



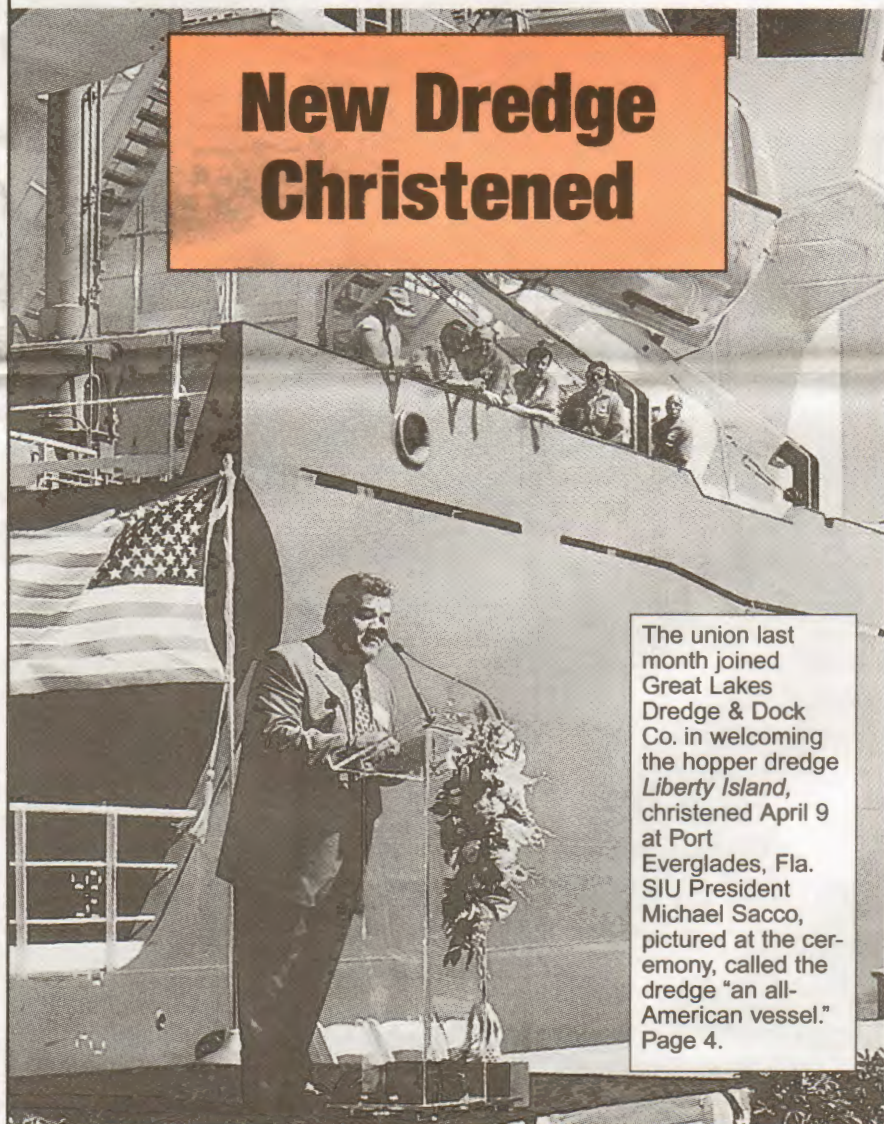
The

Seafarers Log

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

Sad but True Runaway-Flag Ships Still Smuggling Refugees

Disgraceful Case of 'Monica' Imperiled Children — Page 3

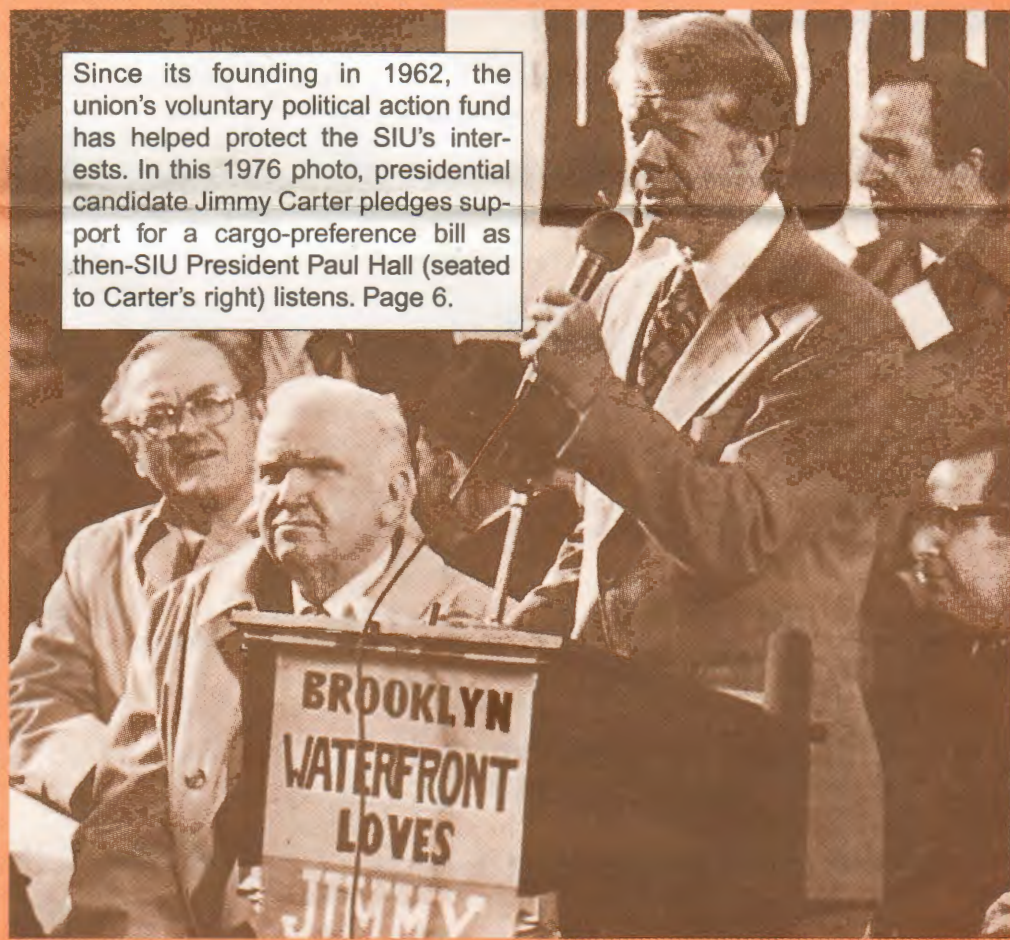


New Dredge Christened

The union last month joined Great Lakes Dredge & Dock Co. in welcoming the hopper dredge *Liberty Island*, christened April 9 at Port Everglades, Fla. SIU President Michael Sacco, pictured at the ceremony, called the dredge "an all-American vessel." Page 4.

40 Years of SPAD

Since its founding in 1962, the union's voluntary political action fund has helped protect the SIU's interests. In this 1976 photo, presidential candidate Jimmy Carter pledges support for a cargo-preference bill as then-SIU President Paul Hall (seated to Carter's right) listens. Page 6.



Midnight Sun Construction Proceeding Well

Construction that began in June 2001 is entering its final stages as the roll-on/roll-off vessel *Midnight Sun* rounds into shape in San Diego. Page 7.



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President's Report

The Face of Runaway-Flag Shipping

The story in this month's *LOG* about the runaway-flag vessel that transported more than 900 illegal immigrants to Italy casts a revealing light on the lack of accountability that characterizes flag-of-convenience shipping.



Michael Sacco

It's tough to say which is more regrettable in this case—the human suffering, or the fact that it's not all that unusual when it comes to runaway flags.

The run-down freighter *Monica*, flying the flag of a nation that has no business running a ship register, somehow delivered its human cargo. So desperate were the passengers that some actually threatened to throw children into the sea when faced with possible boarding of their decrepit vessel by Italian maritime authorities.

Later, with the ship in port and the situation relatively more calm, the story took on a face: that of the sick 4-year-old boy, dressed in rags and unclaimed by anyone. Such is the commerce of runaway flags.

The *Monica* episode is eerily similar to one that took place a year earlier in France. In both cases, the refugees paid thousands of dollars apiece for their transport—money that flowed into criminals' hands and fueled the FOC dilemma.

If you've followed the International Transport Workers' Federation campaign against runaway flags, you know those aren't isolated incidents. Among other examples, during the 1990s the United States literally faced shiploads of illegal Chinese immigrants who paid their way aboard runaway-flag ships bound for America.

The pitfalls of runaway-flag shipping aren't limited to smuggling illegals. In a high-profile case last year, the head of the ITF—with no shipboard experience—purchased a first officer's certificate from the Panamanian registry. That situation symbolized the enormous safety hazards spawned by FOC registers whose monitoring of their so-called mariners begins and ends as soon as the application fees are in the bank.

The runaway-flag scam also leads to circumstances like the one recently investigated by SIU ITF inspectors in Florida. As reported on the next page, the inspectors discovered slave-like conditions on the FOC vessel *Ismael Express*—lack of stores, lack of pay, extremely unsafe conditions.

It is so common for crews on runaway-flag ships to be owed wages that ITF inspectors last year recovered more than \$1 million in back pay for mariners aboard FOC ships.

Additionally, dangers of runaway flags have taken on added urgency in the wake of the terrorist attacks against the U.S. Port security has become a gigantic issue in Washington, D.C. and throughout the nation, due in no small part to the large number of FOC ships calling on our harbors every day. The very nature of runaway-flag shipping—often intentionally elusive—makes it a serious threat to national security.

For all of those reasons, the SIU is more committed than ever to supporting the ITF campaign against FOCs. We recognize the threats as well as the extent of the task, and we remain undeterred.

Honoring Our Heritage

This month, at ceremonies in Washington and elsewhere throughout the country, America will honor its maritime history on National Maritime Day.

Appropriately, most of the focus will be on those mariners who gave their lives in the line of duty, especially the thousands who perished during the monumental sealift operations of World War II.

The ceremonies are important and worthwhile. Still—and this has been said before—the best tribute our nation can pay to those mariners who answered the call is to reinforce our commitment to building and maintaining a strong U.S. fleet.

History has demonstrated that maritime is a proven, vital and cost-effective defense industry. At a time when America is weighing its safety needs and vulnerabilities, our citizens deserve a robust U.S. Merchant Marine that will continue to protect our national and economic security.

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

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ANWR Fight Isn't Finished

Senate Fails to Limit Debate on Amendments

The U.S. Senate on April 18 failed to secure cloture on two amendments to the Senate energy bill from Alaska's Senators Frank Murkowski and Ted Stevens and Louisiana Senator John Breaux to open the Coastal Plain of the Arctic National Wildlife Refuge (ANWR) to oil and gas development.

The ANWR amendments fell 14 votes shy of prevailing over a filibuster, falling on a 46-54 tally.

But the fight isn't over. The aforementioned senators as well as other backers of safely developing ANWR vowed to advance the cause. Stevens pledged to introduce an amendment (as the *LOG* went to press) that would provide native Alaskans living in ANWR the right to drill on the 92,000 acres they own. That expected amendment highlights what some Alaskans reportedly see as a fight against federal lawmakers for states' rights.

"They have a right to drill on their own land," Stevens said.

"We're just getting warmed up," Murkowski stated.

The amendments would give the president the authority to safely explore, develop and produce the Coastal Plain's resources if it serves U.S. national economic and security interests. They also would also designate an additional 1.5 million acres of the refuge to wilderness status.

The SIU strongly favors safe development of ANWR. The union has lobbied for opening the Coastal Plain because it would create good jobs for U.S. citizens as well as lessen the nation's reliance on foreign energy sources.

"My own state of Louisiana has a 60-year track record of producing oil and gas in ecosystems far more fragile and sensitive than the desolate tundra of the coastal plain of Alaska," said Breaux. "I have visited ANWR in the winter and summer, and I believe limited exploration on the Coastal Plain is consistent with protecting the environment because modern technology drilling and development are sensitive to both ecology and to local concerns. Energy development has the support of the people of



Safe development of the Coastal Plain would lessen U.S. reliance on foreign energy sources.

Alaska and can be done today without damaging Alaska's ecosystem."

Arctic Power, a prominent coalition in favor of safely developing ANWR, said the Senate filibuster last month ignores both "the critical national security implications of our need for increased domestic production" and "the voice of organized labor and the native Alaskans who live and own land in ANWR. By failing to pass these amendments the Senate failed not only the Inupiat land holders in the Coastal Plain and Alaskans who rely on a resource economy, but all Americans who face rising gas prices and greater dependence on foreign and unstable sources of oil."

Stevens described ANWR's opponents as "radical environmentalists." He also posed this question: "Why should the Alaska Eskimos be the only indigenous people who own land

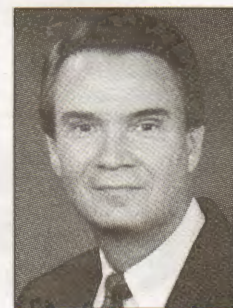
that are forbidden from drilling on it, forbidden from using it to provide jobs for their people and jobs for American industry?"

Later on April 18, the Senate passed an amendment from Murkowski that bans oil imports from Iraq until the United Nations confirms that the country is adhering to weapons-inspections programs.

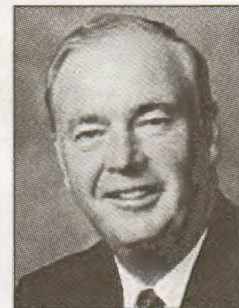
"We need only look back on the past month to understand the extent of the chaos and uncertainty that exists in the Middle East," Murkowski said earlier in the month. "Iraq increased the reward to each Palestinian suicide bomber to \$25,000 and imposed a 30-day oil embargo against us. With labor strikes cutting exports from Venezuela and the Iraqi embargo, nearly 30 percent of our imported oil is now in jeopardy. Saddam Hussein has called on the Arab world to use oil as a weapon against the United States. Are we going to defend ourselves?"



Sen. Ted Stevens



Sen. John Breaux



Sen. Frank Murkowski

Federation's Lawsuit Challenges Parts of Campaign Finance Law

The AFL-CIO on April 22 filed a complaint in federal court in Washington, D.C. challenging the constitutionality of several provisions of the new campaign finance statute signed into law in March.

"The AFL-CIO strongly supports meaningful campaign finance reform, including banning or limiting soft money at the national party level, as well as other key parts of the new statute. But this law also unfairly and severely interferes with the ability of unions to communicate with the public and to advance working family interests in the U.S. Congress," said AFL-CIO President John Sweeney. "Although other legal challenges to the new law are pending, the labor movement will now be able to advance our own claims and principles directly."

The lawsuit challenges three aspects of the new law, the Bipartisan Campaign Reform Act of 2002, under the First and Fifth Amendments to the Constitution. It contests provisions that will make it a crime for a labor organization to broadcast a com-

munication that refers to a federal candidate, including incumbent lawmakers, in any manner within 60 days of a general election or 30 days of a primary or a convention.

The lawsuit also challenges provisions that redefine what kind of "coordination" of a union's public advocacy (by the union on the one hand, and a candidate, including an incumbent office holder or a political party on the other) might be considered an unlawful union contribution to that candidate or party. These provisions will impede the labor movement's efforts to work with legislators and engage in public issue advocacy.

Additionally, the lawsuit challenges provisions that compel unions and political committees to make advance public disclosures of possible public communications, broadcast and otherwise, that might refer to candidates or important issues. The AFL-CIO supports strong disclosure laws, but forced publication of the mere intention to speak later will exert chilling effects and impose unjustified burdens and costs.

The AFL-CIO lawsuit does not contest significant portions of the new law, including its prohibitions and restrictions on soft money contributions to national, state and local parties, officeholders and candidates, and its extensive other new disclosure requirements.

Tonga-Flagged Refugee Ship Another Case of FOC Sleaze

Incident Shows Role of Runaway Flags as Instruments for People-Smuggling

To those unfamiliar with the maritime industry's sordid side, the case of the dilapidated runaway-flag freighter *Monica* may seem too disgraceful to be true.

The story came to light in March, when the Tonga-flagged ship—which has used 10 names and at least seven runaway flags since 1988—was apprehended by the Italian navy after arriving off the coast of Sicily carrying 928 people, most of them Kurdish women and children seeking asylum from Iraq.

As in many other well-documented cases involving runaway-flag ships (also known as flags of convenience or FOCs), the details

aren't pretty. According to press reports as well as information from the International Transport Workers' Federation (ITF), the refugees said they each paid between \$2,000 and \$4,000 for the transit, which is believed to have originated up to two weeks earlier in Lebanon or Turkey.

On March 18, Italian authorities guided the badly overcrowded *Monica* into port in Sicily, even as they refrained from going aboard the rusting vessel because some crew members and passengers had threatened to throw children overboard, to prevent the ship being boarded. (Refugees' legal status reportedly may be stronger, in some cases, if they actually get into the country rather than facing detention at sea.)

Considering the extremely congested and dirty conditions aboard the *Monica*, most of the passengers arrived in decent shape. That was not the case, however, for the 4-year-old boy whom authorities found on the ship dressed in rags, unclaimed by anyone aboard. According to one international news report, the child was suffering from a growth-stunting illness and weighed less than 15 pounds.

During the ensuing weeks, at least 19 arrests were made, including the captain and five crew members as well as others suspected of involvement in smuggling illegal immigrants. Ali Attia, believed to be the shipowner, also was among those taken into custody.

The vessel itself, built in Budapest sometime during the mid-1970s, has been registered with the following runaway flags at various times since 1988: Malta, Honduras, Cambodia, Equatorial Guinea, Belize, Sao Tome & Principe, and Tonga. During that period, it operated under the names *Blue Sea*, *Cynthia*, *Sanamar*, *Samar*, *St. Elias*, *Lujin*, *Kasanava*, *Geni*, *Naghram* and *Monica*.

The ship was in such bad shape that an Italian court last month ordered it scrapped.

The episode was reminiscent

of a similar case from one year earlier, when 910 other Kurdish refugees (including more than 400 children) landed in France after their decrepit, Cambodian-flagged ship *East Sea* deliberately was run aground. Criminal gangs based in Turkey and Iraq reportedly were behind the smuggling, and charged up to \$2,000 per passenger.

