such as a home mortgage or home equity loan.
 - Records of payments for child care so an individual could work.
- Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax

for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.ustreas.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$900 for a married couple or \$1,100 for an unmarried person). *Note that the personal exemption deduction is \$2,900.*

Filing Status	Standard Deduction
Single	\$4,550
Married filing joint return or qualifying widow(er) with dependent children	\$7,600
Married filing separate return	\$3,800
Head of household	\$6,650

behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-255-8299. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 68b, 68c and 68d on their Form 1040. Line 68b is for the bank's routing number. Line 68c indicates the type of account, and line 68d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,900 per person. In 2001, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

Standard Deduction Has Increased: The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 2001, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are

deductible for business reasons.

Deductions Subject to 2% of Adjusted Gross Income: These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, safe deposit box rental and tax preparation fees.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 34.5 cents per mile for all miles driven in 2001. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$38 per day in the continental U.S. and \$42 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$34. In some locations it is \$42, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

There has been a recent tax court case (*Johnson v. Comm. TC No. 5114-98*) where a merchant seaman was denied a full deduction for the full M & IE rates. The court ruled that in situations where meals are provided at no cost, the incidental expense rate allowable as an itemized deduction is limited to \$2 (in the continental U.S.) and rates ranging from \$1 to \$53 in other areas. In lieu of these rates, to the extent you have receipts, a higher deduction amount may be allowed.

Limit on Itemized Deductions: In 2001, itemized deductions may be limited for individuals earning more than \$132,950 of federal adjusted gross income (or \$66,475 if married and filing separately).

Earned Income Credit: A refundable earned income credit

WHERE TO GET

General Information:

1-800-829-1040 may be called for questions 24 hours a day.

Publications:

Call 1-800-829-3676 to order current and publications.

Walk-In Help:

IRS representatives are available in person to help with tax questions that can't be handled by phone. To find the location of an IRS office, call 1-800-829-1040. States Government, Internal Revenue Service.

Telephone Help:

The IRS is prepared to answer questions through its taxpayer information service. Taxpayers who are unable to file their tax returns can be ordered.

The federal Tele-Tax system has about 150 topics. 1-800-829-4477 is the toll-free number. When calling from a touch tone phone, repeat the topic and the letter "C" or "D" to listen to a directory of topics after the first call. You can also check the status of your tax return.

This telephone service is available 24 hours a day.

Personal Computer:

Access the IRS's Internet Web Site at www.irs.gov for forms, instructions and publications; search publications on-line; request holding allowances using their W-4 requests for help via e-mail; and sign up for news by e-mail from the IRS Digital Information Service.

Send IRS Written Questions:

Written questions regarding the tax return can be sent to the IRS District Director (listed on the tax return) with the letter.

(EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2001, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$10,710 and no qualifying children—\$364 maximum credit; taxpayers with income less than \$28,281 and with 1 qualifying child—\$2428 maximum credit; taxpayers with income less than \$32,121 and with 2 or more qualifying children—\$4,008 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive an SSN.

Dependent Child Credit: Effective for tax year 2001, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are

OVERSEAS AT

Should a Seafarer find himself or herself in a foreign country, U.S. embassies and consulates provide some taxpayer-related services. Available at all U.S. embassies and consulates: Caracas, Venezuela; London, England; Bahamas; Ottawa, Canada; Paris, France; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia.

TAX TIPS FOR SEAFARERS

GENERAL INFORMATION

General information. IRS staff answer

ent and prior year forms, instructions

many IRS offices around the coun-
not be answered easily by telephone.
ook in the phone book under "United
Service."

questions by phone. Through the
publications covering all aspects of

recorded tax information covering
the IRS's automated Tele-Tax system.
e, the letter "R" or number "7" will
number "2" will cancel the message.
the introductory message finishes, dial
your refund.

from 7:00 a.m. until 11:30 p.m. (local

at www.irs.ustreas.gov to: download
see answers to frequently asked tax
by topic or keyword; figure your with-
calculator; send them comments or
up to receive the latest tax issues and
dispatch.

x returns can be sent directly to an
ax form). Include a Social Security

entitled to the child tax credit. The
amount of the credit is \$600 per
child. The credit begins to phase out
when modified Adjusted Gross In-
come (AGI) reaches \$110,000 for
joint filers, \$75,000 for single taxpay-
ers or \$5,500 for married taxpayers
filing separately.

**Credit for Higher Education
Tuition:** Individuals may be able to
take the "HOPE" credit for tuition
and related expenses paid for oneself,
spouse or dependents to enroll at or
attend an eligible educational institu-
tion (i.e., college or graduate school
or vocational training). The HOPE
credit provides a maximum allowable
credit of \$1,500 per student for each
of the first two years of postsec-
ondary education. For qualified
expenses paid after January 1, 2001,
taxpayers can take the "Lifetime
Learning Credit," that is a credit of
20 percent of qualified tuition expen-
ses paid by the taxpayer for any
year (after that date) the HOPE cred-
it is not claimed. This credit is not
limited to the first two years of post-
secondary education. Also, no credits
are available for expenses of a stu-
dent in any year that tax-free distribu-
tions from an education IRA are
used to pay the student's expenses.
These credits are subject to income
limitations. The phaseout of the
credits begins for most taxpayers
when modified AGI reaches \$40,000,
and completely phase out when mod-
ified AGI reaches \$50,000. For joint
filers, the phaseout range is \$80,000
to \$100,000. The HOPE and
Lifetime Learning Credit are not
available to taxpayers married filing
separately.

TAX TIME

erself overseas and seeking IRS
d consulates are equipped to pro-
a minimum, IRS forms are avail-
ates located in: Berlin, Germany;
d; Mexico City, Mexico; Nassau,
France; Riyadh, Saudi Arabia;
y, Australia; Tokyo, Japan.

Student Loan Interest: Taxpayers
may be able to deduct up to \$2,500
of interest paid after December 31,
1997 for qualified education expens-
es for oneself, spouse or dependents.
The deduction is allowed in figuring
adjusted gross income.

Individual Retirement Accounts:

● **Education IRAs**—Taxpayers
can contribute up to \$500 each year
to an Education IRA for a person
under age 18. The contribution is not
deductible. Earnings on the contribu-
tion will be distributed tax-free pro-
vided that they are used to pay the
beneficiary's postsecondary educa-
tion expenses. However, the exclu-
sion is not available for any year in
which the HOPE credit or the
Lifetime Learning Credit is claimed.
Also, no contribution may be made
by any person for the same beneficia-
ry during any year in which a contribu-
tion is made to a qualified state
tuition program.

● **Roth IRAs**—The maximum
total yearly contribution that can be
made by an individual to a Roth IRA
is \$2,000. Roth IRAs are subject to
income limits. The maximum yearly
contribution is phased out for single
taxpayers with an Adjusted Gross
Income (AGI) between \$95,000 and
\$110,000, for joint filers with an AGI
between \$150,000 and \$160,000,
and for married filing separately with
an AGI between \$0 and \$10,000.
Although the contributions are not
deductible, the distributions may be
tax-free depending on when and why
they are made.

● **Penalty-Free IRA Distribu-
tions**—The additional 10 percent
tax penalty on an early distribution
from an IRA may not apply if you
pay higher education expenses for
yourself, spouse or your children or
grandchildren. The tax also may not
apply if you pay expenses related to
the purchase of a home by a first-
time homebuyer. Only \$10,000 dur-
ing the individual's lifetime may be
withdrawn without a penalty for this
purpose.

OTHER TAX INFORMATION

Private Delivery Services: Tax
returns and extensions can be mailed
through private delivery services such
as Airborne Express, DHL
Worldwide Express, Federal Express
and United Parcel Service.

Forms of Payments: One can pay
the Internal Revenue Service
through credit cards, debit cards,
charge cards, cash, bank check or
money order.

WHICH RECORDS TO KEEP

Keep records of income (such as
receipts), deductions (for example,
canceled checks) and credits shown
on the tax return, as well as any
worksheets used to figure them, until
the statute of limitations runs out for
that return, usually 3 years from the
date the return was due or filed, or 2
years from the date the tax was paid,
whichever is later. However, it is rec-
ommended that all records be kept
for about 6 years.

Change of Address: If an individ-
ual has changed his or her address
from the one listed on that person's last
tax return, IRS Form 8822 should be
filled out and filed with the agency.

Death of a Taxpayer: If a taxpay-
er died before filing a required return
for 2001, the taxpayer's personal rep-
resentative (and spouse, in the case of
a joint return) must file and sign the
return for that person. A personal
representative can be an executor,
administrator or anyone who is in
charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips,
unemployment compensation, capi-
tal gains, dividend payments and
other income listed on the federal tax
return, the following kinds of income
must be reported.

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) or real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do
not need to be reported on the federal
tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property

inherited or willed.

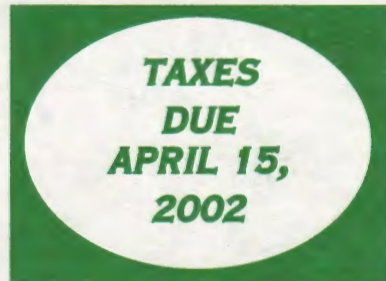
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask
for a four-month extension to file IRS
Form 1040A. An individual request-
ing an extension is under no obliga-
tion to explain why the additional
time is needed. Filing of the form
gives an individual until August 15,
2002 to file his or her 2001 federal
tax return. The IRS will contact the
individual directly only if the request
for an extension is denied.

To extend the period of time in
which one can file a tax return, that
individual must correctly fill out
Form 4868 and pay all of the tax
monies due.