Ducking Responsibility

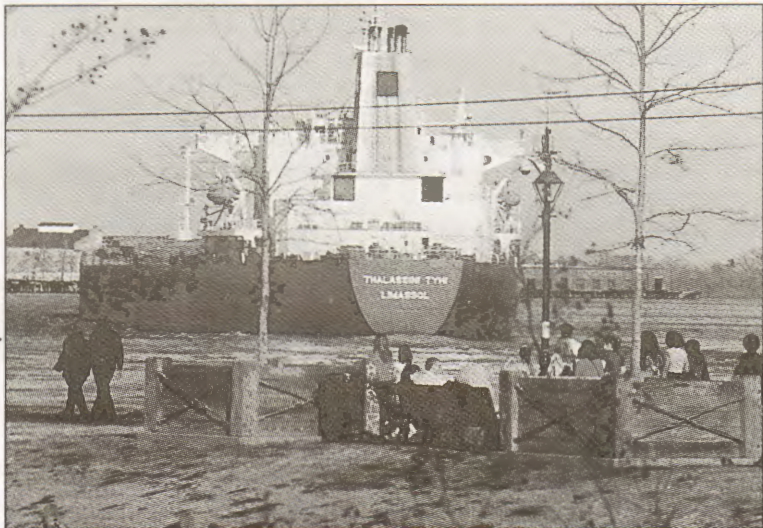
A runaway-flag or FOC ship is one that flies the flag of a country other than that of its real ownership. Shipowners register under foreign flags where fees, taxes, trade unions and laws protecting mariners may be minimal or nonexistent.

"Criminals smuggling drugs, arms and other illegal cargo, and even terrorists often use FOC ships," the ITF said in a recent statement. "They are also frequently used by people-traffickers—gangs that charge high fees to smuggle emigrants to countries where they can claim asylum."

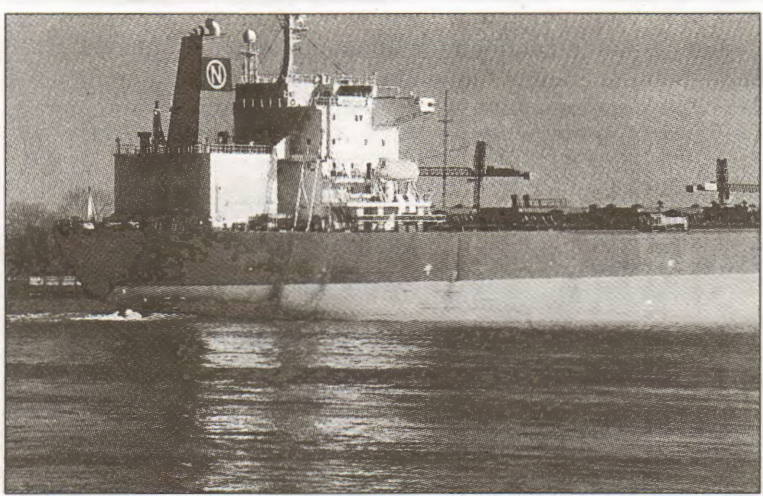
ITF General Secretary David Cockroft said FOCs are part of a shady business which makes it easy for people to conceal their identities, although the new environment post-September 11 is at last focusing government attention on the problem. "This usually involves operating substandard ships without proper regulation, but it could also involve money laundering, gun running, drug trafficking, people smuggling or terrorism," he said.

"Later this year the International Maritime Organization, the United Nations body responsible for maritime safety, will probably adopt rules making it compulsory for every ship to display its real owner's identity," Cockroft added. "That will be one important step towards ending a system which encourages secrecy."

For more than 50 years, the ITF—to which the SIU is affiliated—has conducted a campaign for the elimination of runaway flags and for a genuine link between a vessel and the flag it flies.



Runaway-flag ships long have been known as conduits for smuggling illegal immigrants. Pictured above and below are three runaway-flag vessels in New Orleans earlier this year.



Suspended or Not?

Tonga is a South Pacific Island in Western Polynesia. It's also one of the latest additions to the International Transport Workers' Federation's list of flag-of-convenience (FOC) countries.

In just two years, the Tongan registry has gone from zero to 200 ships. Until last month, it had been operated from Piraeus.

On April 11, the maritime industry newspaper *Lloyd's List* chronicled several disturbing developments involving the registry in recent months which underscore the pitfalls of runaway-flag shipping.

Early this year, Tonga's *Karine A* was seized by Israeli authorities in the Red Sea carrying 50 tons of weapons for Palestine. The U.S. Navy searched another Tonga-flagged ship, the *Rasha J*. The registry then supposedly suspended the additions of any additional ships.

According to *Lloyd's*, however, "Agents, based in Sweden and Syria approached by this newspaper under the guise of fictitious UK-based shipping companies seeking to register small ageing tonnage, gave the green light to proceed and presented conflicting stories regarding the flag's suspension."

Five days after the story was published, Tonga terminated the contract of Greece-based TIRS to operate its registry.

ITF Secures Pay, Repatriation For Ismael Express Mariners

The International Transport Workers' Federation (ITF) in late March secured \$15,000 in back pay for crew members aboard the runaway-flag cargo vessel *MV Ismael Express*. The entire crew also was repatriated after their medical needs were addressed.

As reported earlier in the *Seafarers LOG*, ITF inspectors in January discovered "slave-like" conditions on the Panamanian-flagged vessel when they boarded it in Cape Canaveral, Fla.

Crew accommodations were crawling with rats, according to ITF Inspector Scott Brady of the SIU who said he'd never seen anything to rival the vessel's conditions in his 20 years in the transport industry.

When the *Ismael Express* was boarded, the local Baptist Seafarers Ministry had supplied the only food available to the 10 crew members. From late January at least through early February, the mariners—from the Philippines, Chile and Haiti—had survived on rice. No water was available for washing, even though grease and oil covered most walls. The crew slept two to a bunk, with little or no bedding, shared a single bathroom with a shower and had an inoperable refrigerator in the kitchen.

Even though this was a radical case, according to the ITF, this is not the first time it has seen these kinds of problems on ships they call "Miami River Boats." Brady said these vessels trade between Florida and Haiti, and the crews often are treated very poorly and then abandoned in Haiti when the vessel is of no more use.

The ITF constantly is on the lookout for flag of convenience vessels that are fraught with danger, poor working conditions and lack of pay.

Mississippi Queen Set to Sail; Auction Scheduled for May 3

It's a big month for the Delta Queen Steamboat Co.

The SIU-crewed *Mississippi Queen* is scheduled to resume service May 7, and the company's properties are scheduled for auction May 3 in Chicago.

According to news reports, Chicago-based Waveland Investments has offered to pay \$3.75 million for the *Mississippi Queen* and the *Delta Queen* during the auction. The company also reportedly will put up \$10 million in operating money and keep Delta Queen's headquarters in New Orleans.

American Classic Voyages, parent company of Delta Queen, recently indicated that Waveland also

wants to purchase other American Classic passenger boats, including the coastal cruise vessels *Cape Cod Light* and *Cape May Light* as well as the *American Queen* and *Columbia Queen*.

Waveland is not a lock to win the auction. Several other companies are expected to enter bids.

Late last month, another potential bidder emerged when Los Angeles-based Uniworld stated its interest in Delta Queen's assets. Uniworld owns Global River Cruises, which offers river voyages in Europe on a 15-ship fleet. The company reportedly said New Orleans would become the U.S. headquarters of Global River Cruises.

Any uncertainty regarding the auction hasn't slowed preparations for the *Mississippi Queen* to resume sailing. The boat had been laid up since late last year, following American Classic Voyages' filing for Chapter 11 bankruptcy reorganization that was spurred by economic fallout from September 11.

Seafarers began reporting to the *Mississippi Queen* earlier this year. The boat has a full schedule planned for the rest of the year that includes stops in Tennessee, Missouri, Louisiana, Pennsylvania, Kentucky, Minnesota and Ohio.



The *Mississippi Queen* has been docked since last year but is slated to sail this month.

Seafarers-Crewed LNG Ships Rescue 12

Twelve people today are safe and out of harm's way, thanks to the efforts of mariners aboard the SIU-crewed *LNG Virgo* and *LNG Gemini*.

Crews from the two Pronav Ship Management vessels saved the dozen individuals—an 11-person crew from a sunken Indonesian wooden boat and a Filipino fisherman—from certain doom Feb. 14 and Feb. 24, respectively, in a pair of rescues on the high seas.

The *LNG Gemini* was under way from Bontang, Indonesia to Himeji, Japan and located some 12 miles off the southeast tip of Borneo Island during the early afternoon hours of Feb. 14. The bridge watch observed heavy smoke rising from the forecastle of a nearby wooden boat—the *Harapan Bahagia*. People on board the vessel could be seen moving their arms and waving colored clothing.

After being called to the deck, Captain Anthony G. Papadopoulos

safely maneuvered the *LNG Virgo* toward the wooden craft for a closer look. Once in position, the master and his crew saw that the boat was loaded with livestock (cows) and bagged cargo. Eleven men were on board.

Within minutes, the crew saw the boat's bagged cargo as well as livestock being jettisoned overboard. Moments later, the *Harapan Bahagia* overturned rapidly and all 11 people aboard were in the water without lifejackets. To remain afloat, they were holding onto empty drums and 5-gallon plastic containers.

Despite strong winds and rough seas, the *LNG Virgo* lowered and launched its No. 1 lifeboat and successfully rescued all 11 people. Once aboard the *Virgo*, each of the survivors showered, had their clothing dried and was served a hot meal. Some five hours later, the survivors safely disembarked to the tugboat *Bontang 04* which rendezvoused with the *Virgo*.

Seafarers aboard the *LNG Virgo* during the rescue operation included Bosun Carlos Pinida, ABs James Eastman, Chad Cunningham, Robert Triano and Peter Wojcikowski, QEDWs David St. Onge and Endang Abidin, Recertified Steward Franklin Robertson, Chief Cook Anthony Jacobson and SAs Carlos Julio and Robby Lapy.

Ten days later, at about 6 p.m. near the Philippines, AB Carlos Eclevia aboard the *LNG Gemini* spotted a small fishing boat with a man standing and waving frantically.

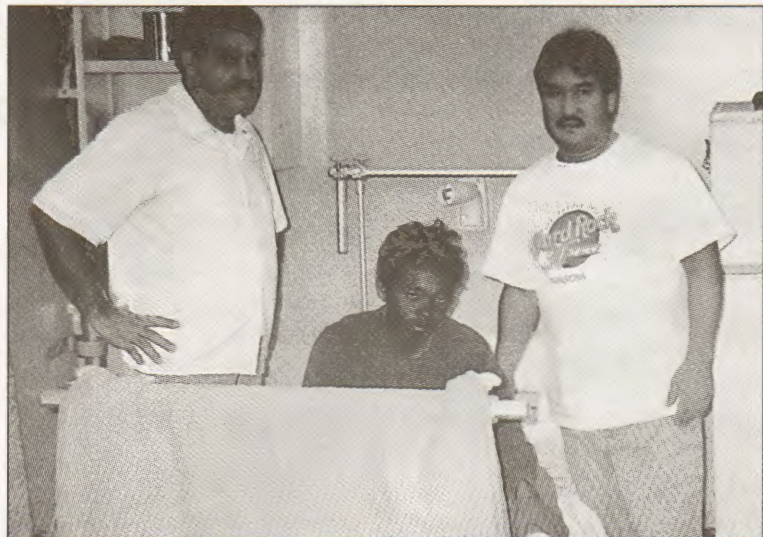
Captain John Denton slowed the *Gemini's* engines and moved in closer toward the small craft to investigate. Once within range, Eclevia established communications with the fisherman. Following some skilled shiphandling, the small craft was worked alongside, and Filipino fisherman Jauier Sahibal was brought on board.

After providing him with fresh water and dry clothing, *LNG Gemini* crew members learned that their new guest had departed his home port (Mindanao Island) Feb. 2 with three other fishermen, all in separate boats. Piloting the three other boats were his two brothers and his best friend. After exhausting their respective fuel supplies, the four fishermen tied their boats together to make a bigger target for the radars of passing ships.

Over the next two weeks, the four vessels drifted further and further to the open seas after being caught in currents. The other three fishermen died of starvation and thirst; Sahibal kept himself alive by drinking seawater and urine two days before his rescue. He shared that he had to cut himself away from the



QEDW Endang Abidin, seated second from left, relaxes in the *LNG Virgo* crew lounge. Sharing the room with Abidin are rescued crew members from the Indonesian vessel *Harapan Bahagia*.



Aboard the *LNG Gemini*, Steward Assistants Mohammad Kassem, left, and Thomas Cyrus, right, attend to Filipino Fisherman Jauier Sahibal shortly after their shipmates pulled him from the sea.

deceased fishermen because the odor—mentally and physically—was more than he could bear.

The *Gemini* crew made the overnight hours as comfortable as they could for Sahibal. He was dropped off the following day back at his home port where he would rejoin his wife and three young children.

In addition to AB Eclevia,

Seafarers aboard the *LNG Gemini* during the rescue included Recertified Bosun Charles Kahl, ABs Zaine Basir, Scott Snodgrass and John Ray, QEDWs Leonides Bacal, Jan Haidir and Robert Rester, GUDE Ali Amran, Recertified Steward John Gibbons, Chief Cook Jose Mandic and SAs Thomas Cyrus, Mohammad Kassem and Syed Murtaza.



AB Chad Cunningham, right, chats with members of the 11-person Indonesian crew that he and his shipmates aboard the *LNG Virgo* rescued Feb. 14.

New Dredge Christened

The union last month joined Great Lakes Dredge & Dock Co. in welcoming the hopper dredge *Liberty Island*, christened April 9 at Port Everglades, Fla.

The 315-foot dredge already had been operating near Palm Beach, Fla.

"The *Liberty Island* is an all-American vessel—built in an American yard, crewed by American mariners and owned by Americans," said SIU President Michael Sacco, a featured speaker at the ceremony.

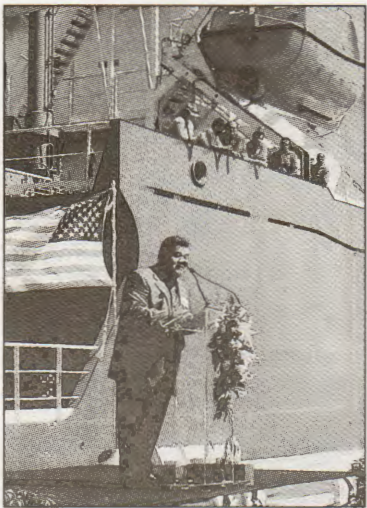
"We in the Seafarers are proud to crew this fine dredge," he added. "The SIU members who are working aboard this vessel are among the best-trained, safest and most productive mariners in the world. I know you'll do a great job."

The *Liberty Island* was constructed by Bay Shipbuilding of Sturgeon Bay, Wis. Its potential uses include harbor development, channel maintenance and beach replenishment, among others.

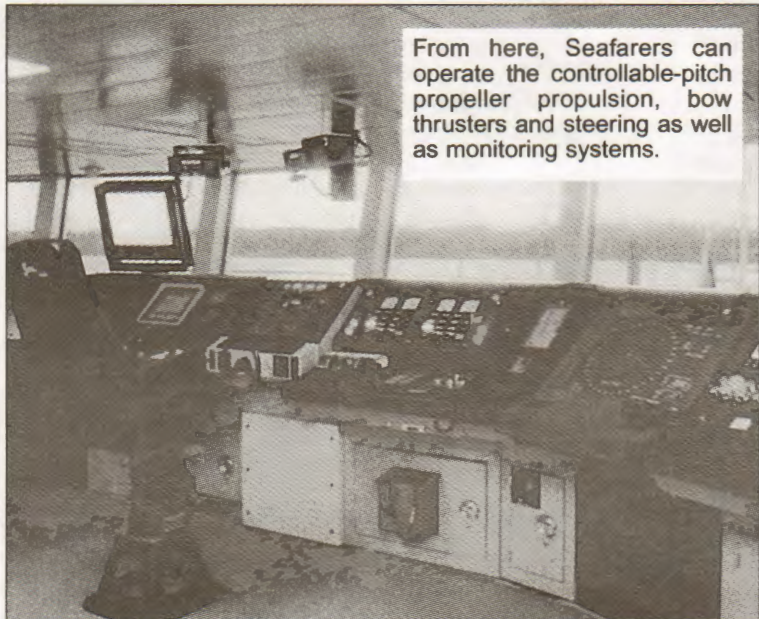
According to the company, the

dredge "incorporates technological advances that make it the most efficient dredge of its kind operating in the U.S." It can dispose of material by bottom-dumping and also can discharge through a shipboard pump-out system.

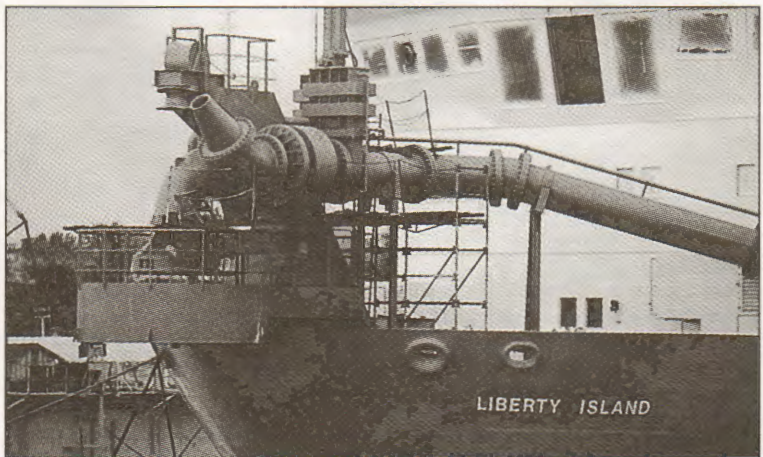
Right: A bow connector is used to connect dredge off-loading pipelines for delivery of material to the shore. Also, a nozzle allows bypassing the shore-side pipeline system.



"We are proud to see Old Glory flying from the *Liberty Island*," stated SIU President Michael Sacco at the April 9 christening.



From here, Seafarers can operate the controllable-pitch propeller propulsion, bow thrusters and steering as well as monitoring systems.



Sea Star Line Acquires NPR-Navieras Assets

Seafarers-contracted Sea Star Line has acquired the assets of NPR-Navieras, another SIU-contracted company which had owned and operated five Jones Act vessels.

A court approved the transaction April 8. As reported in past issues of the *LOG*, Holt Group Inc.—parent company of NPR-Navieras—last year filed for Chapter 11 protection under the U.S. Bankruptcy Code, although the move didn't interrupt NPR's ship operations.

The newly approved agreement covers the purchase of ships, equipment, assignment of terminal leases, trade names and other assets related to NPR's Puerto Rico service. It took effect at the end of last month.

In announcing the acquisition, Sea Star touted its expanded service as "the premium intermodal transportation system between the continental United States and Puerto Rico, the Dominican Republic and the U.S. Virgin Islands. The operation will combine Sea Star's versatile roll-on/roll-off, lift-on/lift-off service with Navieras' market-leading container service."

Earlier this year, Sea Star acquired the *El Yunque* and *El Morro* from Matson Navigation Co.

Report: Cabotage Laws More Imperative To National Security Than Ever Before

Using the tragic events of September as a cue, the Maritime Cabotage Task Force (MCTF), in its recently released 2001 annual report, said the Jones Act and other cabotage rules today are more vitally significant to national security than ever before.

Since September 11, according to the report, national security has become not only a matter of protecting U.S. interests abroad, but also here at home.

"The flag of the vessel and the crews of the vessels are now under tremendous scrutiny, particularly after revelations that international terrorist Osama bin Laden owned and operated a number of flag-of-convenience ships," the report said. "These events (of September 11) have only strengthened the important role that American-flagged vessels, crewed with U.S. seafarers, and owned and controlled by U.S. citizens, play in the U.S. economic and national security."

A presidential commission has recognized domestic marine transportation as part of the critical infrastructure upon which our economic welfare and security depend. The Jones Act and related cabotage laws, stated the report, are a critical first line of defense against foreign control over this key part of our transportation system. In this vein, America's fourth arm of defense—its merchant marine—will continue to play crucial roles in any conflicts involving U.S. interests.

The MCTF document noted that America's domestic fleet has grown dramatically in the past 35-plus years. Today, it has more than twice as many large vessels as its 1965 counterpart—vessels that are larger, faster and much more productive. The Jones Act fleet represents 81 percent of all U.S.-flag tankers; 50 percent of all U.S.-flag roll-on/roll-off ships; 30 percent of all Voluntary Intermodal Sealift Agreement (VISA) capacity; and 29 percent of U.S.-flag commercial container ships.

Support for our nation's cabotage laws is stronger today than ever before, the report continued. It can be found in the White

House, in the halls of Congress and within the U.S. military.

"Repeatedly, our nation's elected officials and military leaders continue to emphasize their commitment to and support for the Jones Act and other maritime statutes," the report said.

President's administration Governor W. Bush was unambiguous in 2000 about his position on the Jones Act, stating, "programs that have contributed to the growth of our domestic fleet, such as the Jones Act...should be maintained."

The president's administration has echoed his strong support for the cabotage laws. Transportation Secretary Norman Mineta called the Jones Act "an essential element of U.S. maritime policy that provides important economic and national security benefits." Capt. William Schubert, U.S. Maritime Administrator, also is an enthusiastic supporter of the Jones Act. "I am 100 percent in support...of the Jones Act [and] cabotage laws," he told a congressional audience.

The U.S. Congress always has strongly supported U.S. maritime cabotage laws, the report said, noting that few bills challenging the cabotage laws were introduced in 2001 and that none was passed.

The Passenger Vessel Services Act (PVSA) received the most attention. A bill introduced by Sen. John McCain (R-Ariz.), S. 127, amending the PVSA to temporarily allow foreign-built ships into domestic trades, was reported by the Senate Commerce Committee but received no further action. A companion bill, H.R. 2901, also was introduced; however, it received no consideration. PVSA will in the coming year, likely remain an issue as opponents consider taking action to capitalize on the adverse impact the terrorist attacks had on the U.S.-flag cruise industry.

Moving to the Jones Act front, U.S. Rep. Nick Smith (R-Mich.) last year renewed his efforts to repeal the Jones Act, introducing a new bill, H.R. 2046. This bill received no other support and remains blocked in committee. No similar Jones Act bills were

introduced in the Senate.

Support among Senate leaders remained robust, with both Majority Leader Tom Daschle (D-S.D.) and Minority Leader Trent Lott (R-Miss.) continuing their advocacy of a viable Jones Act fleet.

In the construction arena, the Jones Act fleet is undergoing a significant renewal and expansion program. Some 115 vessels with a market value of \$3.4 billion are under construction in American shipyards, with more orders pending financing or completion of negotiations. Included in these U.S.-flag vessels are:

- § Double-hull tankers to bring Alaskan crude to West Coast refineries;

- § Roll-on/roll-off trailer ships for the Washington/Alaska trade;

- § Tank barges and tugs for virtually every waterway;

- § Ferries for New York Harbor and San Francisco Bay area; and

- § Offshore supply vessels for the Gulf Coast.

While the MCTF has been very successful in defending the nation's cabotage laws, opponents continue to attack them—but in more subtle ways, the report said. Foreign cruise lines have asked U.S. lawmakers to designate Panama a "distant foreign port" for purposes of the PVSA. This would enable them to engage in otherwise domestic voyages from Florida to the U.S. West Coast by way of the Panama Canal.

More extensive exclusions of the PVSA have been proposed to allow foreign-flag cruise ships to perform coastwise voyages, an action that would establish an indefensible example for cargo cabotage. Finally, foreign shipping companies also have sought to use a vessel-lease financing law to gain a grip in the domestic U.S. trades. If successful, this loophole could gut the U.S. citizen ownership requirements of the cabotage laws and surely undermine the Jones Act.

One of the most significant

threats continues to come from abroad, according to the report. Powerful nations are attempting to use the World Trade Organization negotiations to eliminate the Jones Act and other cabotage laws. The report warns that these and other threats to domestic cabotage laws are on the horizon, but the MCTF stands ready to ensure the continued viability and growth of the domestic fleet.

"September 11 has changed the face of the nation forever," Phillip M. Gill, MCTF chairman, wrote in his letter which accompanied the annual report. "Many challenges confront the nation in the years ahead. But whatever the future holds, the MCTF is poised to respond and will remain the leading voice in support of the nation's vital cabotage laws."

The MCTF is the most broad-based alliance ever assembled by the U.S. Maritime industry to promote U.S. cabotage laws. Its membership spans the United States and represents ship and barge owners and operators, labor groups (including the SIU), shipbuilders and repair yards, marine equipment manufacturers and vendors, trade associations and pro-defense groups and companies in other modes of transportation.

Some Steps Taken, More Needed for U.S. Port Security

Nearly eight months after the tragic events of September 11, a comprehensive plan on how to best fortify security at the nation's seaports—a package on which both the administration and lawmakers can agree—remains elusive.

And although the U.S. Coast Guard, the U.S. Customs Service and port agencies collectively have stepped up patrols and increased surveillance measures on all ships entering U.S. ports, many experts believe the nation's seaports remain at extreme risk.

"If terrorists found a way to use the U.S. aviation industry against our country, they are potentially capable of exploiting the vulnerabilities in our maritime transportation system as well," Captain Anthony Regalbutto said during recent testimony before Congress. Regalbutto is chief of U.S. port security for the Coast Guard. "We are absolutely convinced that our maritime sector is one of our nation's transportation systems that is the most vulnerable."

America's lawmakers in November approved aviation security legislation that spent billions for innovations to more closely scrutinize passengers and baggage. Many procedures which resulted from that legislation are being implemented at air terminals throughout the country. Such measures for the mar-

itime industry, particularly in the port security arena, remain in flux.

One port and maritime security bill already has been debated and approved in the Senate. Another still is awaiting action in the House. Once the House acts, additional delay likely will take place because the two bodies will then debate to reconcile the differences in the two pieces of legislation. Issues such as scope, agencies that should be in charge of various security tasks, and funding also will have to be settled.

Aggravated at the sluggish pace at which port security legislation and related measures are taking shape, World Shipping Council President Christopher Koch went on record and expressed what many in the maritime industry feel about the port security quandary when he offered, "We can do a better job, we need to do a better job, and we need to get started on it very soon. We need the federal government to establish its security requirements and we need to get new rules in place," he said.

Latest Developments

In the latest port security developments, the U.S. Department of Transportation on April 11 advanced its efforts as Secretary of Transportation Norman Y. Mineta announced that TRW Inc. has been selected to perform port vulnerability assessments (PVA) under contract to the Coast Guard for the nation's most critical commercial and military seaports. The selection came in the wake of successful implemen-

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Union Industries Show 2002

The Paul Hall Center for Maritime Training and Education as well as the SIU-affiliated United Industrial Workers (UIW) participated in the annual AFL-CIO Union Industries Show, which took place April 5-8 at the Minneapolis (Minn.) Convention Center.

Sponsored annually by the AFL-CIO Union Label & Services Trades Department, the well-attended event showcases the jobs, products, skills and services of union workers throughout American industries. Next year's show is scheduled to take place in Pittsburgh.



Guests converged on the convention center to examine the scores of exhibits.



Left: AFL-CIO Secretary-Treasurer Richard Trumka, fifth from left, cuts the ribbon officially opening the 2002 AFL-CIO Union Industries Show in Minneapolis. Union Label and Service Trades Department President Charles Mercer, second from right, was among the 10 other union and corporate officials who joined Trumka in the ceremony.



Top left: Manning the UIW booth, which included a display from the Paul Hall Center, are (from left) UIW Representative Emiliano Garcia, retired Great Lakes VP Bill Dobbins, National Director John Spadaro, Great Lakes VP Bill Ellis, West Coast VP Herb Perez and Paul Hall Center Public Relations Director Mike Hickey. Top right: Giveaways that reflect the quality of union-made products are part of the attraction.

SPAD

Protecting Seafarers' Interests for 40 Years

In a nation governed by laws, it almost goes without saying that practically every part of our lives, from the clothes we wear to the food we eat and far beyond, is affected by government.

Still, some things are more closely watched-over than others—and the U.S. maritime industry arguably is one of the country's most regulated trades. At the federal level, there are nearly 150 agencies, bureaus and councils within the government that possess some amount of authority over the U.S. fleet and its mariners. That's not counting the many dozens of committees, subcommittees and panels in Congress which also impact the industry, nor the state and local entities that have maritime jurisdiction.

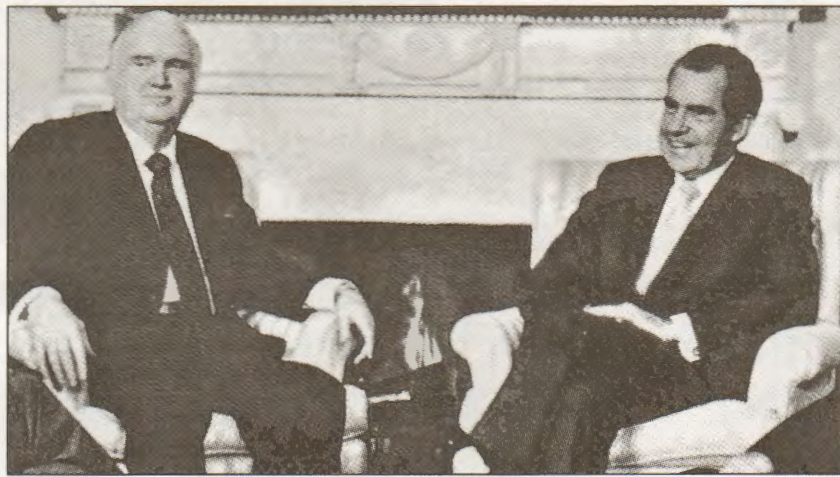
With that in mind, the SIU always has been politically active. In fact, the union's forerunner (the ISU) was a driving force behind the passage of the Seamen's Act of 1915, a law that in many ways revolutionized the industry by setting minimum safety standards and removing many restrictions that had impeded the careers of merchant mariners.

More recently, the SIU has played important roles in the enactment of the Maritime Security Program (1996) and the Merchant Marine Act of 1970. The union also has been a consistently strong advocate for other laws and programs that help engender a strong U.S. fleet, including the Jones Act and the Passenger Vessel Services Act, cargo preference, the Title XI shipbuilding loan guarantee program, and the export of Alaskan oil, to name a few.

SPAD's Roots

One way the SIU makes its voice heard on Capitol Hill is through the Seafarers Political Activity Donation, better known as SPAD. The voluntary fund was created in 1962, originally under the name "COPE," which stands for Committee On Political Action.

At first, the fund mostly served as a vehicle for the SIU's support of the AFL-CIO's political endeavors. Through the years, it evolved into a program specifically focused on political candi-



dates and legislative issues of importance to the SIU.

Today, SPAD is an indispensable tool in the ongoing effort to revitalize the U.S. Merchant Marine.

"Membership participation in SPAD helps give the union a fighting chance to preserve, promote and expand the U.S. fleet and the good jobs that go with it," noted SIU Secretary-Treasurer David Heindel. "Because such participation is so vital, I thank the membership for their generous involvement in the past, and I encourage every SIU member to sign a SPAD authorization. I particularly welcome the participation of our brothers and sisters who were in the NMU."

Beginning last month, there is a new vacation application for the NMU vacation plan that includes authorizations for working dues and SPAD. Members who were in the NMU at the time of the merger last year now are eligible for the first time to participate in SPAD. The authorization need only be signed once.

Presidents' Insight

In a 1976 editorial, then-SIU President Paul Hall noted, "The SIU's past political successes as well as any we will achieve this year or in the future, depend solely on one critical factor—the active support of the SIU membership through SPAD.... It is the individual Seafarer who must



The SIU's political activities have been buoyed by SPAD since the voluntary fund's inception in 1962. Delivering the union's message are (clockwise, from upper left) Paul Hall to Richard Nixon (1970), Joseph Sacco to Bill Clinton (1992), Frank Drozak to Jimmy Carter (1980) and Michael Sacco to George Bush (1989). (Hall and Drozak are late SIU presidents; Joe Sacco, a late SIU executive VP.)



carry the weight of the SIU's political programs. Seafarers have always come through before, whether it was walking a picket line or donating to SPAD. I am confident that our members will do so again."

Many years later, the union's emphasis on grassroots political action and participation in SPAD remained prominent. In a May 1995 column that preceded a number of key elections, SIU President Michael Sacco wrote, "When your port agent or another SIU official or a fellow Seafarer asks you to help out, please lend a hand. When you are called upon in the upcoming months, remember what you are fighting for: your job, the future of our industry and the security of our nation.... We must make efficient use of every one of our resources

in order to protect our jobs and our industry. Along those same lines, it is also important for Seafarers to continue their voluntary support of the Seafarers Political Activity Donation fund."

More recently, Sacco observed, "For as long as I can remember, one of the greatest strengths of the SIU has been our members' enthusiastic participation in political activities, including SPAD.... Because the maritime industry is so heavily regulated, politics is as important to our survival as securing new contracts and upgrading. A quick look towards current debates on Capitol Hill reinforces this point. Politics dominates our industry. It has been that way since our union's founding in 1938, and it won't change. That's why it's up to Seafarers to stay involved."

Get Your Shirt Together

The contest to come up with a new catch-phrase that signifies the importance of SPAD to the SIU membership is nearing its end. As reported in the past two issues of the *LOG*, the new slogan (similar in sentiment to the "Politics is Porkchops" of the past) will be printed on T-shirts.

Details on the shirts' availability will appear in future issues of the *LOG*. Meanwhile,

active and retired Seafarers are encouraged to submit entries for the contest. Up to three slogans per entrant may be submitted. Entries must be received by June 10 for consideration.

The winner will get an SIU jacket, an SIU cap and an SIU shirt.

To enter, please complete the form printed at right and mail it to the address indicated.

NAME THAT T-SHIRT CONTEST

Here are my ideas for a new SPAD slogan: (You may submit up to three ideas)

1. _____
2. _____
3. _____

Name: _____

Address: _____

Telephone Number: _____

I am an active Seafarer

I am a retired Seafarer

Send completed form to SPAD Slogan Contest,
Seafarers *LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Additional Port Security Needed

Continued from page 5

tation of the department's new Port Security Grants Program, which provides funding for port security enhancements.

"Securing our nation's ports and maritime transportation system is a vital component of our overarching our transportation security mission," Mineta said.

Under the recently inked contract, TRW will:

§ Develop model port security guidelines as recommended in the August 2000 report of the Interagency Commission on Crime and Security in U. S. Seaports;

§ Develop methods for and conduct PVAs for at least 55 ports throughout the United States; and

§ Develop a port vulnerability self-assessment methodology to help local port stakeholders evaluate security conditions and make improvements within their ports.

"This issue is a very high priority for the Bush Administration, and for the Department of Transportation," said Associate Under Secretary of Transportation for Maritime and Land Security, Rear Admiral Richard E. Bennis. "With more than 25,000 miles of navigable waterways and over 350 ports, the nation's maritime system presents one of our greatest security challenges."

Commandant of the U.S. Coast Guard Admiral James M. Loy concurred with Bennis' assessment and offered, "Model port attributes and port vulnerability assessments are critical tools to ensure industry and government dollars are spent wisely to address risks in our ports."

The foundation for the PVA program was put in place in 1999 when the Coast Guard reviewed methods used by federal and state agencies to gauge the strengths and weaknesses of U.S. ports. The Coast Guard used this experience and research to finalize the requirements for a comprehensive analysis of ports and critical infrastructure.

Congressional Hearing

Elsewhere, the subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure on March 26 in Elizabeth, N.J. conducted a field hearing on port security. During the hearing, Rep. Frank LoBiondo (R-N.J.) and several of his state colleagues heard testimony from a wide range of government and private industry experts on the increased security efforts being implemented in the port of New York and New Jersey. Also addressed were the increased port security challenges facing the entire maritime industry following the September 11 attacks.