If the filing of Form 4868 and the
subsequent four-month extension to
file does not provide the individual
with enough time, he or she can then
file Form 2688, known as
"Application for Additional Exten-
sion of Time to File U.S. Individual
Income Tax Return." Another
option open to the person seeking
more time in which to file is to write
a letter to the IRS stating the reason
the extension is necessary.



An individual seeking an exten-
sion is advised by the IRS to file Form
4868 before filing Form 2688.

Copies of Form 4868 are avail-
able by calling the agency's toll-free
number which is dedicated to tax
form requests (800) 829-3676. Also,
the form is available from all main
IRS branch offices and from the IRS
web site at www.irs.ustreas.gov. And
if a Seafarer finds himself or herself
overseas, he or she can obtain the
form from any U.S. embassy or con-
sulate.

*It is important to bear in
mind that the filing of Form
4868 requesting an extension
does not get one off the hook
from having to pay any taxes
due. Form 4868, when sent in,
must be accompanied by all tax
monies due the U.S. government
from the individual filing the
extension.*

TAX RELIEF FOR VICTIMS OF SEPTEMBER 11

Victims of the September 11
terrorist attacks have until
February 12, 2002 to file Federal
returns for 2000.

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes
from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(1)] provides that "no part of the
wages due or accruing to a master, officer or any other seaman who is a
member of the crew on a vessel engaged in the foreign, coastwise, inter-
coastal, interstate or non-contiguous trade shall be withheld pursuant to the
provisions of the tax laws of any state, territory, possession or common-
wealth, or a subdivision of any of them, but nothing in this section shall
prohibit any such withholding of the wages of any seaman who is employed
in the coastwise trade between ports in the same state if such withholding is
pursuant to a voluntary agreement between such seaman and his employ-
er."

The law, however, does not exempt seamen from paying state and local
taxes. Mariners, just like any other citizens of any given state, must meet
their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a
resident of that state. A seaman should check with a state tax office if he or
she is unsure about residency status.

For example, in California during the early 1970s, a case before the
California State Board of Equalization stated that a merchant
seaman—despite the fact that he was on a ship for 210 days of the
year—was a resident of the state for tax purposes. The board took into con-
sideration the fact that the seaman owned a home in California and main-
tained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-res-
idents of that state must pay a portion of state tax if such an individual
earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state
if that person has already paid taxes in another state.

In 2000, President Clinton signed into law the bipartisan Transportation
Worker Tax Fairness Act, a measure aimed at providing "equitable treat-
ment with respect to state and local income taxes for certain individuals who
perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other
mariners "who perform regularly assigned duties while engaged as a mas-
ter, officer or crewman on a vessel operating on the navigable waters of
more than one State" shall be subject to state income tax only in his or her
residential state.

*If any questions arise regarding residency and state tax
issues, mariners should telephone the taxpayer assistance office
in the state in which they reside.*



OUR NEW YEAR'S RESOLUTION

The *Seafarers LOG* is updating and validating its monthly mailing list. This update should not affect active SIU members or pensioners, nor should it impact SIU-contracted companies, government representatives or agencies, media, educational institutions, port authorities or other unions who receive the LOG.

However, if you:

- ✓ Currently receive a single monthly copy of the *LOG* via mail, and
- ✓ You are not an active SIU member or an SIU pensioner, and
- ✓ You also don't fit into any category mentioned in the underlined sentence above, and
- ✓ You want to remain on the mailing list,

Please let us know by completing the form on this page and mailing it to:

Data Management/Address Corrections Dept.

5201 Auth Way

Camp Springs, MD 20746

OR

Contact us via email at kclements@seafarers.org.

SEAFARERS LOG ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____ Social Security No.: _____

Address: _____

Thank you for your assistance and for your continued interest in the *Seafarers LOG*.

Dispatchers' Report for Deep Sea

DECEMBER 16, 2001 — JANUARY 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	3	1	1	1	2	0	1	2	0	1
Baltimore	4	2	3	4	2	1	1	9	3	4
Guam	2	4	1	0	2	1	0	2	2	2
Honolulu	7	6	5	7	6	0	2	19	12	7
Houston	29	13	8	22	9	2	13	46	19	19
Jacksonville	35	28	14	18	17	8	19	56	44	9
Mobile	23	12	3	16	9	5	6	25	12	7
New Orleans	25	12	5	22	9	2	6	31	20	9
New York	30	10	7	23	9	8	12	50	20	18
Norfolk	15	16	14	13	15	5	6	24	19	12
Philadelphia	4	7	0	1	5	1	2	10	7	2
Piney Point	3	3	2	1	4	1	0	2	2	2
Puerto Rico	10	8	0	5	3	0	1	20	11	0
San Francisco	25	5	4	18	4	5	10	41	12	4
St. Louis	1	2	5	1	2	5	0	1	3	4
Tacoma	34	17	10	15	18	8	19	54	17	11
Wilmington	23	13	10	9	10	7	2	45	19	12
Totals	273	159	92	176	126	59	100	437	222	123
ENGINE DEPARTMENT										
Algonac	0	1	3	0	0	3	1	0	2	2
Baltimore	5	5	0	3	4	0	2	8	7	0
Guam	0	0	2	0	0	1	1	0	0	1
Honolulu	6	2	1	4	3	0	1	11	8	5
Houston	9	5	9	11	5	2	5	27	9	17
Jacksonville	26	18	6	16	4	2	6	43	32	13
Mobile	6	3	0	9	5	0	3	13	4	1
New Orleans	8	11	1	3	6	0	0	17	17	6
New York	15	6	10	7	8	6	5	24	13	11
Norfolk	6	9	4	5	7	2	3	9	22	3
Philadelphia	1	6	0	0	2	0	1	2	6	1
Piney Point	1	4	2	3	3	2	1	1	5	0
Puerto Rico	2	3	1	2	2	1	2	7	5	1
San Francisco	6	10	2	5	7	2	1	17	10	2
St. Louis	2	1	0	3	1	1	1	1	4	0
Tacoma	9	10	7	13	9	1	9	17	17	13
Wilmington	9	9	5	10	4	3	7	11	8	4
Totals	111	103	53	94	70	26	49	208	169	80
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	1	0
Baltimore	3	0	1	2	0	0	0	6	0	1
Guam	0	2	0	0	0	0	1	0	2	0
Honolulu	10	9	3	3	2	2	2	17	11	34
Houston	11	0	0	11	2	0	11	24	3	4
Jacksonville	17	1	6	16	2	8	10	29	6	7
Mobile	2	1	4	5	1	4	1	4	6	1
New Orleans	8	6	0	5	0	1	0	14	8	2
New York	12	6	4	10	3	0	7	21	10	7
Norfolk	5	6	2	5	7	1	5	16	10	4
Philadelphia	3	0	0	3	0	0	2	4	0	0
Piney Point	0	3	2	2	3	3	0	2	7	2
Puerto Rico	1	1	0	1	1	0	1	3	0	1
San Francisco	28	4	0	20	2	1	8	42	6	1
St. Louis	1	0	0	0	0	0	0	3	1	0
Tacoma	15	2	1	11	1	0	6	30	3	4
Wilmington	24	5	2	11	3	2	4	41	6	3
Totals	140	46	25	105	27	22	58	256	80	71
ENTRY DEPARTMENT										
Algonac	0	2	3	0	0	1	0	0	5	5
Baltimore	0	5	3	0	0	2	0	0	6	1
Guam	0	2	4	0	2	2	0	0	3	9
Honolulu	6	13	15	3	3	6	0	15	58	246
Houston	1	14	9	1	5	5	0	3	24	22
Jacksonville	2	19	22	1	10	11	0	4	30	40
Mobile	1	8	0	1	4	0	0	1	8	3
New Orleans	3	12	12	4	6	4	0	3	17	17
New York	10	24	36	5	14	10	0	11	50	66
Norfolk	0	12	6	0	3	3	0	2	21	22
Philadelphia	1	2	1	0	0	1	0	1	3	1
Piney Point	0	4	40	0	23	19	0	1	17	26
Puerto Rico	3	4	6	1	3	1	0	5	6	9
San Francisco	2	17	11	1	14	9	0	10	25	14
St. Louis	0	1	0	0	1	0	0	0	0	1
Tacoma	7	15	23	8	7	11	0	10	33	40
Wilmington	3	7	11	3	1	2	0	7	15	28
Totals	39	161	202	28	96	87	0	73	321	550
Totals All Departments	563	469	373	403	319	194	207	974	792	824

**"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.

March & April 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: March 4, April 8
Algonac	Friday: March 8, April 12
Baltimore	Thursday: March 7, April 11
Boston	Friday: March 8, April 12
Duluth	Wednesday: March 13, April 17
Honolulu	Friday: March 15, April 19
Houston	Monday: March 11, April 15
Jacksonville	Thursday: March 7, April 11
Jersey City	Wednesday: March 20, April 24
Mobile	Wednesday: March 13, April 17
New Bedford	Tuesday: March 19, April 23
New Orleans	Tuesday: March 12, April 16
New York	Tuesday: March 5, April 9
Norfolk	Thursday: March 7, April 11
Philadelphia	Wednesday: March 6, April 10
Port Everglades	Thursday: March 14, April 18
San Francisco	Thursday: March 14, April 18
San Juan	Thursday: March 7, April 11
St. Louis	Friday: March 15, April 19
Savannah	Friday: March 8, April 12
Tacoma	Friday: March 22, April 26
Wilmington	Monday: March 18, April 22

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

Personal

RICHARD P. HITCHCOCK III

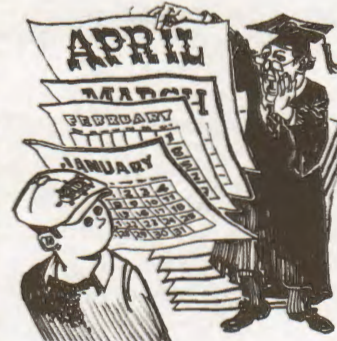
Please contact your sister at (904) 733-1882.