The U.S. maritime industry handles more than 2 billion tons of freight and 6 million containers annually. More than 5,000 ships arrive each year at the port of New York and New Jersey alone.

"Protecting this port area has been a top priority since the September attacks and the efforts under way here are critical to keeping this large port secure and the surrounding region safe from terrorism," said LoBiondo.

The hearing was the congressman's third at the port of New York and New Jersey since last August and came on the heels of the unanimous March 20 approval of H.R. 3983, the Maritime Transportation Antiterrorism Act of 2002.

Introduced by Representative Don Young (R-Alaska), H.R. 3983 represents the House of Representatives' reply to the maritime security bill passed at the end of the last term of Congress by the Senate. It would require port and facility vulnerability assessments, catastrophic emergency planning, vessel and facility antiterrorism plans, transportation security cards for individuals entering secure areas on a vessel or facility, establishment of maritime antiterrorism teams, foreign port assessments, and development of an antiterrorism cargo identification and screening system for containerized cargo. The bill also would mandate installation of automatic identification system (AIS) equipment on various vessels operating in U.S. waters and would authorize financial assistance—\$75 million annually for the next three fiscal years—for enhanced facility security to implement a maritime antiterrorism plan approved by the secretary.

Financial Responsibility

Meanwhile, the subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure on March 14, 2002, held a hearing on financial responsibility for port security. The purpose of the hearing was to examine who is responsible for implementing enhanced security measures in U.S. ports and consider ways to finance the new security equipment that individual ports and marine terminals must install to reduce the risk of a terrorist attack.

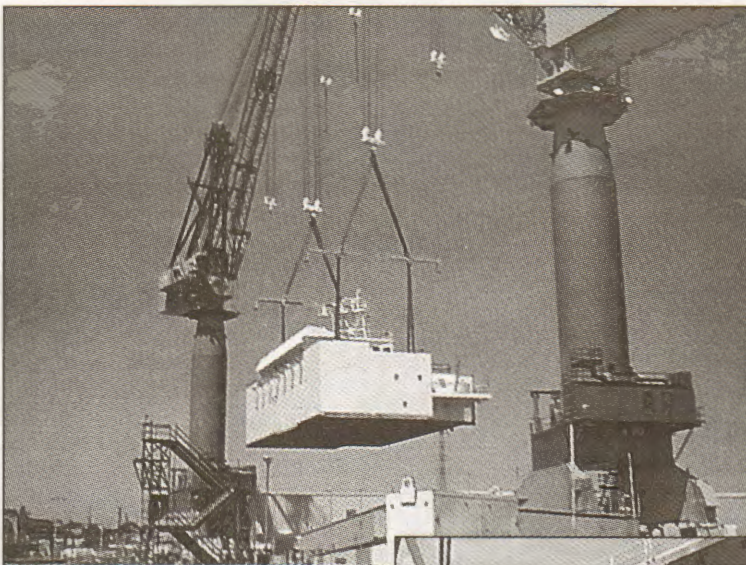
Capt. William Schubert, U.S. maritime administrator, testified that the Department of Transportation has implemented a program to receive and evaluate grant proposals to finance the cost of enhancing facility and operational security in critical national seaports. The maritime chief also noted that the Coast Guard has begun vulnerability assessments in various U.S. ports.

Joseph Cox, representing the Chamber of Shipping of America, discussed various security measures intended for implementation on ships, including automatic identification systems, ship security officers, and ship security plans. Richard Steinke of the American Association of Port Authorities noted that protecting U.S. seaports is a shared responsibility and that the monies currently appropriated for seaport security grants are insufficient to properly enhance security. Fredrick Ferrin of the Jacksonville Port Authority discussed the vital role of seaports in the national economy and the need for federal and state funding to pay for mandated security upgrades. Paul Richardson of the U.S. Maritime Alliance stated that Congress should create a dedicated funding mechanism for port and intermodal cargo security requirements.

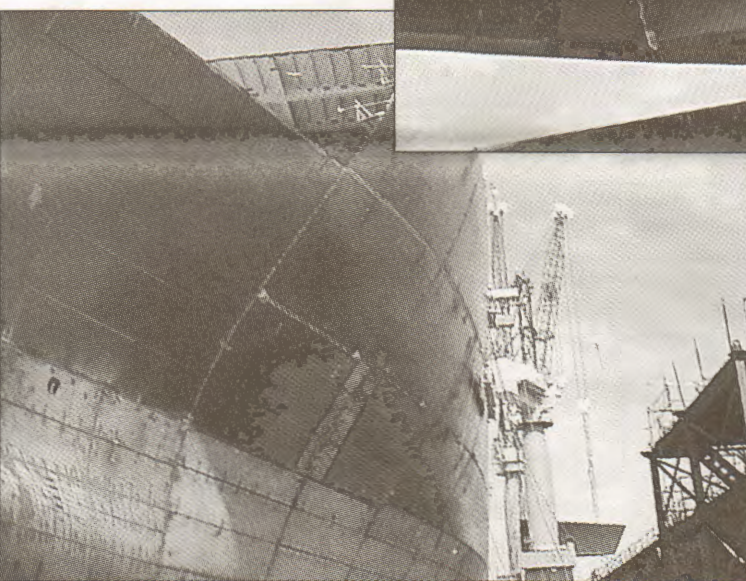
What Others Are Doing

Los Angeles Mayor James K. Hahn's task force on waterfront security has formulated a plan to have everyone who visits that port show a valid photo ID. And Canadian Transport Minister David Collenette announced March 27 that enhanced security screening procedures for ships entering the St. Lawrence Seaway-Great Lakes system have been updated and agreed to by Canadian and U.S. authorities.

Orca-Class RO/RO Still on Pace for Delivery This Year



Right: The bow's last section is moved into place.



Construction of the *Midnight Sun* is entering the home stretch, with the roll-on/roll-off vessel still on schedule for an October delivery.

The *Midnight Sun* is the first of two RO/ROs being built at San Diego's NASSCO shipyard for SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE). Construction began June 4, 2001.

Designated as Orca-class vessels, the two new builds are the first U.S.-built commercial dry cargo ships in a decade. They will join TOTE's Tacoma-to-Anchorage service. Ship deliveries are scheduled for October 2002 and April 2003.

Each vessel will be 839 feet long, with a beam of 118 feet.

Left: TAKE IT TO THE HOUSE? In this case, the house is taken to the top of the *Midnight Sun*. The maneuver at NASSCO took place late last month.

Golden Gate Monument Includes Merchant Marine

A monument to the men and women of the U.S. Merchant Marine, Navy, Marine Corps and Coast Guard who have sailed past the Golden Gate Bridge in service to their country was dedicated in San Francisco on April 14.

Hundreds of people—including VIPs, state and local officials and active and retired military members—attended the ceremony, which was held at Vista Point on the north end of the Golden Gate Bridge.

Dubbed the San Francisco Lone Sailor Memorial, the monument is a replica of the original Lone Sailor statue situated at the U.S. Navy Memorial on Pennsylvania Avenue in Washington, D.C. Stanley Bleifield, the U.S. Navy Memorial's official sculptor, created the latest Lone Sailor version. It stands 7 feet tall and weighs in at a reported 800 pounds. Fred Warnecke, a San

Francisco architect, designed portions of the edifice.

The memorial recognizes all four of the country's sea services through sculptures in relief: merchant marine cargo vessels being attacked during World War II, an aircraft going airborne from the deck of a Navy carrier, a Coast Guard cutter and helicopter conducting rescue operations involv-

ing a sailboat at sea, and Marines landing on a beach.

The number of sea-service men and women who have shipped out through the Golden Gate over the years is gargantuan by any standard. During World War II alone, more than 1.5 million utilized the route.

A plaque on the statue reads: "This is one last chance to look back at the city of San Francisco, shining on its hills, one last chance to look back at the coastline of the United States, one last chance to look back home."

Crowley Seafarers Approve Contract

SIU members who work for Crowley Liner Services at Petty's Island, N.J. have approved a new three-year contract.

The agreement, which goes into effect this month, calls for wage increases as well as better medical and pension benefits. Seafarers covered by this contract will receive "plan G" medical insurance, which provides comprehensive coverage for

members and their dependents.

Serving on the negotiating committee were Seafarers John Wozunk, John Gallagher, John Haller, Bruce Swanson and Michael Fay along with SIU Atlantic Coast VP Joseph Soresi and Philadelphia Port Agent Jim Malone.

"It's an excellent contract that was approved by a nearly unanimous tally," stated Wozunk.

Crowley operates roll-on/roll-off barges that run between Philadelphia, Jacksonville, Fla. and Puerto Rico.

2 Die In Cape Horn Fire

Two members of the Marine Engineers' Beneficial Association (MEBA) died March 31 in a main engine room fire aboard the SIU-crewed *Cape Horn*.

Chief Mate Tim Bohan and First Asst. Engineer Phil Hellesto perished in the accident, which took place in the Pacific Ocean approximately 800 miles east of Honolulu. The fire's origin is being investigated, although the U.S. Coast Guard has indicated that the suspected cause "is a broken fuel line between No. 8 and No. 9 cylinder heads for the injectors or valve lifters."

The 749-foot *Cape Horn*, part of the U.S. Ready Reserve Force (RRF), was transporting military cargo in support of the annual exercise Cobra Gold. A "Class B" fire started in the upper level of the engine room; it was contained and extinguished, thanks to the heroic efforts of Bohan and Hellesto as well as those of other crew members.

The *USNS Shasta*, a U.S. Military Sealift Command (MSC) ammunition carrier crewed by members of the SIU's Government Services Division, was en route from Port Hadlock, Wash. to Pearl Harbor on March 31 when it received a distress call about the *Cape Horn*. **Billy Bushey**, an AB on the *Shasta*, reported the following:

"Upon receiving the distress call, *Shasta* immediately diverted and proceeded at full speed to the *Cape Horn's* location. Bosun **Pat Arabaca** and the deck department broke out and rigged all the

ship's towing gear in just six hours.

"*Shasta* arrived on scene early a.m. of April 1 and at sunrise commenced transferring fuel, drinking water and personnel to the *Cape Horn* to assist in rigging for tow. Eventually, three deck machinists, ship's Cargo Bosun **Gary Vargas** and Bosun Mate **Guillermo Reyes** worked very long hours aboard the *Cape Horn* to break the anchor and rig the chain for tow.

"High winds, rough seas and rain made it impossible to get a messenger across until the morning of April 3. Capt. Greg Hague very skillfully maneuvered the *Shasta* across the *Cape Horn's* bow, and the ship's RHIB boat crew got the messenger across and the tow was rigged. *Shasta* towed the *Cape Horn* for about 24 hours until [a locally contracted tug] showed up and we passed the tow to her.

"*Shasta's* last duty was to take on board the remains of the two unfortunate brother mariners who perished in the fire and transport them to Hawaii, where we arrived April 6.

"All hands participated at one time or another over the four days of this operation."

The photos accompanying this story were taken by Carl Go, radio electronics technician aboard the *USNS Shasta*. They illustrate some of the salvage operations involving the *Shasta* and the *Cape Horn* following the fatal engine room fire aboard the latter vessel March 31.



In the photos above and below left, the *Cape Horn*, part of the RRF, is pictured from aboard the *USNS Shasta* in the Pacific. Below right, crew members on the *Cape Horn* begin the early stages of the recovery operation.



The rescue-boat crew got a messenger across and the tow was rigged (four photos below). Pictured in photo at left, from left to right, are the boat crew and one of the men who rigged the tow on the *Cape Horn*. They are AB **Fred Occular**, Jr. Engineer **Fred Alexander**, Second Officer **Alex Munz**, Bosun Mate **Bob Sanchez** and Bosun Mate **Gil Reyes**.

Former Port Agent George Vukmir Dies

A former SIU official who came ashore in the early 1980s and then went back to sea has passed away. Brother George Vukmir, 54, died Feb. 16—the victim of a heart attack.

Born in Washington, Brother Vukmir joined the SIU in 1969 in Seattle. He shipped in the deck department, first sailing under the SIU colors aboard the Isco-operated *Steel Apprentice*. No stranger to self-improvement, he upgraded his skills at the Seafarers training school in Piney Point, Md. in 1973 and again in 2001.

Brother Vukmir came ashore in the early '80s as a patrolman in the port of Tacoma, Wash. Several years later, he was appointed Tacoma port agent. He went back to sea in the late '90s and continued sailing until 2001. His last vessel was the *Tacoma*, a CSX Lines ship.

SIU Tacoma Secretary Brenda Delia had particularly fond memories of Vukmir. "Both my sister and I worked for George over the years," she recalled. "I started working for him in 1989 when I became secretary here, but my sister worked for him in the earlier years.

"We both regarded him as a very sweet, fair and outgoing person who was a pleasure to work with and be around," Delia continued. "Beyond all else though, he was union through and through.... Although some people thought he had a tough exterior, he was really just a teddy bear. He would do anything he could to help SIU members," she concluded.

"He was a real thorough guy from the very first time I met him," offered Harmando Salazar,



Brother George Vukmir
Jan. 13, 1948 – Feb. 16, 2002

SIU Jacksonville, Fla. representative. "I knew George for a good 25 years, and during that time, I never heard anything bad about him."

Salazar initially met Vukmir in New Orleans when he (Salazar) was a patrolman paying off a ship.

"George told me that he was the nephew of Steve Troy when we first met, so right away I knew he was all right (Troy is a former SIU official).

"He always carried himself well and people thought a lot of him," Salazar continued. "I was real hurt when I heard the news about his death. I'll miss him and I'm sure the union will too."

SIU Honolulu Port Agent Neil Dietz also had warm memories of the late Vukmir. "George was quite the character," said Dietz. "He was a lot of fun and a very interesting person to work with."

"When I first got hired and sent to Seattle, he was the patrolman out there," Dietz continued. "I guess that was around 1986, and I have known him ever since. He was a loyal SIU member who will be missed a great deal by union brothers and sisters."

Vukmir was buried Feb. 25 at the Evergreen Cemetery in Enumclaw, Wash.



Devil in the Details?

Getting mariners to their ships and home again is a time-consuming and complicated job. It's also job that will grow bigger and more complicated because in 2005 the U.S. Military Sealift Command (MSC) estimates that there will be more than 5,000 unlicensed civil service mariners operating MSC vessels.

For the past several years the union has heard many concerns from mariners about the difficulties they have encountered dealing with Afloat Personnel Management Center (APMC) placement representatives or "detailers." Sometimes detail problems occur as a result of MSC system issues such as the current manpower shortage and recruitment and retention issues. MSC is addressing these issues and the union is working with MSC in several areas to resolve the manpower deficit.

The union and Civmars appreciate the efforts of those placement representatives who work hard to communicate regularly with Civmars about their assignments and other requests. Still, problems such as overdue relief, failure to get adequate vacation or training time still exist.

MSC and the union are negotiating Civilian Marine Personnel Instruction (CMPI) provisions and will negotiate new contracts this year. It is important for the union and MSC to fully understand these issues and address them.

Union representatives have already brought these concerns to the attention of APMC labor and placement team representatives and their supervisors. We have also brought these concerns to representatives at MSC headquarters in Washington, D.C.

The union has proposed several changes that we believe would result in better placement support for mariners.

Additionally, the union has established an e-mail address to receive information from Civmars describing your interactions with the MSC placement specialists. Mariners are encouraged to send examples, both positive and negative of their interactions and communications with APMC

placement personnel.

Please make your message as detailed as possible. Include the dates and times of communications (or dates and times of calls), who you spoke with or who you were trying to reach. Let us know the results of these calls (For example, were the calls returned? Was your call returned in a timely manner? Was your issue resolved in a satisfactory way?).

Please include your name, rating and ship assignment. The union will not share personal information with the agency unless it is authorized by the mariner; and union representatives will ensure that you won't

OPM Starts Federal Long-Term Care Insurance Program

The U.S. Office of Personnel Management (OPM) on March 25 kicked off a new federal benefit—a long-term care insurance program through which approximately 20 million federal employees and members of the uniformed services, as well as retirees of both groups and certain family members, may apply for coverage.

OPM is the insurance program's sponsor. The early enrollment period (which began March 25 and ends May 15) coincides with a nationwide education campaign conducted by Long Term Care Partners, LLC. Long Term Care Partners is a joint venture of MetLife and John Hancock, the program's insurers, and will be devoted exclusively to this insurance plan.

During early enrollment, pre-packaged policies can be purchased for three- or five-year periods, with daily benefits of \$100 or \$150. For individuals who want greater flexibility, daily benefits ranging from \$50 to \$300 (in \$25 increments) can be purchased. (Additional plan options, including an unlimited benefit, will be available during the regular open enrollment, which runs from July 1 through Dec. 31, 2002.)

be penalized for sharing this information.

This e-mail address is established to receive information about placement experiences only. If you do not have access to e-mail, please send a letter to your union representative

For grievances or other issues please follow the established procedures for communication with union representatives. Generally, participants in this survey will not receive a response. If you would like a response to your submission, please send your e-mail directly to your union representative.

Thank you for taking the time to share your experiences with the union. Send your information to: civmarsupport@seafarers.org.

For individuals ages 18-30, premiums are \$8.40 per month for a policy that offers a three-year, daily benefit of \$100 and a 90-day waiting period, or \$32 depending on the type of inflation protection chosen. After age 30, premiums will vary based on age, amount of coverage, length of coverage, and other factors.

For more information on OPM's new insurance program, call 800 582-3337 or visit <http://www.opm.gov/insure/ltc/> or <http://www.ltcfeds.com/>

Two methods of inflation protection are offered, according to OPM. The automatic compound inflation option increases benefit levels by 5 percent each year, without a corresponding rise in premiums. Under the future purchase option, policyholders receive benefit increases based on the Medical-Consumer Price Index every two years. An additional premium will be charged and based on the individual's age at the time of the increase. Enrollees can decline increases under this option.

The early enrollment period is most appropriate for individuals who are better informed about long-term care insurance. OPM urges those who are not as familiar with this insurance product to use the education period to decide which, if any, long-term care insurance best fits their needs.

Oorah! Celona Named Honorary U.S. Marine



SIU Asst. VP West Coast Nick Celona (left) is congratulated by Col. J.L. Ledoux, commanding officer of the 23rd Marine Regiment, on his honorary appointment to the Corps.

The U.S. Merchant Marine always has maintained close ties with the nation's military, but for one SIU official the bond recently became even tighter.

On March 19, SIU Asst. Vice President Nick Celona was named an honorary member of the 23rd Marine Regiment during ceremonies at the Marine Corps base in San Bruno, Calif. The certificate proclaiming Celona's appointment cited his work with the union and with military veterans. It also noted the SIU official's efforts to publicize the Corps (in the context of the merchant marine).

"He continues to display the highest degree of patriotism in support of the United States of America and America's Corps of Marines," states the document.

The honor included a flag-raising ceremony and a reception, the certificate itself, Marine Corps pins and decals and an invitation to the regiment's annual "birthday ball" later this year.

"This isn't something the Marines do too often, so it means a lot to me," Celona noted.

Both he and Col. J.L. Ledoux, commanding officer of the 23rd Marine Regiment, used the occasion to speak to the troops about the merchant marine's role in national defense. Ledoux, who has served aboard the SIU-crewed prepositioning ship *MV Jack Lummus*, noted that the "fourth arm of defense" is vital in delivering materiel to U.S. forces both during conflicts and during peacetime missions.

"He was very complimentary toward the merchant marine, and the troops seemed very interested," Celona recalled. "I then had a chance to speak to them, and pointed out that the U.S. Merchant Marine and the U.S. Marine Corps have been intertwined since the very first days of this country, all the way through to the present. We've been on the forefront of supplying the cargo so they can get the job done."

Celona concluded by reiterating the union's commitment to protecting U.S. national and economic security, and the Marines responded with a hearty "oorah," the service's signature call.

Celona's father served in the U.S. Navy from 1946-50.



Standing at "parade rest" during the ceremony in San Bruno, Calif. are members of the 23rd Marine Regiment, 4th Marine Division.



Pictured at the reception are Col. Bill Bremer (Ret.), Col. Hank Morris (Ret.), SIU Asst. VP Nick Celona, Col. Donald Reed (Ret.) and Richmond, Calif. Sanitary Service VP Len Stefanelli.

With Civmars in Norfolk, Va.



SIU Government Services Division Representatives Kate Hunt (top photo, right) and Maurice Cokes (at right, third from right) met recently with members aboard the *USNS Mt. Baker* and the *USNS Supply*, respectively. The shipboard meetings took place in Norfolk, Va.



LOG-A-RHYTHMS

by Todd M. Curry

Teardrops of angels falling from heaven's domain
 Falling to the earth to show all His children
 His mercy, love and grace.
 He cries for His children who gave their very lives
 So others can live once more in His heavenly delight.
 They show us the path back to God's holy ways
 For their sacrifice was given in love
 and they did not die in vain.
 They planted a seed that will always grow fast
 And it is in the simple act of love
 That their memory will always last.
 So do not weep out of sorrow,
 Do not weep out of pain
 Just love others as you have so been loved
 and their memory shall always go on
 Forever and a day.

(This poem, penned Sept. 11, 2001 by SA Todd M. Curry aboard the USNS Shughart, is "dedicated to the memory of all the brave Americans who gallantly gave their lives for the well-being of others so we can continue to pursue life, liberty and happiness for all." Another poem by Curry follows.)

by Todd M. Curry

I cannot predict the future
 I am unable to change the past
 I can only live for the moment
 Loving others as I have so been loved
 So the memory of fallen friends
 Will always last.



An Easter Rhyme for My Angel

by Jeffrey A. Mangold

An Easter rhyme
 to help our time
 apart,
 remain free
 of disparity.
 Jesus will
 help us clarify
 the reasons why
 we have a need
 to always be
 of, for, with
 the other, in spirit.
 Listen! Can you hear it?
 At this time every year,
 His message, ever so clear.
 At distance in flesh,
 yet still we mesh
 our hearts, our minds,
 forever intertwined. Our roles, our souls,
 coincide our goals,
 with His.
 Thank God
 for His promise.
 thank God
 for us!

(Jeffrey A. Mangold, who sailed as an AB, wrote this poem for his best friend of more than 30 years.)

Seafarer Oubre Says Sailing on Friday Worth Reading Any Day of the Week

The following book review was written by Rev. Sinclair Oubre, a member of the SIU. The volume is "Sailing on Friday: The Perilous Voyage of America's Merchant Marine," by John Butler. The book is published by Brassey Books, based in Washington, D.C.

When I prepared to ship out on the M/V Seabulk Challenge, I searched my "to-be-read" library, and pulled this little volume out, and threw it in my sea bag. Over the last five days, as we sat at anchor at Galveston Roads monitoring the anchor chain during the 8-12 watch, I have enjoyed this wonderful book.

Beginning with the first chapter, Mr. Butler, a graduate of the Massachusetts Maritime Academy, takes us on a brisk voyage covering more than 200 years of U.S. merchant marine history. He does this by taking sections of maritime history to describe the ups and downs of our industry. At the same time, he provides a cornucopia of maritime trivia and facts to hold our interest.

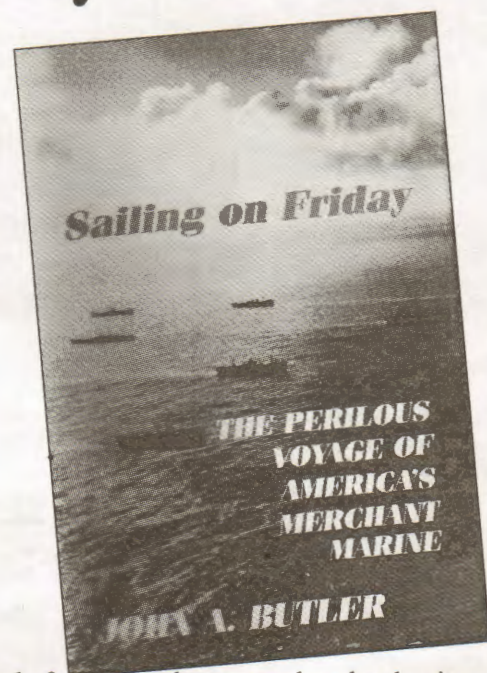
In the opening paragraph, he describes the meaning of the title: "Superstitious sailors, and few are not to some degree, have long believed that if they set sail on Friday something would go wrong and that misfortune almost certainly would befall them if that day was also the thirteenth of the month. Yet probably more ships leave port on Friday than on any other day of the week. A merchant ship earns money only while under way, so it makes sense for the captain to put to sea before a weekend to keep otherwise idle crew members occupied in productive work."

Over the next 249 pages, Mr. Butler narrates both the high and low points of that 200-year history, and holds the reader spellbound with maritime trivia. For

instance, Mr. Butler explains that the term "packet ship" comes from the canvas and leather packets of mail that were routinely shipped across the Atlantic. He reveals that the ship *Alert* which Richard Henry Dana Jr. (author of *Two Years Before the Mast*) returned from California on, was destroyed by the Confederate Naval Ship *Alabama* under the amazing command of Commander Raphael Semmes.

As a priest who is very involved with worker issues, and organized labor, I most appreciated Mr. Butler's sensitivity to the working conditions of seafarers. He shows a good understanding of maritime labor history, and the important role it played in U.S. seafarer welfare. However, he is no apologist for labor, and has no problem recounting some of its foibles and shortsightedness.

Mr. Butler concludes the book with an epilogue that draws on the lives of three different seafarers. One is a mariner at the end of his career, the second is a young tanker captain, and the third is a young woman cadet at the U.S. Merchant Marine Academy. These three persons symbolize our maritime history and national maritime policies. Like the old mariner, the U.S. merchant marine as we have known it since the end of World War II is at the end of its voyage. It has done well, and was the largest and greatest in the world, but many of the historical events that lead to its ascendancy



have passed, and so has its maritime primacy. However, like the young tanker captain, there will continue to be work to do, whether it is Jones Act cargo, military sealift or PL 480 agriculture cargo. However, like the young, optimistic cadet, there remain tremendous optimism and enthusiasm in our industry. For our nation to see a new dawn for its merchant marine, we must dedicate our national treasurers of innovation and leading-edge technology.

The book contains a good index which allows the reader to find people, ships and events with ease. The author also includes a time line that helps the reader see the historical relationship between events. The book contains chapter notes, but I would have preferred that the author used more conventional footnotes.

For those readers of the *Catholic Maritime News* who are interested in understanding where we have been as a maritime people, this book is a great introduction that will lead the reader to further and deeper studies.

Thanks from Express Marine



Three retiring inland Seafarers each were given a parting gift from New Jersey-based Express Marine, Inc.—a framed photograph of the tugs on which they last worked. Clockwise from above are Charlie Foster at his retirement party on the tug *Consort*; Stewart Parks and his wife, Connie, with their picture of the tug *Escort*; and Walton McHorney and his wife, Josie, with their framed memento. Express Marine's SIU-crewed tugs push coal barges from piers in Hampton Roads, Va. up the East Coast to power plants in the Northeast.



USNS Martin on Duty

As part of the Maritime Positioning Program of the U.S. Navy's Military Sealift Command, the SIU-crewed *USNS 1st Lt. Harry L. Martin* (and the other vessels in that fleet) support a full range of activities. They carry everything from tanks and ammunition to food, hospital supplies and fuel for both humanitarian missions and major military operations.

With special equipment, the positioning ships are able to off-load at piers or from offshore, and their roll-on/roll-off ramps are ideal for loading and off-loading wheeled vehicles and tanks. Each ship has a flight deck for helicopter operations but carries no operational aircraft.

The *USNS 1st Lt. Harry L. Martin* first loaded up at Blount Island, Fla. in 2000 and was deployed to the Mediterranean Sea.

Operated by Osprey Ship Management, Inc., the 754-foot vessel was named in memory of 1st Lt. Harry L. Martin, who posthumously was awarded the Congressional Medal of Honor for "conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty in Iwo Jima, Volcano Islands, 26 March 1945."



DEU Ali K. Zaidan is ready to replace some of the burned-out light bulbs aboard ship.



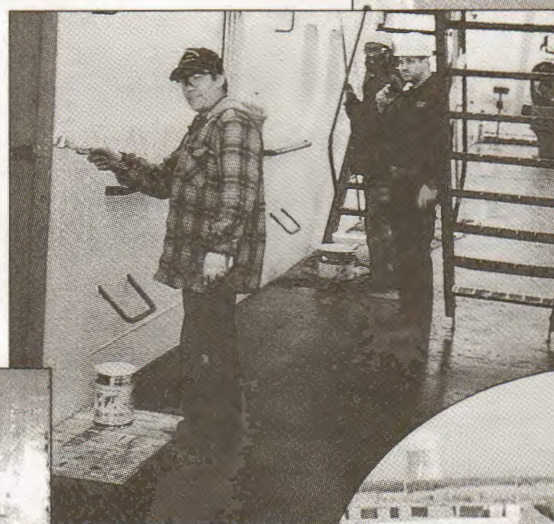
Left: Chief Steward Stanley J. Krystosiak gets a bit teary-eyed as he chops onions.



Keeping the vessel ship-shape is SA Saleh Ahmed.



Left: The engine gang consists of (from left) QMED Sergio Ayala-Diaz, DEU Ali Zaidan, 3rd Asst. Engineer Andrew Putski and Engine Cadet Christopher Kapfer.



Right: With paintbrushes at the ready, ABs Miguelito Salada (left) and AB Wayne Smiley (right) begin work while Chief Mate Christopher Hill looks on.



In the wheelhouse are Capt. Jeffery L. Sutton (left) and AB James Davis Jr.



ABs Miguelito Salada and James Davis load plywood (for the stores) aboard ship.

'Fourth Arm of Defense' Offers Job Opportunities

A vital, civilian component of America's national defense structure offers job opportunities for entry-level personnel and military veterans alike.

One avenue leading to employment openings in the U.S. Merchant Marine is the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The school, open since 1967, guarantees its graduates a job.

Offering dozens of U.S. Coast Guard-approved courses and world-class training equipment, the Paul Hall Center provides the training needed for a successful career in the merchant marine, including a highly regarded entry-level program as well as courses for veterans who have qualifying sea time in a deck or engine rating.

Although it's not part of the armed services, the

U.S. Merchant Marine has been a key part of America's national defense since the country's earliest days. That role never was more evident than during World War II, when General Eisenhower dubbed the civilian mariners America's "fourth arm of defense."

Today, the merchant marine consists of U.S.-flag vessels in the deep sea, Great Lakes and inland trades. Some serve in military support roles, while others operate only in the commercial sector.

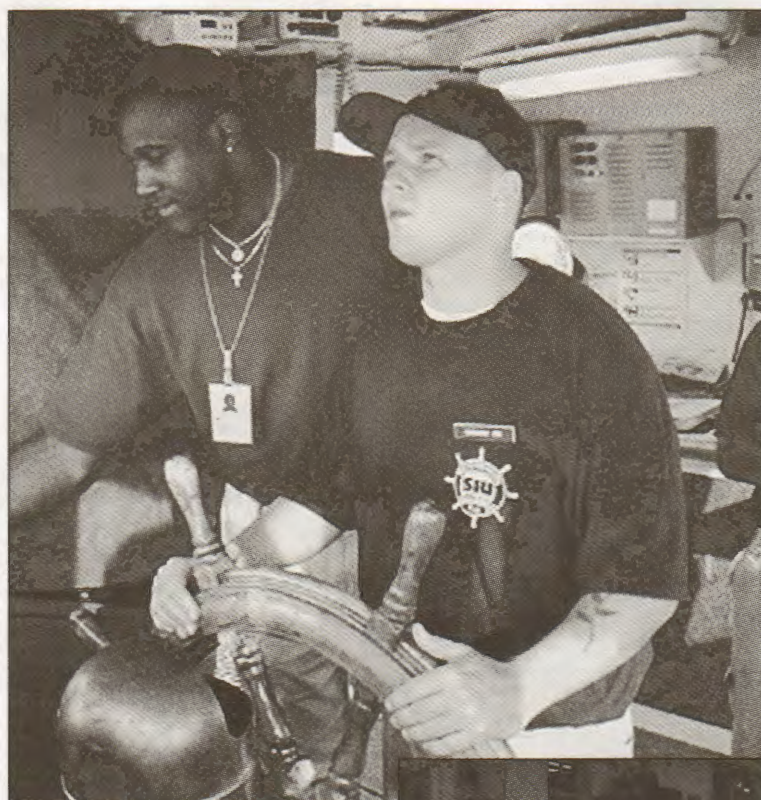
Since its founding, the Paul Hall Center (named for the SIU's second president) has helped tens of thousands of SIU members hone their skills and advance their shipboard careers. Overall, more than 50,000 rated and licensed seamen have completed upgrading classes at the training center; and 21,000 young men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

Among the school's most beneficial training tools are the bridge and engine simulators, the marine fire fighting and safety school and the culinary lab. Students at the southern Maryland school may receive college credit recommendations for successfully completing certain sanctioned courses.

For information about the training center and the union, visit the web site www.seafarers.org, or call toll-free at 1-877-235-3275.



Unlicensed Apprentice Tiffany Nettles trains on a lifeboat davit at the Piney Point, Md. school.



Above: Joseph Manning (at wheel), guided by his instructor Maurice Chambers, demonstrates the hands-on nature of the apprentice program.



Right: Arts and crafts schooling, such as that practiced by Harold Gerber II in this photo, is designed to help students develop and refine certain skills that are relevant to their shipboard assignments.

From Sea to Shining Sea With the SIU



HOUSTON — Houston-area Seafarers take part in a St. Patrick's Day parade, complete with SIU banner and a decorated float (in the background).



Left: **HOUSTON** — SIU Asst. VP Jim McGee (left) congratulates Capt. William Fisher (accompanied by his wife, Mary) upon receipt of his first pension check. Fisher worked with Higman Barge Lines as well as Sabine Towing & Transportation Co. for 40 years.



DEFENDER — Chief Cook Sandra Leonard prepares her grandmother's southern fried chicken recipe for crew members aboard the *Defender* (USSM).



NEW JERSEY — SIU Rep Edward Pulver (second from right) lends his support to CWA Local 1034, which is engaged in a bitter organizing struggle with Enable Health Care. Key organizers in the campaign have been summarily fired without justification. The CWA organizing slogan for this campaign is "Jobs with Justice." Pulver also serves as the president of the Hudson County Central Labor Council.



Left: **TAMPA** — Jacksonville SIU Port Agent Anthony McQuay (right) meets with Bosun Michael Proveaux (left) and AB Almus Allen aboard the *Sulphur Enterprise*.

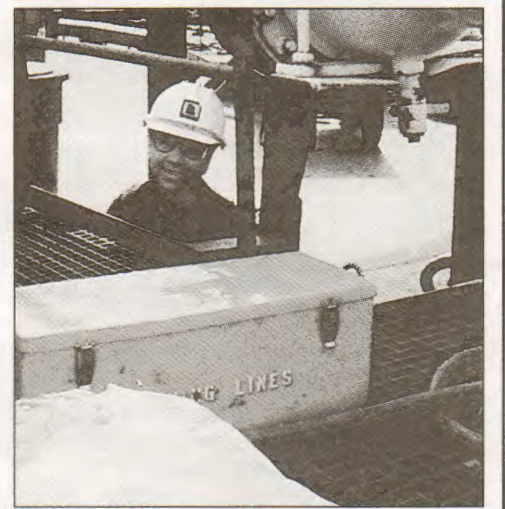


QMED Sellers Brooks and CPU Jimmie Thomas take a quick break from their duties aboard the *Prince William Sound* (ATC).

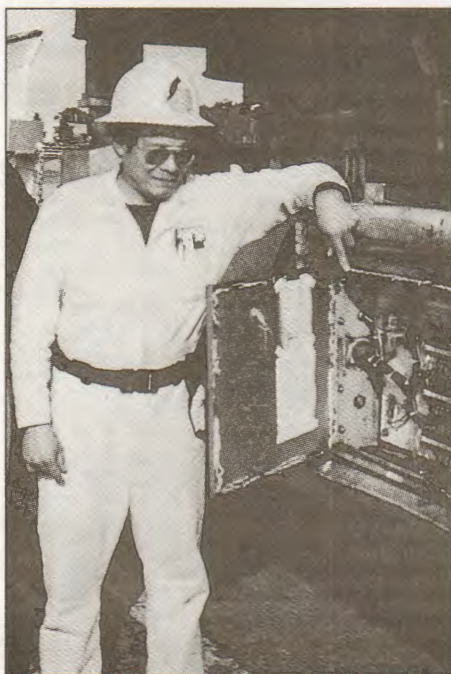
Wilmington, Calif.