Correction

A caption on page 7 of the January 2002 LOG stated that a lifeboat endorsement is part of the Basic Safety Training (BST) required of deep sea mariners under the STCW convention. **IT IS NOT.** While BST does include four elements, lifeboat is not one of them.

Scholarship Deadline Just Around Corner

Two months remain until the deadline—**April 15**—for receipt of scholarship applications from Seafarers as well as from their spouses and children who wish to continue their education at the college level in the fall of 2002.



Three scholarships are being set aside for SIU members—one for \$20,000 and two each for \$6,000. Additionally, five grants will be awarded to SIU dependents, each for \$20,000.

Time is running out to take advantage of this generous benefit, provided by the Seafarers Health and Benefits Plan.

Application booklets (which contain eligibility requirements, application procedures and an application form) are available in any SIU hall. Also, applicants who were not selected for a scholarship in the past may want to consider reapplying this year.

You have nothing to lose—and no time to waste!

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

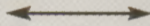
Nicholas J. Marrone, Vice President West Coast

Kermet Mangram,

Vice President Government Services

René Lloeanjle, 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

705 Medical Arts Building, 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

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

SAVANNAH

2220 Bull St., Savannah, GA 31401
(912) 238-4958

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

DECEMBER 2001

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
Boston	2	0	0	4	0	0	0	0	0	0
Houston	6	0	0	3	0	0	15	22	3	3
Harvey, LA	6	0	0	2	0	0	6	9	1	1
New York	9	2	0	1	0	1	7	53	9	3
Norfolk	0	0	0	2	0	0	0	1	0	0
San Pedro	12	0	0	4	0	0	14	7	11	2
Savannah	2	0	1	0	0	0	4	8	1	1
Tacoma	6	2	0	1	0	0	6	6	5	0
Totals	43	4	1	17	0	1	52	106	30	10

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
Boston	0	0	0	0	0	0	0	0	0	0
Houston	5	0	0	4	0	0	4	14	0	2
Harvey, LA	1	1	0	0	0	0	5	2	2	0
New York	4	2	1	0	0	0	3	25	7	3
Norfolk	2	0	0	2	0	0	0	0	0	0
San Pedro	5	0	0	2	0	0	4	19	29	8
Savannah	3	1	0	1	0	0	2	5	6	0
Tacoma	1	3	0	0	0	0	2	11	2	0
Totals	21	7	1	9	0	0	20	76	46	13

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
Boston	2	0	0	0	0	0	0	0	0	0
Houston	1	1	0	6	0	0	2	8	0	0
Harvey, LA	1	0	0	1	0	1	3	3	2	0
New York	4	0	0	0	0	0	1	13	3	1
Norfolk	1	0	0	0	0	0	0	2	0	0
San Pedro	4	0	0	2	0	0	4	4	1	13
Savannah	2	0	0	0	0	0	2	6	2	0
Tacoma	1	1	0	0	0	0	2	0	1	0
Totals	16	2	0	9	0	1	14	36	9	14

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
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	4	10	0	0	0	9	10	13	13
Harvey, LA	1	3	1	0	1	0	3	6	5	2
New York	3	7	8	0	0	0	6	20	34	30
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	4	3	0	0	0	0	2	23	28	14
Savannah	0	3	0	0	0	2	2	0	4	5
Tacoma	0	1	1	0	0	0	1	0	39	10
Totals	8	21	20	0	1	2	23	59	123	74

Totals All Departments	88	34	22	35	1	4	109	277	208	111
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PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner **Alfred Porcari** of Howard Beach, N.Y. They were taken aboard the *SS Steel Voyager* on Sept. 20, 1972.

In a note to the *Seafarers LOG* accompanying these pictures, Porcari wrote that the captain decided that the ship—on its way to Vietnam—was not going fast enough and ordered three sails put up (above). Made from new tarpaulins, two were hoisted forward and one was put up on the #4 hatch (right).

According to the captain, the ship picked up one knot in speed with the sails.

"Ships that passed us could not believe what they were seeing," Porcari added.

"And I'll bet some, if not all the old-timers, will find this hard to believe. But seeing is believing (far right)."

Porcari, now 72, joined the SIU in 1947 and retired in 1991.



The sails stood up for about 12 days in the trade winds of the Pacific. The trip took 108 days in all.

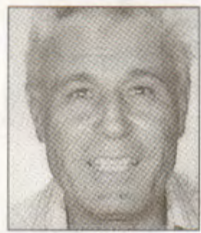


A recertified bosun is among the nine Seafarers announcing their retirements this month. Recertified Bosun **John E. Stout** completed the highest level of training available to members of the deck department at the SIU's training school in Piney Point, Md.

Including Stout, six of the retirees sailed in the deep sea division. Three plied the Great Lakes. Six of the retirees worked in the deck department, one shipped in the engine department and two sailed in the steward department.

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

DEEP SEA



MANUEL E. CAMARA, 64, hails from Portugal. He started his SIU career in 1978 in the port of New York. Brother

Camara first sailed in the inland division aboard the *Bradford Island*, a Stuart Tanker Co. vessel. The deck department member later transferred to the deep sea division and upgraded his skills at the Seafarers Harry Lundberg School of Seamanship in 1984 and 1996. He last shipped aboard the *Sea-Land Spirit*. Brother Camara resides in Warren, R.I.

PEDRO

JUAN LaBOY, 62, was born in Ponce, P.R. He began his career with the Seafarers in 1967, joining in the port of New York. Brother LaBoy first shipped aboard the *Detroit*, a Sea-Land Service vessel. The steward department member last worked aboard the *Sea-Land Crusader*. Brother



Laboy makes his home in his native commonwealth.

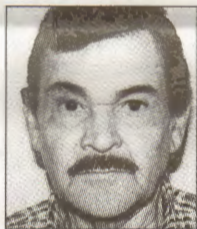
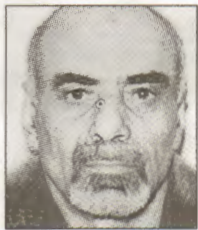


JUAN A. LOPEZ, 57, began his SIU career in 1969 in the port of New York. He first sailed aboard the *Avenger*, a

Marine Carriers Corp. vessel. The deck department member, who also sailed as a steward, was born in Puerto Rico. Brother Lopez lives in Utuado, P.R.

GABER MOHAMED

MOHAMED, 65, was born in Arabia. Brother Mohamed started his career with the Seafarers in 1968 in the port of New York. He first sailed aboard the *Anniston Victory*, a Waterman Steamship Corp. vessel. The engine department member upgraded his skills at the Seafarers training school in Piney Point, Md. Brother Mohamed most recently worked on the *USNS Chesapeake*, an Interocean Uglund Management Corp. vessel. He now makes his home in Brooklyn, N.Y.



VICTOR M. PACHECO, 71, began his SIU career in 1970 in the port of New York. He served in the U.S. Army

from 1951 to 1955. Brother Pacheco first sailed on the *Monticello*, operated by Monticello Tanker Co. The deck department member also shipped as a steward. He upgraded his skills in 1970 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

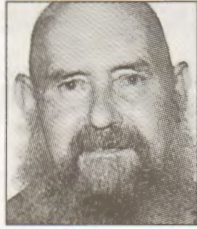
Hoogendam, who was too young for military service but had survived 83 days on a life raft. By the way, as far as I know, the only merchant seaman from Evangeline Parish who was a prisoner of war during World War II was the late Hilton "Solqui" Blanchard of Duralde. His ship, a Texaco tanker, *SS California*, was captured early in the war by the Germans and traded for with the Japanese. For almost four years, Blanchard and his shipmates suffered untold hardships at the hands of their captors.

Ironically, it was over four decades after World War II ended that the U.S. Congress, realizing a great injustice had been made to these brave men who had served their country so well in wartime, granted them full veteran's status. Many had died and most were too old to take advantage of all the benefits, but at least they know they can be buried with full military honors.

On this Veterans' Day 2001, I hope all my military veteran friends will join me in saluting these brave men for a job well done
Bien merci, mes amis.

Brother Pacheco last worked on Puerto Rico Marine Management, Inc.'s *Humacao*. He resides in Santurce, P.R.

JOHN E. STOUT, 59, was born in Savannah, Ga. He began his career with the SIU in 1962 in the port of New York.



Brother Stout served in the U.S. Navy from 1958 to 1961. He first sailed aboard a Hercules Steamship Corp. vessel. The deck department member shipped as a bosun. He upgraded his skills at the Seafarers training school in Piney Point, Md., where he also graduated from the bosun recertification program. Brother Stout last worked on the *Innovator*, a U.S. Ship Management vessel. He is a resident of Magnolia, Texas.

GREAT LAKES



ALBIN J. FILARSKI, 65, started his SIU career in 1988 in Detroit. He served in the U.S. Army from 1956 to

1958. Brother Filarski first shipped aboard the *Paul H. Townsend*, an Inland Lakes Management vessel. Born in Michigan, he sailed in the deck department. Brother Filarski upgraded his skills at the Seafarers training school in Piney Point, Md. in 1991. His most recent voyage was aboard the *Presque Isle*. Brother Filarski makes his home in Hubbard Lakes, Mich.