Above: Richard Barnhart (right) receives his new "A" seniority book from SIU Wilmington Port Agent John Cox.



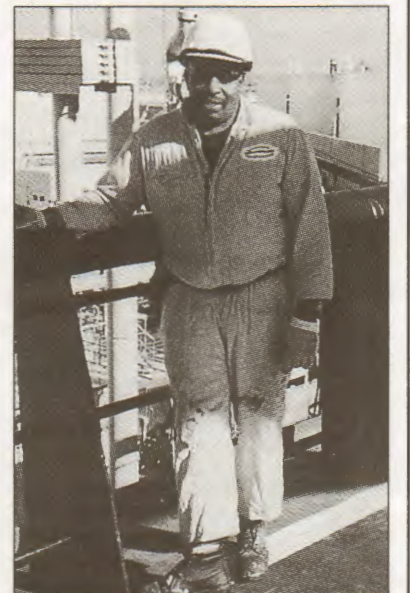
Up to his neck in work is AB Travis Jackson on the deck of the *Prince William Sound*.



Left: CME Gregorio Abalos checks to see that the cranes are operating smoothly in port.



Stephen Kastel (center), bosun aboard the *Innovator* (USSM), is pleased to receive copies of the new standard contract from SIU Wilmington Port Agent John Cox (left) and SIU Tacoma Port Agent Bryan Powell.



Right: Sidney Wallace is the bosun aboard the *ITB Groton*.

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.

GLOBAL LINK (Transoceanic Cable Ship Co.), Jan. 18—Chairman **Bernardo Cruz**, Secretary **Jennifer K. Jim**, Educational Director **Franklin A. Coburn**, Deck Delegate **Robert V. Bakeman**, Engine Delegate **John Hoskins**. Chairman announced payoff Jan. 31 in Baltimore. Vessel docked in Baltimore; no word yet on future operations. Educational director advised crew members of deadline for compliance with STCW training. He also led discussion on prevention of drug and alcohol problems. Secretary stated \$3,000 in ship's fund. Deck delegate noted need for proper relief in his department. No disputed OT reported.

GREEN DALE (Waterman Steamship Corp.), Jan. 6—Chairman **Shawn T. Evans**, Secretary **Donald J. Mann Jr.**, Deck Delegate **James T. Early**. Chairman thanked crew for good trip. He noted needed repairs to ship and asked crew members to be patient until changes can be made. Educational director urged everyone to watch safety videos on board vessel and attend upgrading courses at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Recommendations made for revising pension plan benefits. Thanks given to steward department for good job. Ship will pay off in Long Beach, Calif., then sail to Oakland, Calif. before heading to Far East.

HMI DEFENDER (Seabulk Tankers), Jan. 31—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Charles K. Dunnivant**, Deck Delegate **Tan A. Joon**, Engine Delegate **Demetrius Simmons**, Steward Delegate **Peter L. Crum**. Chairman announced payoff Feb. 2 upon arrival in Lake Charles, La. although noted possible delay due to fog. Secretary asked everyone to leave rooms clean and with new sets of linen for reliefs. Educational director talked about STCW training and taking advantage of facilities at Piney Point. No beefs or disputed OT reported. Next ports: Lake Charles; Tampa, Fla.

INNOVATOR (USSM), Jan. 13—Chairman **James R. Wilson**, Secretary **Charles A. Medeiros**, Deck Delegate **James D. Morgan**, Engine Delegate **Hassin Ali**. Chairman thanked crew for professionalism, noting smooth trip and pleasant sailing experience. He stated that former bosun, **John Stout**, had retired. Entire crew wished Stout a long and happy retirement. No beefs or disputed OT reported. Request made for new mattresses and pillows as well as an article in the LOG about making individual contributions to the Money Purchase Pension Plan. Next ports: Long Beach and Oakland, Calif.

KENAI (ATC), Jan. 30—Chairman **Eric Berry**, Secretary **Dorothy M. Odms**, Educational Director **Anthony R. Hulsey**, Engine Delegate **Patrick Lynch**, Steward Delegate **Self Salvation**. Secretary stated galley in need of new equipment, including stoves, deep-fat

fryer, grill, ventilation fans, heating lamp to keep food warm and refrigerator/freezer. Educational director encouraged crew members to attend Paul Hall Center to upgrade skills. No beefs reported; some disputed OT noted in deck department. Suggestion made that satellite cables be run into all unlicensed crew rooms. Chief Steward **Odoms** was welcomed back after being off for five months. Vote of thanks to Chief Cook **Salvation** for good job as relief steward, and thanks to **Patrick Lynch** and **Ray Ramos** for installing TV and refrigerators.

LIBERTY GLORY (Liberty Maritime), Jan. 27—Chairman **Juan M. Rivas**, Secretary **Michael L. Baker**, Educational Director **Erik T. Bradshaw**, Deck Delegate **Robert C. Hoppenworth**, Engine Delegate **Robert L. Stevenson**. Secretary asked crew members to leave rooms clean for next arrivals. Educational director advised everyone of STCW enforcement policy. He urged crew to upgrade and take advantage of all Piney Point has to offer. No beefs or disputed OT reported. Request made for copies of contract. After Houston, ships heads to Mozambique and Kenya.

MAERSK TENNESSEE (Maersk Lines), Jan. 27—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtagh**, Deck Delegate **Danny H. Davis**, Engine Delegate **Daniel A. Beshears**, Steward Delegate **Carlos A. Rosales**. Chairman thanked ABs for good job. He mentioned that if anyone gets injured aboard ship, the accident should be reported immediately to department head or nearest officer. Change of captains will occur in port of Balboa, Panama. Chairman asked that everyone help keep laundry room clean and in good order. Educational director stressed importance of upgrading at Paul Hall Center and of complying with required STCW training. He stated chief mate will fill out TRBs. Treasurer announced \$600 in ship's fund. No beefs or disputed OT reported. Recommendation made to increase available items in slop check locker. Suggestion also made to have shipboard water tested. Ship heading to ports in Panama, Colombia, Peru and Chile.

MARINE COLUMBIA (ATC), Jan. 23—Chairman **Gregory L. Hamilton**, Secretary **John F. Huyett**, Educational Director **Charles Walker**, Deck Delegate **Bonifacio B. Fortes**, Engine Delegate **Bryan Wells**. Chairman announced arrival Jan. 28 in Cherry Point, Wash. He stated repair list posted and crew should fill it out. Chairman reminded crew members to check with supervisor prior to going on deck in inclement weather and to use centerline walkway. He also talked about separating plastic items from regular trash and about keeping watertight doors dogged. Educational director spoke about deadline for STCW compliance and advised crew to take advantage of Paul Hall Center. No beefs or disputed OT reported. Suggestion made for next contract regarding working in bilges off-watch. Chairman answered ques-

tions from crew members pertaining to clothing allowances and work performed during meal hours.

OVERSEAS JOYCE (OSG), Jan. 27—Chairman **Roger C. Tupas**, **Jack A. Hart Jr.**, Steward Delegate **Paul F. Diesner**. Chairman announced payoff Feb. 9 in Jacksonville, Fla. He suggested crew read LOG to find out latest union news. Secretary thanked crew for good trip and for helping keep ship clean. Educational director reminded everyone to upgrade skills at Piney Point and make sure all shipping documents are up to date. Treasurer announced \$128 in ship's fund. No beefs or disputed OT reported. Clarification requested on no-injuries policy aboard vessel. New chairs needed for crew lounge. Vote of thanks given to steward department for fine holiday meals and for Capt. **Balano's** delicious birthday party fare.

PATRIOT (Intrepid Ship Mgmt.), Jan. 31—Chairman **Wayne D. Casey**, Secretary **Ronald D. Jones**, Educational Director **Lino E. Remorin**, Engine Delegate **Vicente S. Cacacho**. Chairman announced job well done by deck department. Secretary noted successful ship inspection. He advised crew members to watch for lint buildup on overhead exhaust vents. Educational director reminded everyone of deadline for STCW compliance. Treasurer explained two shipboard funds. Movie fund is given \$2,000 annually (\$166.60 per month) by company. Company also pays \$300 each month to ship's fund for every month there are no lost-time injuries. There presently is \$1,080 in ship's fund. No beefs or disputed OT reported. Crew members were asked to return all movies brought to crew lounge. Steward given vote of thanks for great job. Bosun said he hasn't eaten so well in a long time, and day man joked he wants to rent a room when his time is up, just for the good food! Ship heading to Israel.

SEABULK MARINER (Seabulk Tankers), Jan. 28—Chairman **Rimvydas Ourbonas**, Secretary **George Monseur**, Educational Director **Oscar Garcia**, Deck Delegate **Blair C. Baker**, Engine Delegate **Jerome Doms**. Chairman announced payoff expected Dec. 31 in Norco, La. Crew members reminded to use safety equipment at all times and separate plastic items from regular garbage. Secretary thanked everyone for help keeping house clean. Educational director encouraged crew to be sure sailing papers are in order. No disputed OT reported; beef noted in deck department. Crew members requested union help with processing of Coast Guard paperwork. Also requested clarification on travel (cash vs. tickets) and asked for SMPPP statements. Another suggestion was for all ships to have same medical plan coverage. Next port: Fort Lauderdale, Fla.

CAPE JACOB (American Overseas Marine), Feb. 7—Chairman **Robert W. Johnson**, Secretary **Lauren J. Oram**, Educational Director **George C. Cruzen Jr.**, Deck Delegate **Harry Massa**, Steward Delegate **Marco Guevara**. Chairman reported ship still on heightened alert in Diego Garcia and could deploy at any time. Inspection will occur Feb. 15, and vessel will go on exercises Feb. 18. Secretary noted \$500 in ship's fund. Recommendation made to buy software for crew's computer or more videos. Educational director reminded crew members to check shipping documents and make sure all are current. He advised everyone to try and learn something every day. "Whether on board ship or at Piney

Point, knowledge is power." No beefs or disputed OT reported. Copy of SPAD poster received and posted in crew passageway. Suggestion made for crew to receive a day's pay for travel when joining ship. Thanks given to steward department for keeping everything rolling, especially chief steward "for mixing it up and keeping everyone upbeat and positive!"

CHEMICAL TRADER (Intrepid Ship Mgmt.), Feb. 28—Chairman **Raymond A. Tate**, Secretary **Alexander Banky III**, Educational Director **Nelson S. Lazo**, Deck

helping keep ship clean. He asked crew to use street clothes washer and dryer only for street clothes. Educational director reminded crew members of safety precautions while at sea. Some disputed OT reported by deck and engine delegates. Clarification requested on whether steward department members need STCW training. Suggestion made for ship to have headquarters e-mail address in order to clarify issues aboard ship while at sea. Repairs/replacements requested for chairs and settee in lounge as well as chairs in crew mess hall. Steward department

Sailing with the "A-Team"



From Recertified Chief Steward Russell B. Beyschau comes this photo of the "A-Team"—the galley gang—on the *Endurance*. Beyschau (right), who is known for his decorated birthday cakes aboard the USSM vessel, is joined here by Chief Cook Enrique Garrido (left) and SA Jaime Castillo

Delegate **Michael D. Wittenberg**, Engine Delegate **Victor I. Mondeci**, Steward Delegate **Timothy R. Hubbert**. Chairman announced March 2 payoff in Savannah, Ga. He expects satellite dish to be fully installed by March 8. Secretary talked about engine room fire aboard ship and expressed his thanks to everyone for fast and professional response. "I would like to thank the union for having all of our crew take basic safety training," he said. "It works." Educational director advised crew members to take time to upgrade at Paul Hall Center. Treasurer announced \$74 in ship's fund. All other funds were used to purchase satellite dish. Beef reported in deck department; some disputed OT reported in steward department. Next ports: Savannah, Baltimore, New York, Philadelphia.

EXPLORER (USSM), Feb. 3—Chairman **Raymond "Skip" Yager**, Secretary **William R. Burdette**, Educational Director **Kenneth Smith**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Fadel A. Mohamed**, Steward Delegate **Larry Lopez**. Chairman announced payoff Feb. 6 in Long Beach, Calif. Secretary asked crew members to separate bottles and cans from rest of trash. Educational director talked about compliance with STCW regulations and advised everyone to take advantage of upgrading opportunities available at Piney Point facility. Treasurer stated \$3,600 in ship's fund. No beefs or disputed OT reported. Suggestion made to purchase new antenna for crew lounge and upgrade video service to DVD/VCD (which would require machines that work in both USA and Asia). Request also made for computer software. Next port: Long Beach.

INTEGRITY (USSM), Feb. 30—Chairman **Domingo León**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Leopoldo P. Emnace**, Engine Delegate **Conrado Martinez**. Bosun reported wonderful trip and great weather. Secretary thanked crew for

praised for fabulous menus and meals. Bosun asked crew to remember to re-wrap night lunch for next person. Crew requested computer for communal use. Wiper suggested refrigerators for each room.

NAVIGATOR (CSX Lines), Feb. 24—Chairman **Werner H. Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Daniel F. Dean**, Deck Delegate **Kevin A. Kellum**, Engine Delegate **James B. Spranza**, Steward Delegate **Glenn A. Taan**. Chairman said crew joined ship Feb. 9 in Singapore. Following March 1 payoff in Tacoma, Wash., vessel will begin Triangle Run (Oakland, Long Beach, Hawaii). He thanked crew for working well together and for help in cleaning ship after period in shipyard. He reminded everyone to keep doors closed while in port and to be sure shipping documents are up to date. Secretary stated \$30 in tuna fund was transferred to movie fund. Educational director urged members to upgrade at Paul Hall Center for higher ratings. No beefs or disputed OT reported. Request made for new furniture for crew's lounge and fans and refrigerators for each cabin. Thermostats should be turned off in empty rooms.

OVERSEAS MARILYN (Maritime Overseas), Feb. 3—Chairman **Marco A. Galliano**, Secretary **Earl N. Gray Sr.**, Deck Delegate **Daniel P. Seymour**, Engine Delegate **Linton L. Reynolds Jr.**, Steward Delegate **Isabel Miranda**. Bosun informed crew that captain will reimburse everyone who paid for launch services while ship was anchored in Manta, Ecuador. They should bring receipts to captain. Chairman announced Feb. 7 payoff on arrival in Galveston, Texas. Secretary stressed importance of contributing to SPAD and of upgrading skills in Piney Point for job security. Some disputed OT reported in engine department. Suggestion made for next contract to include paid return transportation following four-month tour of duty. Vote of thanks given to steward department for job well done.

Vacation at Piney Point . . .

How people choose to spend their hard-earned vacation time is a personal thing. Some may wish to relax and just get away from their busy routines at home or at work. Others may take the opportunity to educate themselves by reading, sightseeing or going to museums. Still others may simply just want to have fun.

It's rare you can get all those possibilities wrapped into one activity. But we have the spot for you—The National Zoo in Washington, D.C.

When you choose to spend up to two weeks of your summer vacation at the Paul Hall Center in Piney Point, Md., the zoo is an easy day trip away, as are many other attractions in the nation's capital or in nearby Baltimore, Annapolis and northern Virginia.

Each summer, a number of rooms in the center's training and recreation center are set aside for vacationing SIU members and their families.

With an ideal location on the banks of the St. George's Creek in Southern Maryland, the Paul Hall Center is the perfect place from which to base a family vacation.

The center, which houses the largest training facility for unlicensed deep sea merchant seafarers and inland waterways boatmen in the United States, is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property.

The rooms are comfortable and well equipped, and there are certainly enough amenities and activities to keep everyone in the family happy. There is a picnic area with grills and tables, outdoor tennis and basketball courts, an Olympic-size swimming pool, a health spa and plenty of space for walks or jogs on the beautifully land-

scaped grounds. And three delicious meals are provided each day!

But, definitely, take a box lunch and a camera and go to the zoo. If it's relaxation you want, just stroll around the zoological park, looking at the incredible collection of animals and soaking up the warmth of Washington's summer weather.

If it's educational opportunities you seek, the zoo will fit the bill. The 163-acre Smithsonian National Zoological Park in Rock Creek

Park was established by an Act of Congress in 1889 "for advancement of science and the instruction and recreation of the people." It is a world leader in exhibition, conservation, zoological research and education. Home to more than 5,800 animals, it was the first zoo established with the purpose of saving animals on the brink of extinction. Today, nearly 130 of the zoo's species of animals are endangered or threatened.

If it's just fun you're seeking, watch the famous cuddly panda bears, Mei Ziang and Tian Tian, as they frolic about, munching on vast quantities of bamboo. Or check out the baby Sumatran tiger cub, born Sept. 18, 2001,

as he develops his skills as a tiger. Or wander around the elephant house and see Kandula, the male Asian elephant born Nov. 25, who is growing fast, gaining from one to four pounds each day. There's also Kraken, a Komodo dragon, and Mechi and Kali, greater one-horned Asian rhinos, and Jana, a giraffe born Jan. 18, 2001.

The zoo is open every day of the year (except Dec. 25). During the summer, the grounds are open from 6 a.m. until 8 p.m. and the buildings from 10 a.m. to 6 p.m. And—admission is free! (Parking is \$5 for the first three hours and \$2 for each additional hour.)

Use of the Piney Point facilities as a vacation spot is a special benefit for Seafarers and their families. Why not take advantage of it this summer by sending in your reservation form now!