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.

MUSAID A. ISMAIL, 65, began his SIU career in 1966 in Detroit, shipping in both the steward and engine departments.



Brother Ismail's first ship was the *Reiss Brothers*. Born in Arabia, Brother Ismail last worked aboard the *John Boland*, an American Steamship Co. vessel. He lives in Yemen.



ABDO M. YAHYA, 64, joined

the Seafarers in 1966 in Detroit. His initial voyage was aboard an American Steamship Co. vessel. The deck department member, who also worked in the engine department during his career, was born in Arabia. His last voyage was aboard the *Walter J. McCarthy*, an Armstrong Steamship Co. vessel. Brother Yahya lives in Dearborn, Mich.

Editor's Note: The following brothers and sisters, all members of the NMU and participants in the NMU Pension Trust, went on pension during 2001. Their names appear alphabetically and according to the month in which their retirements became effective.

July 2001

Warner Crawford
Austin Gates
Peter Juba
Guessler Linwood
Robert Requa
Enrique Silva
Robert Simpson
John Zanjabil

September 2001

Ivan Benham
Edward Foster
Robert James
Raymond Mikell
Ronald Robinson
Pablo Solis

October 2001

Armando Aguilar
Jerry Booker
James Burrow
Levi Chase
Roberto Hernandez
Wilfred Jones
Mohamed Madhigi
Leonila Manning
Antonio Pizarro
George Santiago
James Tripp
Warren Knight

August 2001

Joseph Brooks
Joe Everhart
Rubildo Garcia
Herman Harrison
Howard Lopes
Arvin Musil
Karl Reese
Carlos Rosado

Reprinted from past issues of the *Seafarers LOG*

1942

During the last week of February, the *S.S. Marore* was attacked about midnight by three German submarines. Even though she was torpedoed and hit by over 100 shells, the entire crew escaped in lifeboats. One of the boats rigged a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were spotted by a Navy plane which directed a ship to their rescue.

1944

In the midst of World War II, a war in which the merchant marine suffers greater proportional casualties than any of the military services, the Maritime War Emergency Board has proposed a cut in pay for merchant seamen. Although the average wage for a Seafarer is only \$1,677.14 a year including bonus and overtime pay—which breaks down to \$32.25 per week—the board is trying to cut the pay of the men who risk their lives in submarine and bombing attacks for 24 hours a day. On receipt of a letter from the board secretary announcing the government's intentions, the

officers and members of the SIU voted to protest to all levels of government.

1946

The membership voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibilities and advisability of establishing an upgrading school in the Port of New Orleans. The membership felt very strongly that the union should establish and operate its own training schools rather than have schools

controlled and operated by the government. An additional reason is that there is a shortage of qualified ratings in all departments.

1991

As of February 4, the U.S. government had sent 5 billion pounds of dry cargo and 8.6 billion pounds of fuel by ship—many of them crewed by Seafarers—to the allied armed forces stationed in the Persian Gulf. Converted into short tons, the logistical supply line has transferred 2.5 million short tons of dry cargo and 4.3 million short tons of fuel to the gulf since the United States began its military deployment last August.

THIS MONTH IN SIU HISTORY

Editorial

Continued from page 10

fleet, I saw many merchant ships there and got to know many of the crew members.

I had so much admiration for the merchant seamen who sailed our tankers and freighters during the war. In less than a month after I was discharged from the military, I obtained my seaman's document from the U.S. Coast Guard in Port Arthur. In early January 1946, I signed on as a crew member on my first merchant vessel, and for the next 21 years I sailed all over the world with the finest people on earth.

When I was discharged from the military in Nov. 1945, I had two choices—go to college under the G.I. Bill or join the merchant marine and see the world. I never regretted that I chose the latter. I had the pleasure of sailing with men who sailed the great clippers around Cape Horn (off Argentina) before the Panama Canal opened in August 1914 and many who had sailed during the recent war. I had the honor of meeting Nick

Final Departures

DEEP SEA

ROBERT ANDERSON



Pensioner Robert Anderson, 73, died Oct. 15. He started his career with the Seafarers in 1951 in Lake Charles, La. Born in Evansville, Ind., Brother Anderson shipped in the deck department. His final voyage was on the *Sea-Land Producer*. He started receiving his retirement stipend in 1986. Brother Anderson lived in New Orleans.

GENARO ARROYO



Pensioner Genaro Arroyo, 74, passed away Nov. 15. Brother Arroyo began his SIU career in 1956, joining in the port of New York. Born in

San Juan, P.R., Brother Arroyo shipped in the steward department. He sailed primarily aboard vessels operated by Delta Steamship Lines. Brother Arroyo began collecting his retirement compensation in 1979. He made his home in Puerto Rico.

VERNON BARFIELD



Pensioner Vernon Barfield, 90, died Nov. 11. Born in Georgia, he joined the Seafarers in 1951 in the port of New York.

Brother Barfield first went to sea aboard the *North Platte Victory*, a Delta Steamship Lines vessel. The steward department member's final voyage was on Waterman Steamship Corp.'s *Thomas Lynch*. Brother Barfield started receiving his pension in 1983. Mobile, Ala. was his home.

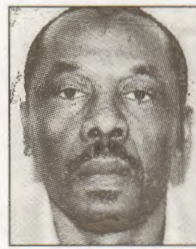
OTIS BLACKWELL



Pensioner Otis Blackwell, 87, passed away Dec. 2. Brother Blackwell began his career with the Marine Cooks and Stewards (MC&S) in

1945 in San Francisco. The Texas native first sailed on American President Lines' (APL) *Cape Sandy*. Brother Blackwell shipped in the steward department and last went to sea aboard the *President Grant*, another APL vessel. He started collecting compensation for his retirement in 1969. Brother Blackwell called San Francisco home.

FELIPE CLOTTER



Brother Felipe Clotter, 66, died Dec. 3. A native of Honduras, he joined the SIU in 1990 in the port of Wilmington, Calif. His initial voyage was aboard

the *SS Independence*, an American Hawaii Cruises vessel. Brother Clotter shipped in the engine department, last sailing on U.S. Ship Management's *Sealand Pride*. He made his home in Houston.

WARREN CONNER

Pensioner Warren Conner, 83, passed away Dec. 20. Brother Conner, a charter member of the



SIU, joined the union in 1938 in the port of Philadelphia. Born in Bath, N.Y., he shipped in the deck department. Brother Conner first sailed aboard Waterman Steamship Corp.'s *De Soto*. He last went to sea on the *Bradford Island*, a Steuart Tanker Co. vessel. Brother Conner began receiving his pension in 1980. He was a resident of New Orleans.

JAMES CORDER



Pensioner James Corder, 75, died Dec. 11. He joined the Seafarers in 1951 in the port of New York. Brother Corder served in the U.S. Navy from

1944 to 1946. Born in Rock Hill, S.C., he first sailed for the SIU aboard Ore Navigation's *Export Leader*. A bosun, he last went to sea on the *Sea-Land Economy*. Brother Corder started collecting his retirement pay in 1988. He lived in South Carolina.

CHARLES CORRENTE



Pensioner Charles Corrente, 75, passed away Oct. 6. Born in Louisiana, he started his SIU career in 1951, joining in the port of New

Orleans. Before becoming a Seafarer, Brother Corrente served four years in the U.S. Navy. His initial voyage under the SIU colors was aboard the *John Evans*, a Delta Steamship Lines vessel. Brother Corrente shipped as a chief cook and completed the highest level of training available to members in the steward department. He was a member of Steward Recertification Class #9, which graduated from the Seafarers training school in Piney Point, Md. in 1980. Brother Corrente's final SIU voyage was aboard the *Lake*, an American Overseas Marine vessel. He started receiving compensation for his retirement in 1991. Brother Corrente lived in Bogalusa, La.

EDWARD LEON DEPARLIER



Pensioner Edward DeParlier, 76, died Sept. 16. Brother DeParlier started his SIU career in 1948, joining in the port of Norfolk,

Va. Born in North Carolina, he served in the U.S. Air Force from 1954 to 1958. Brother DeParlier first sailed aboard the *Fort Bridge*, operated by T. J. Stevenson NSA. The steward department member last sailed on Waterman Steamship Corp.'s *Green Valley*. Brother DeParlier started receiving his retirement income in 1989. He resided in Mobile, Ala.

JOHN FLOYD



Pensioner John Floyd, 73, passed away Jan 9, 2001. Brother Floyd was born in Horry County, S.C. He started his SIU career

in 1948, joining in the port of New York. Brother Floyd first went to sea on the *Ft. Hoskins*, an Interocean Management, Corp. vessel. A member of the deck department, he last worked on Crowley American Transport, Inc.'s *Senator*. Brother Floyd started receiving his retirement income in 1986. He made his home in Savannah, Ga.

EDWARD GLAZDER



Pensioner Edward Glazder, 74, died Nov. 11. Brother Glazder started his career with the Seafarers in 1951 in the port of New York.

He served in the U.S. Navy from 1946 to 1947. Brother Glazder's initial SIU voyage was aboard an Interocean Management Corp. vessel. The steward department member last worked aboard Delta Steamship Lines' *Santa Cruz*. Brother Glazder began receiving his pension in 1992. He was a resident of New Jersey.

HERVEY HAMILTON

Pensioner Hervey Hamilton, 87, passed away Dec. 5. The Louisiana native joined the SIU in 1968 in the port of San Francisco. He served in the U.S. Army from 1942 to 1948. Brother Hamilton's first ship was the *President Jackson*, an American President Lines vessel. A member of the steward department, he last worked on Interocean Management Corp.'s *Cape Fear*. Brother Hamilton began receiving compensation for his retirement in 1984. He lived in California.

JOSE MELENDEZ

Pensioner Jose Melendez, 77, died Sept. 20. He started his career with the MC&S in 1945, joining in the port of San Francisco. His first trip was aboard Matson's *Thomas Hart Benton*. The steward department member, who was born in Puerto Rico, last shipped on the *Wyoming*, a States Shipping vessel. He started receiving his pension in 1974. Brother Melendez resided in Bayamon, P.R.

DORIS MOODY

Pensioner Doris Moody, 77, died Aug. 11. Sister Moody started her career with the MC&S in San Francisco. Born in Olympia, Wash., she worked in the steward department and began receiving her pension in 1977. Sister Moody was a resident of Eugene, Ore.

THOMAS MYLAN



Brother Thomas Mylan, 53, passed away Nov. 7. He started his SIU career in 1968, joining in the port of New York. A native of New York

and a member of the deck department, he first went to sea aboard a Cosmos Navigation Corp. vessel. Brother Mylan last worked on Liberty Maritime Corp.'s *Liberty Sea*. He made his home in Springfield, Ore.

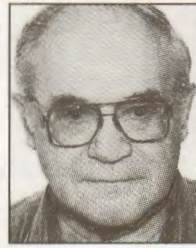
TERRELL NESBITT



Pensioner Terrell Nesbitt, 84, died Sept. 30. Brother Nesbitt started his career with the Seafarers in 1952 in the port of New Orleans. He served in the U.S. Navy from 1942

to 1945. Born in Gretna, La., Brother Nesbitt's first and last SIU voyages were aboard Delta Steamship Lines vessels. The engine department member started receiving his pension in 1978. Abita Springs, La., was his home.

LEONARD OLBRANTZ



Pensioner Leonard Olbrantz, 68, passed away Nov. 22. The Wisconsin-born mariner started his career with the Seafarers in 1960 in the port

of New York. He first sailed on the *San Marino*. A bosun, he last worked on Vivian Tankships Corp.'s *Overseas Vivian*. Brother Olbrantz started receiving his retirement compensation in 1991. He called Olongapo City, Republic of the Philippines home.

MICHAEL ORTIZ



Brother Michael Ortiz, 40, died Oct. 10. He joined the SIU in 1982 in the port of Piney Point, Md. Brother Ortiz's initial voyage was

aboard the *Santa Mercedes*, a Delta Steamship Lines vessel. The California-born mariner shipped in the deck department. He last worked on Alaska Tanker Co.'s *Overseas Washington*. Brother Ortiz was a resident of Ventura, Calif.

JOSEPH PAZOS

Pensioner Joseph Pazos, 60, passed away Sept. 9. Brother Pazos started his career with the Seafarers in 1968 in the port of New York. He served in the U.S. Marine Corps from 1958 to 1961. His first ship was the *Ft. Hoskins*, operated by Interocean Uglan Management Corp. The New York native shipped in the engine department. He last worked on Waterman Steamship Corp.'s *Robert E. Lee*. Brother Pazos began collecting his pension in 1993. He resided in Astoria, N.Y.

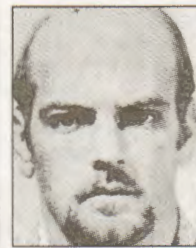
RENE PELLICCIA



Pensioner Rene Pelliccia, 90, died Dec. 12. He began his SIU career in 1953 in the port of New York. Brother Pelliccia first went to sea

aboard the *Bethore*, an Ore Navigation Corp. vessel. Born in Puerto Rico, he shipped in both the steward and deck departments. His final voyage was on Hudson Waterways Corp.'s *Transcolorado*. Brother Pelliccia started receiving his pension in 1976. He was a resident of Santa Cruz, Calif.

ROBERT RAFF



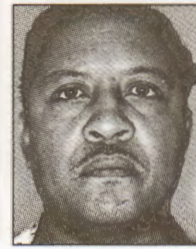
Brother Robert Raff, 61, passed away Oct. 4. He started his career with the Seafarers in 1968 in the port of New York. Brother Raff served in the

U.S. Navy from 1958 to 1962. He first sailed on an Alcoa Steamship Co. vessel. Born in Michigan, Brother Raff shipped in the engine department. He last worked on the *Sea-Land Consumer*. Brother Raff lived in Los Angeles.

CASIMIRO RAMOS

Pensioner Casimiro Ramos, 74, died Nov. 3. Brother Ramos started his career with the MC&S in 1945 in San Francisco. He first sailed aboard the *Thomas Johnson*, a Marion Sulphur & Oil vessel. Born in Guanica, P.R., Brother Ramos was a member of the steward department. He last worked on Bulk Food Carriers' *Rice Queen*. Brother Ramos started receiving his pension in 1970. He resided in his native commonwealth.

MONSERRATE SALIVA



Pensioner Monserrate Saliva, 93, passed away Oct. 22. Brother Saliva began his career with the Seafarers in 1944 in the port of New York. A

native of Ponce, P.R., he shipped as a member of the deck department. Brother Saliva started collecting compensation for his retirement in 1972. He was a resident of Ponce.

GEORGE SLACK

Pensioner George Slack, 76, died Sept. 4. He joined the Seafarers in 1965 in the port of San Francisco. Brother Slack served in the U.S. Navy from 1943 to 1950. He first sailed on the *Sea-Land Adventurer*. The Oxford, Miss. native shipped in the engine department. He last went to sea on Waterman Steamship Corp.'s *Stonewall Jackson*. Brother Slack started receiving his pension in 1991. He made his home in Jackson, Tenn.

POLICARPIO TAMBIO

Pensioner Policarpio Tambio, 94, passed away Oct. 20. Brother Tambio began his career with the MC&S in 1946 in San Francisco. His first voyage was aboard the *Aleutian*. Born in the Philippines, Brother Tambio shipped in the steward department. His final voyage was aboard the *Mariposa*. Brother Tambio began receiving his pension in 1973. He lived in his native republic.

WILBUR TAYLOR



Pensioner Wilbur Taylor, 96, died Dec. 10. Brother Taylor started his career with the Seafarers in 1944 in the port of New York. The deck

department member was born in New Jersey. Brother Taylor started receiving his pension in 1970. He made his home in Honolulu.

DONALD THOMPSON



Pensioner Donald Thompson, 80, passed away Nov. 20. He began his SIU career in 1966 in the port of Norfolk, Va. Brother Thompson served in the U.S. Marine Corps

from 1940 to 1945. The steward department member was born in New York. He last worked on the *Sea-Land Explorer*. Brother Thompson began receiving retirement compensation in 1988. He lived in Antioch, Calif.

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.

USNS POMEROY (Maersk Line), Sept. 18—Chairman **Mark Coleman**, Secretary **Christopher Maye**, Educational Director **Roy Zanca**, Engine Delegate **Keith McIntosh**. Chairman read president's report from September LOG. Since this is a new ship, he will check with captain regarding amount of funds in ship's treasury. Educational director suggested everyone read LOG to find out about upgrading course schedules. No beefs or disputed OT reported. Communications read regarding restriction to ship during national crises. Movies expected aboard ship soon after arrival at Boston shipyard. Secretary will look into library books as per contract.

DEFENDER (U.S. Ship Management), Oct. 14—Chairman **Kissinfor Taylor**, Secretary **Richard Casuga**, Educational Director **Horst Baetjer**, Engine Delegate **Ernest Polk**. Chairman announced payoff Oct. 17 in Long Beach, Calif. U.S. Coast Guard to board ship upon arrival. Secretary noted importance of contributing to SPAD. He reminded those getting off in Long Beach and Oakland to clean rooms and get fresh linen for replacements before arrival in port since steward is very busy at that time. No beefs or disputed OT reported. Letter submitted to captain regarding availability of better shuttle service for crew members. Suggestion made for union to check into telephone service to ships in port. Clarification requested on suiting up for fire and boat drills. New washers and dryers to be installed in crew laundry.

EL MORRO (Interocean Uglund Management), Oct. 29—Chairman **Steven Copeland**, Secretary **Kris Hopkins**, Educational Director **Fredrick Dougherty Jr.**, Deck Delegate **Isidro Soto Jr.**, Engine Delegate **Levi Rollins**, Steward Delegate **Duane Washington**. Chairman requested crew members separate plastic items from regular trash and keep noise down in passageway. Educational director urged everyone to upgrade skills at Paul Hall Center in Piney Point, Md., especially for completion of STCW training by Feb. 1, 2002. Treasurer stated \$80 in ship's fund. No beefs or disputed OT reported. Crew members asked to help keep laundry and cleaning gear lockers tidy and to use earphones when listening to radios and TVs. Recommendations made to increase pension benefits and have vacation pay electronically deposited into members' accounts. Clarification requested on Family Leave Act. Vote of thanks given to steward department for great job. Next port: Jacksonville, Fla.

ERIC G. GIBSON (Osprey Ship Management), Sept. 28—Chairman **Thomas Minton**, Secretary **Exxl Ronquillo**, Deck Delegate **John Williams**, Steward Delegate **David Brown III**. Chairman read reply from VP Contracts Augie Tellez about extra compensation for feeding riding crews and shoreside contractors. He explained importance of upgrading skills at Piney Point and need to have TRBs signed. He noted that the more training you

have, the more job security. He also explained various SIU business forms available aboard ship. Bosun handed out information on Jones Act. He suggested new members learn more about industry and union and that Paul Hall Center is good source for this education. He explained how motions work and are submitted and explained SPAD procedure. No disputed OT reported. Next port is Guam, at which time Patrolman Matt Holley will visit ship for Q&A session and bring LOGs and insurance pamphlets. Crew members were warned that base security is tight and that Marines are stationed at all check points. The crew of the *Gibson* wishes to extend condolences to families and friends of the victims of the Sept. 11 terrorist attacks.