. . . and Visit the Zoo



PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

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

Date of departure: _____

5/02

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

UNION MEMBER VACATION RATES

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

Member \$40.00/day

Spouse \$10.00/day

Child \$10.00/day

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

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 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	1	1	2	0	1	1	0	4	2	2
Baltimore	4	0	1	5	2	1	2	8	4	3
Guam	3	3	1	0	1	1	0	4	2	0
Honolulu	7	7	5	4	4	3	2	14	11	6
Houston	25	16	19	18	7	11	6	47	26	24
Jacksonville	28	27	12	20	11	3	11	53	44	17
Mobile	16	9	6	8	2	6	5	25	18	5
New Orleans	23	10	6	22	10	6	8	27	18	11
New York	26	13	20	13	9	4	4	48	15	37
Norfolk	11	18	5	12	5	3	6	17	29	14
Philadelphia	3	2	1	0	1	1	0	10	3	2
Piney Point	3	4	1	0	3	1	0	3	4	0
Puerto Rico	9	4	1	6	5	0	2	13	9	4
San Francisco	28	11	4	12	6	0	9	43	18	7
St. Louis	4	1	3	2	2	3	1	3	4	5
Tacoma	32	17	14	24	7	5	11	47	27	21
Wilmington	32	15	21	21	6	10	12	56	24	26
Totals	255	158	124	167	82	59	79	422	258	184
ENGINE DEPARTMENT										
Algonac	1	0	1	1	0	0	0	2	2	1
Baltimore	8	2	1	6	1	0	1	7	5	1
Guam	0	0	0	1	0	0	0	0	0	0
Honolulu	6	3	3	2	1	1	1	12	12	7
Houston	15	2	7	7	3	2	4	29	9	16
Jacksonville	23	24	8	14	11	3	8	33	38	16
Mobile	10	2	1	12	4	1	2	10	6	2
New Orleans	12	8	2	10	4	2	2	16	8	3
New York	9	9	7	7	3	3	5	14	20	13
Norfolk	9	9	4	4	11	1	4	12	15	6
Philadelphia	1	0	0	1	3	0	0	4	0	2
Piney Point	0	0	0	3	3	0	2	1	4	1
Puerto Rico	9	5	0	4	2	0	3	10	4	1
San Francisco	10	7	3	1	5	4	2	18	8	5
St. Louis	0	3	1	0	2	0	2	1	3	1
Tacoma	12	15	9	11	9	6	9	17	19	15
Wilmington	9	7	3	3	4	2	0	20	14	7
Totals	134	96	50	87	66	25	45	206	167	97
STEWARD DEPARTMENT										
Algonac	0	0	1	0	0	0	0	0	0	1
Baltimore	1	0	0	0	0	0	0	5	2	0
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	12	2	1	3	2	1	0	23	5	13
Houston	17	3	0	9	2	0	5	23	7	5
Jacksonville	14	4	5	10	3	0	9	31	7	19
Mobile	4	0	0	3	1	0	3	13	4	4
New Orleans	7	5	1	9	2	0	3	14	6	3
New York	18	4	4	6	2	0	4	26	8	7
Norfolk	5	11	3	5	5	1	4	10	19	5
Philadelphia	3	1	0	2	1	0	1	6	0	1
Piney Point	1	2	1	2	1	2	0	4	8	0
Puerto Rico	2	1	1	1	0	0	2	3	1	1
San Francisco	14	3	0	11	2	1	3	36	7	1
St. Louis	2	0	1	1	0	0	0	1	0	2
Tacoma	25	1	2	18	0	0	18	39	2	3
Wilmington	16	7	0	7	7	1	9	29	8	0
Totals	141	44	20	87	28	6	61	263	84	66
ENTRY DEPARTMENT										
Algonac	0	2	1	0	0	0	0	0	4	2
Baltimore	0	4	6	0	4	4	0	0	1	5
Guam	0	1	0	0	0	5	0	0	1	4
Honolulu	4	16	18	5	8	2	0	6	39	62
Houston	1	9	17	2	11	6	0	3	19	46
Jacksonville	1	21	17	3	8	11	0	1	32	50
Mobile	0	5	4	0	2	3	0	0	13	3
New Orleans	3	14	15	1	8	4	0	5	18	31
New York	6	28	19	2	12	7	0	12	65	69
Norfolk	2	13	7	0	5	3	0	2	19	19
Philadelphia	0	2	1	0	0	0	0	0	3	1
Piney Point	0	6	22	0	5	7	0	0	19	26
Puerto Rico	4	4	3	0	2	3	0	7	9	7
San Francisco	8	9	12	3	5	6	0	10	22	19
St. Louis	0	1	1	0	1	0	0	0	3	2
Tacoma	7	22	16	4	16	2	0	9	33	44
Wilmington	6	8	15	2	6	4	0	11	19	36
Totals	42	165	174	22	93	67	0	66	319	426
Totals All Departments	572	463	368	363	269	157	185	957	828	773

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

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

June & July 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: June 3, July 8
Algonac	Friday: June 7, July 12
Baltimore	Thursday: June 6, July 11
Boston	Friday: June 7, July 12
Duluth	Wednesday: June 12, July 17
Honolulu	Friday: June 14, July 19
Houston	Monday: June 10, July 15
Jacksonville	Thursday: June 6, July 11
Jersey City	Wednesday: June 19, July 24
Mobile	Wednesday: June 12, July 17
New Bedford	Tuesday: June 18, July 23
New Orleans	Tuesday: June 11, July 16
New York	Tuesday: June 4, July 9
Norfolk	Thursday: June 6, July 11
Philadelphia	Wednesday: June 5, July 10
Port Everglades	Thursday: June 13, July 18
San Francisco	Thursday: June 13, July 18
San Juan	Thursday: June 6, July 11
St. Louis	Friday: June 14, July 19
Savannah	Friday: June 7, July 12
Tacoma	Friday: June 21, July 26
Wilmington	Monday: June 17, July 22

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

Luau on the Maui



Each voyage, on the evening before arrival in Honolulu, everyone aboard Matson Navigation Co.'s SS Maui looks forward to a shipboard luau. This photo of the steward department was taken during a recent luau by the vessel's master, Donald Marshall. From the left are Chief Cook Khalid Mohamed, Asst. Cook Carmelo Dela Cruz, Room Steward Mohamed Ahmed and Chief Steward Muhamad Sani. Marshall notes, "This SIU steward department is a credit to the union and has made the SS Maui a real feeder."



Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresl, Vice President Atlantic Coast

Kermitt Mangram,
Vice President Government Services

René Lioeanje, 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 Kalihl 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

MARCH 2002

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	7	2	0	3	0	0	4	2	4	0
Houston	7	0	1	5	0	0	16	16	3	4
Harvey, LA	9	0	0	3	0	0	11	15	1	1
New York	8	0	0	9	0	1	5	53	7	4
Norfolk	2	0	0	0	0	0	0	2	0	0
San Pedro	7	1	1	3	0	0	11	16	11	1
Savannah	6	0	0	7	0	0	1	10	0	1
Tacoma	7	1	1	3	0	0	11	16	11	1
Totals	53	4	3	33	0	1	59	130	37	12

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	1	0	0	1	0	0
Houston	2	1	2	4	0	1	6	2	2	5
Harvey, LA	5	0	1	0	0	1	2	6	2	0
New York	5	0	1	3	0	0	2	27	10	5
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	6	0	0	2	0	0	3	32	18	6
Savannah	3	1	0	0	0	0	8	4	0	0
Tacoma	6	0	0	2	0	0	3	32	18	6
Totals	30	2	4	11	1	2	24	105	50	22

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	3	0	0	2	0	0	0
Houston	1	1	0	2	0	0	2	8	2	0
Harvey, LA	1	0	0	4	0	0	2	4	2	0
New York	3	0	0	2	0	0	1	19	3	2
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	1	0	0	0	0	0	0	6	2	4
Savannah	2	0	0	0	0	0	1	6	1	0
Tacoma	1	0	0	0	0	0	0	6	2	4
Totals	12	1	0	11	0	0	8	50	12	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	1	6	0	0	0	0	0	2	10	0
Houston	4	4	5	2	0	2	13	16	15	30
Harvey, LA	4	3	1	1	0	1	2	6	8	4
New York	3	0	4	2	0	0	5	21	40	34
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	5	3	0	5	1	0	5	19	15	18
Savannah	0	0	2	0	1	0	3	1	7	6
Tacoma	5	3	0	5	1	0	5	19	15	18
Totals	23	19	12	15	3	3	33	85	110	110

Totals All Departments	118	26	19	70	4	6	124	370	209	154
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PIC-FROM-THE-PAST

This photo, taken by Seafarer **Hector Reyes**, was originally printed in the Feb. 19, 1954 issue of the *Seafarers LOG*. Nino Valdez (seated at right) and his wife were visiting old friends aboard the *S/S Florida* while the SIU-contracted vessel was in Havana Harbor.

The Cuban-born Valdez was a professional boxer from 1941 until his defeat in 1959 by Sonny Liston. At one time, he was even one of the top contenders for Rocky Marciano's heavyweight title, but the fight never came about. The record books state that Valdez fought 69 pro fights in his career, compiling a 49-18-2 record with 36 KO wins and 5 KO defeats.

When heavyweight bouts were hard to come by in the early '40s in Cuba, he worked as a long-shoreman and construction laborer, which probably is how he befriended the Seafarers when they arrived in Havana.

Nino Valdez died in New York June 3, 2001.





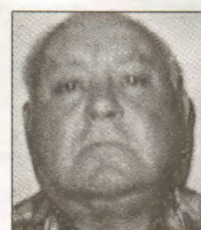
On this page, the *Seafarers LOG* presents brief biographical accounts of the 21 Seafarers announcing their retirements this month.

DEEP SEA



FIDEL S. BROAS, 65, hails from the Philippines. Brother Broas served in the U.S. Navy from 1958 to 1961. He started his SIU career in 1979 in Seattle, first sailing aboard the *Del Sol*. The engine department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1995. His most recent voyage was aboard the *Liberator*, operated by U.S. Ship Management. Brother Broas makes his home in New York.

PLARIDEL P. CADIZ, 66, joined the SIU in 1970 in San Francisco. His first ship was the *Buckeye Atlantic*. The steward department member was born in the Philippines and upgraded his skills at the Seafarers training school in 1990. Brother Cadiz last went to sea on the *Sea-Land Producer*. He is a resident of Sacramento, Calif.



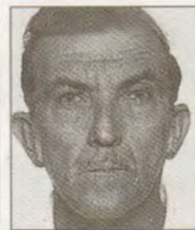
JACK J. COOPER, 71, was born in Virginia. Brother Cooper began his SIU career in 1980 in the port of Norfolk, Va., having served in the U.S. Coast Guard from 1950 to 1970. His first ship was the *Columbia*. The deck department member upgraded his skills often at the Seafarers training school in Piney Point, Md., completing bosun recertification training there in 1992 and LNG recertification instruction in 1998. Brother Cooper's last voyage was on the *LNG Gemini*. He makes his home in Chesapeake, Va.

NORMAN DUHE, 63, started his career with the Seafarers in 1970 in the port of New Orleans. The steward department member frequently enhanced his skills at the Seafarers Harry Lundeberg School of Seamanship, completing the steward recertification program in 1986. Born in Louisiana, he last worked on the *Stonewall Jackson*, a Waterman Steamship Corp. vessel. Brother Duhe lives in his home state in the city of Slidell.

EUSEBIO FIGUEROA, 65, hails from Puerto Rico. He started his career with the SIU in 1970 in the port of New York. Brother Figueroa first sailed on

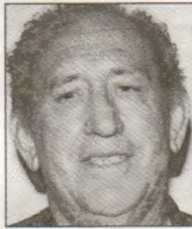


the *Seatrain Texas*. The deck department member's last voyage was aboard the *Equality State*. Brother Figueroa calls Kirbyville, Texas home.



JAMES D. HARRIS, 65, joined the Seafarers in 1966 in the port of Norfolk, Va. The North Carolina native served in the U.S. Army from 1960 to 1962. His first ship was the *City of Alma*. A member of the deck department, Brother Harris upgraded his skills at the Seafarers training school in 1977. His last trip was aboard Newport Tankers' *Achilles*. Brother Harris calls Wilmington, N.C. home.

IGNATIUS MUZICH, 70, began his SIU career in 1994 in the port of New York. The Croatian-born mariner first sailed on the *USNS American Osprey*. A member of the deck department, Brother Muzich was a frequent upgrader at the Seafarers Harry Lundeberg School of Seamanship. His last voyage was aboard the *Integrity*. Brother Muzich is a resident of his native country.



EUGENIO OYA, 69, was born in Spain. He joined the Seafarers in 1960 in the port of New York. The deck department member upgraded his skills at Piney Point, Md. Brother Oya last worked on the *Express*, a U.S. Ship Management vessel. He lives in Sunnyvale, Calif.

LEIF V. PEDERSEN, 66, joined the Seafarers in 1991 in the port of New Orleans. Brother Pederson first sailed on the *Sealift China Sea*. Born in Denmark, the deck department member last worked aboard the *Nantucket Shoals*. He calls Pearl, La. home.



RODNEY J. PENCE, 45, began his career with the Seafarers in 1974 in the port of Piney Point, Md. He first sailed on the *Ft. Hoskins*, an Interocean Ship Management vessel. Born in Texas, Brother Pence worked in the deck department. He upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1979 and 1995. His last voyage was aboard the *Sea-Land Quality*. Brother Pence is a resident of Bacliff, Texas.

DONALD RUNDBLAD, 71, joined the SIU in 1948 in the port of New York. He served in the U.S. Army from 1952 to 1954. Born in New York, he shipped in the deck department. Brother Rundblad lives in Tacoma, Wash.



HANABLE SMITH, 57, hails from Alabama. Brother Smith started his career with the Seafarers in 1964 in the port of Mobile, Ala. The deck department member enhanced his skills at the Seafarers training school in 1977. Brother Smith last shipped on the *MV Courier*. He makes his home in Mobile.

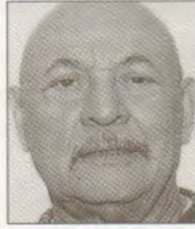
FLOREN-CIO UMALI, 65, joined the SIU in 1986 in the port of Honolulu following a 20-year career in the U.S. Navy. Born in the Philippines, Brother Umali first shipped aboard the *UNSN Contender*. One of his daughters was an SIU scholarship recipient who graduated from the University of Illinois with a degree in education. Brother Umali sailed in the steward department, most recently aboard the *Constellation*, a Maersk Lines vessel. He resides in Newport News, Va.



EDGARDO VAZQUEZ, 71, started his career with the SIU in 1963 in the port of New York. The steward department member upgraded his skills at the Seafarers training school in 1981

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.



TOMMIE VINES, 47, was born in Alabama. He began his career with the Seafarers in 1969 in the port of New York. Brother Vines first sailed aboard the *Buckeye Atlantic*. The deck department member last worked on Puerto Rico Marine Management's *Humacao*. Brother Vines lives in Mobile, Ala.



GREAT LAKES
JEROLD SAXON, 60, was born in Fayette, Mich. After serving in the U.S. Navy, he began his career with the Seafarers in 1964 in Frankfort, Mich. Brother Saxon shipped in the deck department, last sailing on the *J.A.W. Iglehart*. He makes his home in Santa Rosa Beach, Fla.

INLAND
THOMAS J. CROWLEY, 71, started his SIU career in 1977 in Wilmington, Calif. Boatman Crowley is a military veteran, serving in both the U.S. Army and U.S. Navy. A native of New York, he first worked aboard the

and completed the steward recertification program in 1987. He last shipped on the *Sea-Land Expedition*. Brother Vazquez lives in Brooklyn, N.Y.

Aquila. The engine department member upgraded his skills at the Seafarers training school in 1998. Boatman Crowley makes his home in Moreno Valley, Calif.



WILLIAM S. FISHER, 61, was born in Texas. He joined the Seafarers in 1963 in Port Arthur, Texas. A member of the deck department, Boatman Fisher shipped as a captain. He is a resident of Corrigan, Texas.

ALVE CARL HOLMES, 61, hails from Pennsylvania. Boatman Holmes started his SIU career in 1988 in the port of New Orleans. He worked as a launch operator, last sailing on a vessel operated by Alabama Pilot, Inc. He calls Pensacola, Fla. home.



STEVEN T. MORTON, 57, joined the Seafarers in 1974 in the port of New Orleans. Boatman Morton is a military veteran, having served in the U.S. Army from 1963 to 1967. The engine department member last worked on a vessel operated by Crescent Towing & Salvage Co. Boatman Morton lives in Franklenton, La.

STEWART W. PARKS, 62, began his career with the SIU in 1981 in the port of Philadelphia. A member of the deck department, he upgraded his skills at the Seafarers training school in 2001. Boatman Parks makes his home in Tangier, Va.

Reprinted from past issues of the *Seafarers LOG*

1949

The Atlantic and Gulf District of the Seafarers International Union scored a landslide victory in the recently concluded collective bargaining election on nine Cities Service ships, with the company's unlicensed personnel casting 89 percent of the valid ballots in favor of the union. Although only 12 of 110 ballots were cast in favor of the company-sponsored Cities Service Tanker Men's Association, the company again challenged the election before the National Labor Relations Board. A previous election, in which 83 percent of the seamen voted for the SIU, was challenged and another election ordered. Seafarers are urged to stay on their ships until the NLRB sanctions the election, since the company is trying to replace them with "company union" men to reverse the SIU victory.

1969

A long-standing Defense Department theory that American-owned ships, registered under the flags of other countries, are under the "effective control" of the United States in time of crisis was sharply attacked by Senator Hugh Scott (R-Pa.). "The only

ships that are effectively controlled by the United States," Scott said, "are United States-flag vessels." He urged the Nixon Administration to base its decisions on maritime needs solely on "ships which fly the American flag and are manned by American citizens."

THIS MONTH IN SIU HISTORY

Scott was the principal speaker at a day-long seminar sponsored in Washington, D.C. by the AFL-CIO Maritime Trades Department. The seminar was devoted to the problem of the "runaway-flag" fleet, which is now larger, in terms of tonnage, than American-owned vessels registered and crewed in this country.

1989

Navy Secretary William L. Bell III said the crews of the Seafarers-manned Pacific T-AGOS fleet "demonstrated exceptional professional competence, resourcefulness, innovation and dedication in support of Pacific Fleet ASW operations while conducting consistently superb daily operations, numerous special ASW tasks and the development and employment of new systems." Secretary Bell's remarks were part of the citation accompanying the celebrated Navy Unit Commendation pennant and certificate presented to the five SIU-crewed T-AGOS vessels operating in the Pacific. The SIU-crewed vessels play a key role in the national defense of the United States.