ITB BALTIMORE (Sheridan Transportation), Oct. 28—Chairman **Jeffrey Kass**, Secretary **Gary Griswold**, Educational Director **Brandon Purcell**, Deck Delegate **Allen Davis**, Engine Delegate **Ahmed Salim**, Steward **El Sayed Amasha**. Chairman advised crew members of upcoming STCW deadline. He recommended everyone wear safety gear provided by company and try to keep noise down when returning from shore. Educational director recommended all members attend upgrading courses at Piney Point and donate to SPAD for job security. Treasurer announced \$200 in movie fund. No beefs or disputed OT reported. Communications from headquarters read regarding SIU's involvement in relief efforts following Sept. 11 attacks. Repair of TV antenna needed. Thanks given to steward department for excellent job.

JAMES ANDERSON JR. (Maersk Line), Oct. 4—Chairman **Wallace William**, Secretary **Michael Watts**, Educational Director **Michael Rueter**, Deck Delegate **James Olando**, Engine Delegate **Thomas Hawks**, Steward Delegate **Jonathan Gibson**. Bosun received copy of new standard contract. He read and explained some of the changes pertaining to medical and pension benefits and the increase in the SMPPP. He also led discussion about drug testing. Secretary announced \$356 in ship's fund. Plan is to purchase DVD player and movies, but if anyone has other ideas, they should let him know. Educational director encouraged crew members to upgrade skills at Paul Hall Center and reminded them about STCW deadline. Some disputed OT reported in engine delegate. Ship returning to Diego Garcia.

LIBERTY GRACE (Liberty Maritime), Oct. 30—Chairman **Samuel Reed III**, Secretary **Doyle Cornelius**, Educational Director **Asher Liss**, Deck Delegate **Earl Sparkes**, Engine Delegate **Abdul Mosa**, Steward Delegate **Vincent Igneri**. Chairman thanked crew for good trip on maiden voyage of *Liberty Grace*. Secretary added his thanks to members for helping keep ship clean. Educational director encouraged everyone to attend Paul Hall Center to upgrade skills. No beefs or disputed OT reported.

Recommendation for contracts department to look into changing crew rotation from 120 days to 90 days on Liberty ships. Clarification requested on draws in foreign ports. Next port: Houston.

MAERSK CALIFORNIA (Maersk Line), Oct. 14—Chairman **Brian Fountain**, Secretary **John Reid**, Educational Director **Daniel Gibbons**, Deck Delegate **Leo Sullivan**, Engine Delegate **Jose David Colón**, Steward Delegate **William Muñoz**. Chairman thanked everyone for smooth trip and hard work. He led discussion on cap for OT in unlicensed departments. Secretary noted fresh stores to be loaded in Newark and Newport News, and thanked crew for helping keep mess halls clean. Educational director reminded members about STCW deadline and of educational and upgrading facilities available at Piney Point. Treasurer stated \$125 in ship's fund. New movies to be purchased soon. Beef reported in steward department. No disputed OT noted. Communications from headquarters read and posted about restriction to ship. A moment of silence was stood in memory of all those who lost their lives or family members or friends in the Sept. 11 terrorist attacks. Suggestion made to reduce seateam requirements for pension and to look into 401K plan for members. Clarification requested on rotary shipping rules for AB watchstanders, chief cook and GVA on Maersk ships. Steward department given vote of thanks for job well done, especially for cookouts. New microwave received in Capetown, South Africa; new toaster now needed. Next ports: Newark; Baltimore; Newport News; Charleston, S.C.

MAERSK TEXAS (Maersk Line), Oct. 30—Chairman **John Zepeda**, Secretary **Donna DeCesare**, Educational Director **Edward Mancke**, Deck Delegate **Shawn Williams**, Steward Delegate **Malcolm Holmes**. Chairman stated members may file for vacation pay after 60 days. Secretary noted everything running fine and gave special thanks to GVA **Artis Pilgrim** for a great job. Educational director encouraged upgrading at Piney Point to improve skills, pay and job security. Treasurer announced \$265 in ship's fund. No beefs or disputed OT reported. Recommendation made to reduce age for retirement benefits and reinstate time off on freighters. Request also made for SIU unlicensed apprentices aboard ship. Satellite TV would be especially welcome. Thanks given to steward department for job well done. Next port Balboa, Panama.

PERSEVERANCE (Maritans), Oct. 29—Chairman **Thomas Lasater**, Secretary **Catherine Hays**, Educational Director **Soo Il Ahn**, Deck Delegate **Hector Cumba**, Engine Delegate **Milton Israel**, Steward Delegate **William Young**. Chairman announced arrival and payoff Oct. 30 in Savannah, Ga. He said he received word that contract was finalized and is awaiting a copy. He also noted that STCW renewal time is getting short and advised crew members to upgrade at Paul Hall Center as soon as possible and donate to SPAD. Educational director urged everyone to utilize the union's school at Piney Point for upgrading skills. No beefs or disputed OT reported. Crew members asked to work safely and keep noise down in house since others may be sleeping at any time. Thanks given to steward department for good job. Next ports: Savannah; Lake Champlain, La.; Houston; Long Angeles, Calif.

TELLUS (Pacific Gulf Marine), Oct. 1—Chairman **Michael**

Brown, Secretary **Robert Owens**, Educational Director **Charles A. Perryman**, Deck Delegate **Edward Ayres**. Chairman spoke about recent terrorist attacks on U.S. and heightened security measures when entering port. Educational director reminded crew members about STCW deadline Feb. 1, 2002. Engine department reported beefs regarding security watches in European ports and not being able to work overtime due to standing security watches. Deck department brought up question of equalization of overtime as well as questions about new contract. Steward department

director stated that those members who do not yet have required STCW training must get it before Feb. 1, 2002 if they wish to continue sailing. No beefs or disputed OT reported. Recommendation made for computer access by crew (probably in lounge or ship's office) and that all union halls be accessible by e-mail. Suggestion made that members in money purchase pension plan be able to borrow or withdraw company contributed money as needed, or that union establish emergency guidelines to make this possible. Next ports: Elizabeth; Charleston, S.C.; Miami; Houston.

Feeding the Bob Hope Crew . . .



Aboard the *USNS Bob Hope* are Chief Cook Emie Aguinaldo (left) and SA Valencia Williams. The vessel, operated by Maersk Line for the Military Sealift Command, was in Norfolk, Va. at the time this photo was snapped. It is the lead ship in the Bob Hope class of sealift vessels built at Avondale Industries in New Orleans and was named in honor of Bob Hope, an entertainer who has given more than 50 years of support to U.S. forces stationed around the world.

given vote of thanks for job well done. Next ports: Baltimore; Charleston, S.C.; Brunswick, Ga.

TRADER (CSX Lines), Oct. 22—Chairman **Robert Wankmueller**, Secretary **Kevin Dougherty**, Educational Director **Marvin Wells**, Deck Delegate **Augustus Udan**, Engine Delegate **Glenn Henderson**, Steward Delegate **Alejo Fabia Jr.** Chairman announced Oct. 23 payoff in Oakland, Calif. He stated any work done in different departments should be paid at penalty rate and that gangway watch is entitled to coffee break. There will be an ABS ship inspection this voyage and a U.S. Coast Guard drill and inspection the following trip. Educational director reminded crew members to be fully aware of STCW requirements and not to wait until last minute to sign up for basic safety classes. The Feb. 1, 2002 deadline is coming up fast. Treasurer announced \$120 in ship's fund. One hundred dollars was donated to the Red Cross NY/DC Disaster Relief Fund from ship's treasury, along with personal crew donations and a CSX company match—for a total of \$1,860. All crew members were thanked for helping their fellow Americans in time of need. No beefs or disputed OT reported. Request made for contracts department to talk with company regarding new policy for paying standby reliefs in steward department. Captain agreed that second dryer should be connected in crew laundry room. Electrician was thanked for solving antenna problem and improving TV reception. Clarification requested on proposed satellite system. Next ports: Oakland and Long Beach, Calif.; Honolulu.

INTEGRITY (U.S. Ship Management), Nov. 11—Chairman **Domingo Leon Jr.**, Secretary **Jonny Cruz**, Educational Director **Brian Sengelaub**, Deck Delegate **Danny Miller**, Steward Delegate **Evans Verveniotis**. Chairman reported smooth voyage with no hitches. He announced payoff Nov. 18 in Elizabeth, N.J. Educational

LIBERTY STAR (Liberty Maritime), Nov. 4—Chairman **Thomas Grosskurth**, Secretary **Terry Smith**, Educational Director **Lionel Taylor**, Deck Delegate **Carlos McPherson**, Engine Delegate **Richard Stuverud**, Steward Delegate **Joseph Brooks**. Chairman reminded crew members about need for STCW training before Feb. 1, 2002 deadline. He also asked that everyone clean rooms for next person before leaving ship, including new set of linen. Awaiting arrival of juice machine and washing machine. Educational director spoke about opportunities for upgrading available at Paul Hall Center. No beefs or disputed OT reported. Clarification requested on restriction to ship in certain ports. Crew encouraged to contribute to SPAD and to save dues receipts. Next ports: New Orleans, Pakistan.

OVERSEAS JOYCE (OSG Ship Management), Nov. 4—Chairman **Ralph Broadway**, Secretary **James Willey**, Educational Director **Royce Barrett**, Deck Delegate **Billy Pinkston**. Chairman announced payoff Nov. 12 or 13 in Long Beach, Calif. Those members getting off reminded to clean cabins and leave keys. Thanks given to all for being safety conscious aboard ship. Educational director stated no one will be able to ship after Feb. 1, 2002 without updated STCW. Training classes are filling fast, so be sure to sign up for them now. Treasurer announced \$107 left in ship's fund following purchase of \$47 for papers and magazines. No beefs or disputed OT reported. Suggestion made for launch/shuttle service in Japan. Crew members urged to contribute to SPAD. "In our government, there are many individuals who try to cut the U.S. Merchant Marine. But through strong lobbying, the SIU is able to fight back. So give to SPAD. It's our future at stake." Thanks given to the steward department for a job well done. Next port: Portland, Ore.; Long Beach; Japan.

Letter to the Editor

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

SF Thanksgiving Feast Brings Us Together

On 20 November 2001, my staff and I of the MEBA in San Francisco were invited to the annual Thanksgiving feast hosted by Nick Celona, Nick Marrone and retired West Coast Vice President George McCartney at the Seafarers International Union

At this annual affair, labor, management and politicians sat side by side and enjoyed a wonderful Thanksgiving meal similar to those same wonderful Thanksgiving meals we have enjoyed in our years going to sea.

Thank you kindly for inviting us to what has become the best holiday gathering of the Christmas season.

In troubled times, it's nice to know that we can sit down with friends and management to give thanks.

Louie "Bud" Jacque
Executive VP, MEBA
San Francisco, Calif.

October LOG Cover Depicts SIU History

The front page of the October issue of the LOG was terrific, showing the past and present generations of ships and members.

The rendition of the Liberty ship reminds me of Metropolitan Vocational High School, where future mariners such as I were given the *John W. Brown* on which to train.

The Liberty ships were built at the rate of one per day and were to make one trip. Any more than one trip was a miracle. The fact that the *Brown* is still sailable today shows that "Made in USA" is still the best.

The cover also depicts container ships, which replaced hand-loading and unloading by longshoremen. The next generation shows the roll-on/roll-off vessels.

But, most important, is allowing women into the union, showing that the SIU doesn't discriminate—just as long as someone is capable of doing his or her job.

Whoever was responsible for the front page sure knew what they were doing.

Walter Karlak
Woodside, N.Y.

Person of the Year By Victor S. Kamber

Editor's note: Victor S. Kamber is president and CEO of The Kamber Group, a communications firm based in Washington, D.C. and New York City. This piece appeared in a number of commercial newspapers in December. It is reprinted here with permission.

It's that time of the year again when magazine editors, journalists and television commentators of every stripe start speculating about the Man or Woman of the Year. *Time* magazine's quintessential Man of the Year award has already been the source of much conjecture over the last three or four weeks. Prior to September 11, some highly likely candidates would have been Senator Jim Jeffords for the role he played in literally switching and overturning the political and policy agenda in Washington, D.C. with profound effect at both ends of Pennsylvania Avenue; Bill Clinton for his continued dominance in Democratic party politics and "presence" despite a new occupant at 1600 Pennsylvania Avenue; Colin Powell as our first black Secretary of State; or on the lighter side, Harry Potter for his (and his author's) cosmic impact on book, merchandising and anticipated movie sales!

But September 11 changed everything. Clearly among the leading candidates are George Bush for his transformation in office during this tragically unique period in our history; Osama bin Laden for redefining "evil" in the footsteps of Hitler, Stalin and Pol Pot as 'Men of the Year'; Rudolph Giuliani for extraordinary leadership of a broken-hearted New York in his last months of office; Kofi Annan, for the renewal of the role of the United Nations already recognized by the Nobel committee; Tony Blair, for taking up America and the world's cause against terrorism; or the Todd Beamers of September 11 who now symbolize the very essence of bravery embodied in the two words "let's roll!"

But with this incredible array before us, my choice for Man of the Year is even more representative of what makes America as strong and as tough and as great as it is.

It is the everyman. The blue-collar worker who has defined courage and conviction and perseverance and commitment. It is the firefighter, the ironworker, the plumber, the painter, the sheet metal worker, the hotel and restaurant employee, the airline pilot, the flight attendant, the paramedic and the sanitation worker—all those who died and

those who survived and struggled in and with this tragedy.

Those who lost their lives as well as those who live with their hearts and lives broken and go on, those who helped save lives and are rebuilding minds and spirits shattered by these scarring events. These are the collective Man of the Year. These are the People of the Year. These are the families and strangers who deserve respect and acknowledgement and support. The spirit they embody is the real message to be absorbed by those who seek to destroy rather than to build. These are the people who built the Towers and who embodied it...and they will build again. It is a message of strength, of courage, of generosity. It is message of fortitude, determination and love. America is its people. And there is no more shining example of what it means to be an American than the blue collar everyman who forges ahead with incredible resilience and faith in country, in his and her fellow workers, and in what it means to be a person of heart, of faith and of peace.

MDR Appreciates The Brotherhood

Editor's note: Last August, MDR James D. Lowell returned to medical practice ashore—though he hopes to return to sea in a year or two. Meanwhile, he shared his impressions of the union, in a letter to SIU Asst. VP Jim McGee. Segments of the letter are reprinted here.

When I first presented to the Houston hall, I feared that I might be viewed as an interloper—someone pursuing a frivolous diversion in seeking a position afloat. Quite the contrary, I was welcomed by your staff and other SIU members, and treated by SIU members as a brother. The SIU truly is the Brotherhood of the Sea.

I will miss shipping, and the many shipmates whom I came to admire and respect beyond their belief. I knew, as a member of the American Merchant Marine, however small my contribution, whatever I was doing was part of something important. I pity the individual who has never shipped and known the camaraderie I knew as an SIU member. Everything else I have done in life pales in comparison.

I have had shipmates who probably saved my life without my ever knowing it. I am eternally indebted to them. I hope that I was able, in some small way, to return the favor. Life ashore should be reduced to such a measure of personal worth.

James D. Lowell, MD
Baytown, Texas

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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 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.

Participate in your
Union Meetings



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 March through June 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
Able Seaman	April 1	April 26
	May 13	June 7
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	March 23	March 29
	April 27	May 3
Bridge Resource Management (BRM) — Inland	March 30	April 5
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	March 4	March 8
GMDSS (Simulator)	March 11	March 22
	April 15	April 26
	May 20	May 31
Lifeboatman/Water Survival	March 18	March 29
	April 15	April 26
	April 29	May 10
	May 13	May 24
Radar	March 11	March 20
Specialty Trained OS	March 4	March 15
	April 1	April 12
	April 29	May 20
	May 27	June 7

Recertification

Bosun	April 8	May 3
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Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations/Advanced Galley Operations modules start every week beginning January 7. Certified Chief Cook/Chief Steward classes start every other week beginning January 7.		

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	April 29	June 7
QMED - Any Rating	April 29	July 19
Welding	March 4	March 22
	April 1	April 19
	May 6	May 24

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	March 18	March 28
Government Vessels	March 4	March 22
	April 1	April 19
	April 29	May 17
	May 27	June 14
Tanker Familiarization/Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	April 15	April 26
Basic Fire Fighting/STCW	March 4	March 8
	March 11	March 15
	March 18	March 22
	March 25	March 29
	April 1	April 5
	April 8	April 12
	April 15	April 19
	April 22	April 26
STCW Medical Care Provider	April 29	May 3
	May 6	May 10
	March 11	March 15
	April 1	April 5

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.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. All 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.

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.

2/02

Paul Hall Center Classes



Able Bodied Seaman — Dec. 14 was graduation day for upgrading Seafarers in the AB class. They include (in alphabetical order) Emilio Abreu, David Alexander, Henry Brown, William Burnham, Erik Forsgren, Patricia Hausner, Ralph Kirby, Ryan Legario, Tracy Mitchell, Mikhail Pinchevskiy, Hilario Rochez, Darren Rollins, James Stanford, and George Villalba.



Government Vessels — Upgrading SIU members who graduated from the government vessels course Dec. 14 are (from left, kneeling) Anthony Brown, Rodolfo Antonio, James Grubbs, Caswell Simmonds, Joseph Carrillo, Ramon Martinez, (second row) Paul McClatcher, Evan Bradley, John Carr, Jonathan Stringer, Shawn Strand, Mario Ruiz, Donte Martin, Brian Jonsson, Donald Sparks, Jamie Hernandez, James Brockington, Margarete Carey and Greg Thompson (instructor).



Welding — Completing the welding course Dec. 14 are (from left) David Watkins, Buzzy Andrews (instructor), Stephen Blanchard, Jeffrey Pope, Donald Tye, Darryl Smith, Eddie Ebanks and Dwayne Perrin.



FOWT — Earning their FOWT endorsements Dec. 14 are (from left, first row) Jimmy Brants, Charles Fitzpatrick, Thomas Hawks, Mark Mosher, Alfred Norris, Karen Aguilar, Milan Dzurek, (second row) Robert Stafford, Gilbert Brown, Daryl Thomas, Robert Scott, Kevin Johnson, Nicholas Jones, Sidney Wagner, Kenneth Green, (third row) Henrique Tavares, Joseph Yamson, Michael Ziegler, Ralph Martin, Anthony Burrell and Eric Malzkuhn (instructor). Not pictured are Terry Linyear, Wade Randolph, Norman Dauphin and Shawn Alexander.

GMDSS — Under the instruction of Brad Wheeler, students completing the GMDSS course Dec. 7 are (from left, seated) Jerome Wong, Robert Pesulima, (back row) Emmanuel Wabe, Joseph Butasek Jr., Douglas Covil, Brad Wheeler (instructor) and Peter Luhn.



Computer Lab Classes



Pictured at left are recent graduates of the computer lab with their certificates. All completed the Windows 95 Operating System course Dec. 7. Additionally, Jose Ayon-Ayon (left), a steward from Honolulu, mastered the Computer Basics class; Noland Earl (front), an engine department member from Philadelphia, finished the Beginning Excel class; and Larry Bradley (right), a deck department member from Norfolk, completed the Computer Basics course. With them is Rick Prucha, their computer lab instructor.

Basic Safety Training Classes



Kenneth McHellen, Reina Mendez, Ronnie Micklos, William Muniz, Linwood Newsome Jr., Mircea Opriciu, Eric Ortwein, Stephen Osovitz, Rafael Pagan, Randy Pearson, Lucian Plesa, James Porter, Antonio Rivera Jr., Jose Rivera, Diosdado Retiro, Carolina Rodriguez, Edison Rodriguez, Roberto Rodriguez, Stephen Roth and Nelson Sala.



Charles Fincher, Oscar Flores, Bonifacio Fortes, John Frylinck, Ronald Gillette, Joao Gomes, Trawn Gooch, Wayne Green, Jaime Guerrero, Eusebio Gonzalex, William Hahn, Eron Hall, Michael Hass, Alfred Herrmann, Billy Hill, Muharam Husin, Phillip Inman, Tyrone Jackson, David Johnson, Robert Johnson and Damon Johnson. (Note: not all are pictured.)

Paul Hall Center Classes



Sami Abdulla, Luis Amadeo, Santiago Amaya, Charles Atkins, Ronald Aubuchon, David Bautista, Claire Benoit, Othman Binchik, Harold Boone, Fitzroy Brown, Howard Bryant, Calvin Burrus III, Andres Caballero, Tenereo Cacpal, James Camp, Barry Carrano, Norberto Castillo, Donald Coffee, Charles Dahlhaus, James Davidson and Charles Davis.



Shawn Strand, Gregory Stone, Alexander Rembert, Irving Carlos Rueda, David Van Natter, Bobby Riddick, Edward Schiller, Roman Zarkiewicz, George Rose, Darryl Smith, Kenneth Sullivan, Darrell Sutton, Karel Sumilat, Donald Sparks, Mario Ruiz and Ronald Ramos.

Basic Safety Training Classes



Jerome Torrence, Michael Torrens, Tommy Trader, Henry Tucker Jr., Marvin Tucker, Karl VanFlorcke, Robert Varney, Gabriel Verdejo, Evans Verveniotis, David Wall, Robert Wankmueller, Michael Whitney, Bernard Wilson Jr., Leroy Wilson, Michael Woolard, Josef Wouthyzen, Andre Wright, Michael Yarbrough and Cecil Yearwood. (Note: not all are pictured.)



Raymond Alexander, Mann Aroon, Noel Arrieta, Robbie Ballard, Troy Banks, Curtis Barnett, Alan Bickauskas, Natale Binetti, Jose Blanco, John Bodden, Rex Bolin, Severiano Bonafont, Edwin Bonefont, Paul Borg, Carlos Cabezas, Kennard Campbell, Juan Cardona, Dennis Bennett, Andrew Blair and Sami Abdulla. (Note: not all are pictured.)



Hugh Catron, Andres Castillo, James Cleland, Wade Conner, Johnny Crinder, Albert DeCruz Jr., Cruz DeJesus, Michael Dempster, Jorge DeSantiago, Steven Dickson, Robert Dixon, James Fekany, Aquilino Fernandez, Alexis Frederick, Robert Funck, Pedro Gago, James Gallant, Rodriquez Gonzales, Nelson Suazo and Justin Bing. (Note: not all are pictured.)



Eugene Grantham, John Gray, Ernesto Guarin, Raul Guerra, William Harris, Jack Hart Jr., Howard Hawrey, Ramon Hernandez, Grady Ingram, Robert Ivanauskas, James Jetson, Louins Johnson, Gregory Keene, David Kline, Stanley King, Richard Kucharski, Richard Lane, William Lehman, Joseph Letang, Sheila Lewis and Santos Lopez.



Richard Abbott, Floyd Acord, John Alamar, Willie Allen, Porfirio Amaya, Evangelisto Anaya Jr., Julio Arzu, Andrew Austin, Daniel Becerra, Ronald Belcher, Eric Beltford, Tyrone Benjamin, Oswald Bermeo, Robinson Bidwell, Teofilo Blanco, Oliver Bohannon Jr., David Brown, James Burke, Robert Carlisle, Nathaniel Carr and Charles Carroll. (Note: not all are pictured.)



Gerald Lunt, Reynaldo Macalino, David Manix, Frank Martin, Kelly Mayo, Donivan McCants, Thomas McCurdy, Irving Melton, John Mendez, Renato Miguel, Joseph Mishica, Victor Mondeci, Abdulhamid Musaed, Raymond Naquin, Yvan Nobile, Dorothy Odoms, Miguel Pabon and John Padilla.

Cynthia Caster, Faustino Castillo, Miguel Castro, Ronald Ceron, Kelvin Cherington, Darlene Cherry, Glenn Christianson, Agustin Clotter, Harvey Colon, Kenneth Croose, Bernabe Crisanto, Raymond Cuccia Jr., Mathew Dallas, Kevin Delaittee, Francis DelosAngelos, James Diamond, Kruger Donald, Clifton Favorite and Walter Ferrero Jr. (Note: not all are pictured.)





DUE ON APRIL 15:
Applications for SIU Scholarship
— page 15
Income Taxes — see information
for Seafarers on pages 12 and 13

Seafarers Stay Active in Philadelphia

Activity at the SIU hall in Philadelphia continues at a fast pace, notes Port Agent Joe Soresi. He, along with the other union representatives, attend to the day-to-day operations of the hall as well as the servicing of ships and other marine equipment in the area.

Some SIU members can be found crewing the ocean-going ships, tankers, tugs and barges that sail into the Delaware River port, which extends to Camden, N.J. Others may be performing maintenance aboard ship and on shore or even collecting tickets for the ferry, which links Philadelphia to New Jersey.

Much of the "behind-the-scenes" work is accomplished by the shoregang.

In a recent letter from Captain Ed Galston aboard the *SS Carolina*, he recognizes the hard work and professionalism of the Philadelphia shoregang.

"Tony Leo and his gang . . . helped expedite the work of the shoreside vendors, opening and closing hatch covers and getting the ship ready for tow. They were focused on the tasks of moving spare parts on board, loading and unloading gear, repairing and maintaining machinery and keeping the workplace safe. . . They 'put their back into it,' cleaning 2½ tons of mud and trash out of the cargo holds and securing the ship for sea.

"This was accomplished while still meeting the needs of our fleet's regular scheduled port calls."

Seafarers are active people. And some, when not working, will pitch in at the hall, help on a picket line or campaign for a pro-maritime candidate. The SIU hall is a second home for many, and it's no wonder pensioners can be found there on any given day, reliving their experiences with their brothers and sisters of the sea.



Deckhands Billy Spirit and Ed Zolynski collect tickets aboard McGovern Marine's *Riverlink* ferry, which goes from Philadelphia to New Jersey, bypassing the heavy bridge traffic.



Getting the job done in the galley aboard the *Mayaguez* are (from left) Chief Cook Neville Hughes, Steward Eva Myers and UMM Ramon Hernandez.



At Crowley's Petty's Island terminal in New Jersey, Mike Kirby (left) and John Haller perform some maintenance work.



Linda Kluska is the secretary at the SIU hall in Philadelphia.



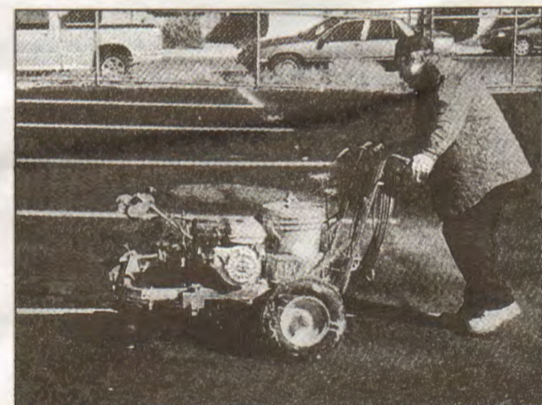
John Wozunk passes out campaign literature to help the public decide on a candidate during a recent election.



SIU Rep Joe Mieluchowski (left) meets with Bill McCorkle at Crowley's Petty's Island Terminal.



Even though they're through with the job call routine, SIU retirees continue to come to the SIU hall in Philadelphia—a relaxed and friendly environment in which to spend some time.



Right: SIU member Bill Rushon helps paint lines in the parking lot at the Philadelphia hall.



Some of the hardworking Navieras shoregang members include (top photo) Bosun Tony Leo (left) and Jose Vazquez. Others (below, from left) are Oliver Balico, Pat Lavia and Richard Almojera.



AB R.J. Wical works on the Crowley tug *Commander*.



Giving reports at the monthly membership meeting are (from left) Petty's Island Shop Steward John Gallagher, SIU Philadelphia Port Agent Joe Soresi and SIU Rep Jim Malone.