Final Departures

DEEP SEA

FLOYD ACORD

Brother Floyd Acord, 45, died Jan 28. He started his career with the SIU in 1973 in the port of Piney Point, Md. The California native first went to sea aboard the *William T. Steel*, a Richmond Corp. vessel. Brother Acord shipped in the engine department. Brother Acord called Houston home.

WOODY AINSWORTH



Brother Woody Ainsworth, 55, passed away Jan. 19. Brother Ainsworth began his career with the Seafarers in 1964 in the port of Houston. He

first sailed on the *Walter Rice*, a Reynolds Metal Co. vessel. Born in Texas, he worked in the deck department. Brother Ainsworth last went to sea aboard the *OMI Sacramento*. He made his home in Arcadia, Texas.

VERNER ANDERSEN



Pensioner Verner Andersen, 84, died Feb. 3. He joined the SIU in 1943 in the port of New York. The engine department member

last worked on the *Cove Navigator*, a Cove Shipping vessel. Brother Andersen started receiving compensation for his retirement in 1977. He was a resident of Wayne, Fla.

GEORGE BIETE



Pensioner George Biete, 88, passed away Jan. 21. Brother Biete started his career with the Marine Cooks and Stewards (MC&S). Born

in the Philippines, he worked in the steward department. Brother Biete began receiving stipends for his retirement in 1975. He made his home in Sacramento, Calif.

CASSEL BRIDGMAN



Pensioner Cassel Bridgman, 85, died Feb. 12. He started his SIU career in 1953 in the port of New York. Brother

Bridgman served in the U.S. Army and the U.S. Coast Guard. His first SIU voyage was aboard the *Bradford Island*, operated by Cities Service. The Hyde County, N.C. native shipped in the deck department. He last worked on Waterman Steamship Corp.'s *William Harper*. Brother Bridgman started receiving retirement compensation in 1972. He was a resident of Elizabeth City, N.C.

GEORGE BURKE



Pensioner George Burke, 74, died March 14. Brother Burke joined the Seafarers in 1946 in the port of New York. He served in

the U.S. Army from 1953 to 1955. Brother Burke's first SIU voyage was aboard an A.H. Bull Steamship Co. vessel. A member of the deck department, Brother

Burke shipped as a bosun. He last went to sea aboard the *Sea-Land Value*. Brother Burke started receiving his pension in 1993. He called Brooklyn, N.Y. home.

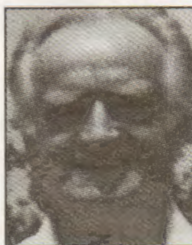
BOBBY BUTTS



Pensioner Bobby Butts, 76, passed away Feb. 15.

Brother Butts started his SIU career in 1955 in the port of Mobile, Ala., after serving in the U.S. Navy from 1952 to 1954. His initial voyage was aboard a Waterman Steamship Corp. vessel. The Mississippi-born mariner sailed in the deck department as a bosun. He last worked on the *OMI Champion*. Brother Butts started receiving his pension in 1989. He was a resident of Mobile.

JOHN DMOCHOWSKY



Pensioner John Dmochowsky, 77, died Feb. 19. Brother Dmochowsky began his career with the Seafarers in 1977 in Detroit. He was a veteran

of the U.S. Navy, serving from 1942 to 1946. The Perryopolis, Pa.-born mariner shipped in all three divisions, working in the steward department. Brother Dmochowsky last worked on the *Cornhusker State*, an Interocean Management Corp. vessel. He started receiving his pension in 1991 and made his home in Flat Rock, Mich.

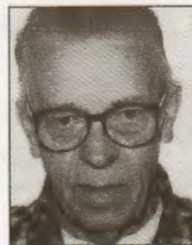
JESUS FERNANDEZ



Pensioner Jesus Fernandez, 91 passed away March 3. Born in the Philippines, Brother Fernandez started his SIU career in 1951

in the port of New York. The steward department member last worked on the *Sea-Land St. Louis*. Brother Fernandez began receiving his retirement stipend in 1976. He lived in Daly City, Calif.

OLAV GUSTAVSEN



Pensioner Olav Gustavsen, 81, died Dec. 13. Brother Gustavsen began his career with the Seafarers in 1951. His initial voyage was

aboard the *Ft. Hoskins*, an Interocean Management Corp. vessel. Born in Norway, the engine department member started receiving retirement payments in 1984. Brother Gustavsen made his home in San Francisco.

HARRY HAGERMAN



Pensioner Harry Hagerman, 87, recently passed away. Born in Samish Island, Wash., he joined the SIU in 1965 in Seattle. His initial voyage was

aboard Moore-McCormack Lines' *Robin Kirk*. The deck department member last went to sea on the *Sea-Land Newark*. Brother Hagerman began receiving his pension in 1989 and lived in his native state.

MILTON HENTON



Pensioner Milton Henton, 76, died Feb. 25. Brother Henton began his SIU career in 1951 in the port of New York. The Mississippi-

born mariner first went to sea aboard the *Gulf Water*, a Metro Steamship vessel. A veteran of the U.S. Army, he sailed in the deck department. Brother Henton last worked on the *OMI Missouri* and started receiving his pension in 1988. He made his home in Mobile, Ala.

PAUL HOLLOWAY



Pensioner Paul Holloway, 77, passed away Jan. 7. Born in Wilkes County, N.C., Brother Holloway joined the SIU in 1953 in the port of New

York. The U.S. Navy veteran first sailed aboard the *French Creek*, an Interocean Management Corp. vessel. The deck department member last worked on a Sea-Land Service vessel. Brother Holloway began receiving his pension in 1989. He lived in Elkin, N.C.

ROBERT LAMBERT



Pensioner Robert Lambert, 71, died March 8. Brother Lambert launched his career with the Seafarers in

1960 in the port of Mobile, Ala. The U.S. Navy veteran first shipped under the SIU colors aboard a Sprogue Steamship Co. vessel. Brother Lambert sailed in the deck department as a bosun and last worked aboard the *Sealift Arctic*. Born in Florida, he began collecting retirement compensation in 1994. Brother Lambert made his home in Daphne, Ala.

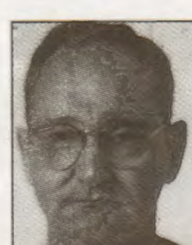
ARTHUR MEDEIROS



Brother Arthur Medeiros, 49, passed away recently. Born in Hawaii, he joined the SIU in 1985 in the port of Honolulu. Brother

Medeiros served in the U.S. Navy from 1969 to 1972. His initial voyage for the Seafarers was aboard *American Hawaii Cruises' SS Independence*. The steward department member last worked on the *Sea-Land Navigator*. Brother Medeiros lived in Honolulu.

CHARLES POLK



Pensioner Charles Polk, 60, died Feb. 1. Brother Polk started his career with the Seafarers in 1964 in the port of Mobile, Ala. He worked in

the inland and deep sea divisions and first shipped aboard a G&H Towing Co. vessel. The Alabama native sailed in the engine department and last worked aboard Waterman Steamship Corp.'s *Green Island*. Brother Polk began collecting retirement stipends in 1998. He made his home in Mobile.

LESTER PUGH



Pensioner Lester Pugh, 87, passed away Feb. 28. The Alabama native was a charter member of the Seafarers, hav-

ing joined the union in 1938 in the port of Mobile, Ala. His first ship was the *City of Alma*, a Waterman Steamship Corp. vessel. Brother Pugh left the SIU briefly to serve in the U.S. Army from 1943 to 1944. The engine department member last worked aboard the *John Tyler*, another Waterman vessel. Brother Pugh started receiving his pension in 1977. He lived in his native state.

RUSSELL SHELTON



Pensioner Russell Shelton, 83, died March 1. Brother Shelton started his SIU career in 1948 in the port of New York. Born in South Carolina,

he served in the U.S. Army from 1942 to 1946. His initial SIU voyage was on Ore Navigation's *Bethflor*. The steward department member last went to sea on the *Carolina*, a Puerto Rico Marine Management vessel. Brother Shelton began receiving his pension in 1976 and made his home in Pumphrey, Md.

MICHAEL TRAUB



Pensioner Michael Traub, 92, passed away Jan. 25. Brother Traub started his career with the MC&S. The steward department member was born in

Poland, but called Riverside, Calif. home. Brother Traub began receiving his pension stipends in 1974.

MARVIN WEST



Pensioner Marvin West, 84, passed away March 4. Brother West joined the SIU in 1968 in San Francisco. The Tennessee-born mariner was a

veteran of the U.S. Army, serving from 1942 to 1945. Brother West first sailed aboard Newport Tankers' *Achilles*. A member of the deck department, he last worked on the *Manatee*. Brother West started receiving his pension in 1983. He was a resident of Pine Knot, Ky.

ALCIDO WILTZ



Pensioner Alcide Wiltz, 85, died Jan. 8. Brother Wiltz started his career with the MC&S in 1957 in San Francisco. Born in Louisiana, he

worked primarily aboard vessels operated by American President Lines and States Steamship Lines. The steward department member began receiving retirement stipends in 1979. Brother Wiltz made his home in New Orleans.

PAUL WOLF

Pensioner Paul Wolf, 62, passed away Feb. 13. A native of Brooklyn, N.Y., he joined the Seafarers in 1962 in the port of New York. Brother



Wolf served in the U.S. Army from 1957 to 1960. His initial SIU voyage was aboard the *Capri*. An engine department member, Brother Wolf

last worked on Pronav Ship Management's *LNG Gemini*. He started receiving his pension in 2000 and made his home in Melbourne, Fla.

INEZ WOO



Pensioner Inez Woo, 84, died March 3. Sister Woo joined the MC&S in 1952 in San Francisco. The steward department member sailed primarily

aboard vessels operated by States Steamship Co. and American Ship Management. The Colorado native began receiving retirement compensation in 1979. She lived in Honolulu.

INLAND

THEODORE BOEHLER

Boatman Theodore Boehler, 59, died Feb. 27. He started his SIU career in New York. Born in Newark, N.J., he shipped in the deck department and worked primarily aboard vessels operated by Maritrans Operating Co. Boatman Boehler was a resident of Hazlet, N.J.

HAROLD DANIELS



Pensioner Harold Daniels, 70, passed away March 12. The North Carolina native joined the Seafarers in 1957 in the port of Philadelphia.

Boatman Daniels sailed as a captain, first working aboard a C.G. Willis vessel. His final SIU job was on a vessel operated by Maritrans Operating Co. Boatman Daniels started receiving his pension in 1996. He made his home in Atlantic, N.C.

LUTHER JONES



Pensioner Luther Jones, 74, died March 3. He started his SIU career in 1969 in the port of Norfolk, Va. The Ohio-born mariner first

shipped on a Southern Carriers ship vessel. A member of the deck department, he shipped as a captain. Brother Jones last worked at the helm of an Allied Towing vessel and began receiving his pension in 1990. He made his home in Pooter, Ga.

JAKE E. KEELEY



Pensioner Jake Keeley, 75, passed away Feb. 16. Boatman Keeley joined the Seafarers in 1949 in the port of New York.

Born in Alabama, he sailed in the inland as well as deep sea division. The engine department member first shipped aboard the *Monarch* of the

Continued on page 19

Final Departures

Continued from page 18

Sea, a Waterman Steamship Corp. vessel. Boatman Keeley last worked aboard a G&H Towing Co. vessel and started receiving retirement stipends in 1992. He lived in Mobile, Ala.

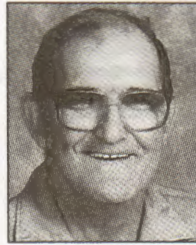
LESTER LEBLANC



Brother Lester LeBlanc, 60, died March 13. The Morgan City, La. native joined the Seafarers in 1987 in the port of Norfolk, Va. A captain,

Boatman LeBlanc shipped in the deck department. He worked primarily at the helm of vessels operated by McAllister Towing of Va. Boatman LeBlanc resided in his native state in West Lake.

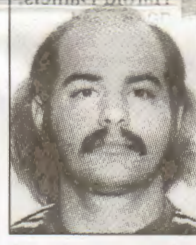
LOUIS LOUPE



Pensioner Louis Loupe, 72, passed away Jan. 9. He was a veteran of the U.S. Army, serving from 1947 to 1948. Boatman Loupe joined

the Seafarers in 1960 in the port of Houston. A member of the deck department, he shipped as a captain. He worked primarily aboard vessels operated by National Marine Service. The captain started receiving his pension in 1991 and resided in LaFourche, La.

DOLPHIN MOORES



Boatman Dolphin Moores, 43, died Feb. 8. He started his career with the Seafarers in 1979 in the port of Houston. The deck

department member first worked aboard a G&H Towing Co. vessel. Born in Pensacola, Fla., he last shipped on a Maritrans Operating Co. vessel. Boatman Moores lived in Whitney, Texas.

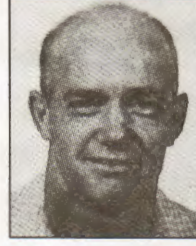
RUPERT PERRY JR.



Pensioner Rupert Perry Jr., 69, passed away Feb. 5. The Dare County, N.C. native launched his SIU career in 1977 in the port of

Philadelphia. Boatman Perry served in the U.S. Coast Guard from 1949 to 1971. He first sailed with the Seafarers aboard an Interstate Oil Transport Co. vessel. A member of the deck department, he last worked on a Maritrans Operating Partners vessel. Boatman Rupert started receiving retirement stipends in 1994. He made his home in Coinjock, N.C.

BERYL PETERSON



Pensioner Beryl Peterson, 86, died Jan. 20. Boatman Peterson joined the Seafarers in 1958 in the port of Mobile, Ala. A veteran of the U.S. Navy, he

first shipped under the SIU colors aboard the *Floridian*, an Ideal Cement Co. vessel. He was born in

Trenton, Fla., and worked in the engine department. Boatman Peterson last sailed on the *New Yorker* and started receiving his pension in 1980. He was a resident of Houston.

WILLIAM WEISE

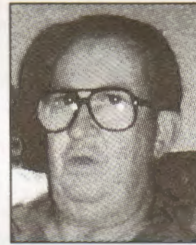


Pensioner William Weise, 78, died Feb. 11. He started his career with the Seafarers in 1943 in the port of New York. The Philadelphia native

worked in both the deep sea and inland divisions. Brother Weise shipped in the deck department as a bosun. He last worked on a Moran Towing Co. vessel. Brother Weise began receiving pension payments in 1980. He called Daytona Beach Shores, Fla. home.

GREAT LAKES

CLIFFORD KRACHT



Pensioner Clifford Kracht, 62 passed away Feb. 2. Brother Kracht joined the SIU in 1967 in Frankfort, Mich. The Michigan native first sailed

aboard the *Milwaukee Clipper*. He shipped in the deck department and last worked on American Steamship's *American Republic*. He started receiving compensation for his retirement in 1996 and was a resident of Orlando, Fla.

WILLIAM "BUFFALO BILL" RUSH



Pensioner William "Buffalo Bill" Rush, 81, died March 1. Born in Wilkes-Barre, Pa., Brother Rush started his career with the

Seafarers in 1947 in Detroit. His initial voyage under the SIU colors was aboard the *John Gibbon*. The engine department member last went to sea on the *City of Alma*. After coming ashore, he worked in the SIU hall in Buffalo. Brother Rush also served as a dispatcher in River Rouge and Algonac, Mich., and began collecting retirement stipends in 1985. He made his home in Bradenton, Fla.

ABDUL SHAHTER



Pensioner Abdul Shahter, 66, passed away Feb. 4. He started his SIU career in 1966 in the port of Cleveland. His initial voyage was aboard

the *Consumers Powers*, an American Steamship Co. vessel. Born in Yemen, Brother Shahter shipped in the engine department. He last went to sea on the *H. Lee White*, another American Steamship Co. vessel. Brother Shahter began receiving retirement compensation in 2000. He was a resident of Dearborn, Mich.

RAILROAD MARINE

ANDERS ANDERSEN

Boatman Anders Andersen, 72 died May 30. He started his career with the Seafarers in 1960, joining in the

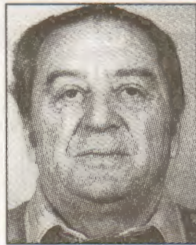


port of New York. Boatman Andersen served in the U.S. Navy from 1946 to 1948. He first shipped for the SIU aboard a

Baltimore & Ohio Railroad Co. of Baltimore vessel. A native of Jersey City, N.J., he was a member of the deck department. He last worked on a vessel operated by New York Cross Harbor Railroad. Boatman Andersen called Wayne, N.J. home.

JOHN DEFAZIO

Pensioner John Defazio, 78, died Feb. 12. Brother Defazio started his SIU career in 1960 in the port of New York. He served in the U.S. Army from 1943 to 1946. He sailed



as a captain, working primarily for the marine division of the Baltimore & Ohio Railroad. Brother Defazio started receiving stipends for his

retirement in 1974. Staten Island, N.Y. was his home.

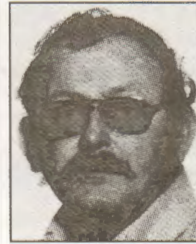
EDWARD SIMMS

Boatman Edward Simms, 85, passed away Feb. 27. He started his career with the SIU in 1963, joining in the port of New York. The New Jersey-born mariner shipped in the deck department and worked primarily aboard Erie Lockawanna Railroad Co. operated vessels. Boatman Simms started receiving compensation for his retirement in 1977. He

lived in Greensboro, Ga.

ATLANTIC FISHERMEN

EARL WITHEE



Pensioner Earl Withee, 61, passed away Jan. 30. He joined the Seafarers in 1984 in New Bedford, Mass. Born in Rockland, Maine,

Boatman Withee served in the U.S. Army from 1957 to 1959. The steward department member first sailed aboard the *Canton*, a Western Scalloping Corp. vessel. He last worked aboard an Allied Towing vessel and started receiving his pension last year. Boatman Withee made his home in Ocala, Fla.

Health Savings

- Discounts are available on prescriptions, dental, vision, foot & ankle, hearing care, diabetic supplies and nurse "help line." To find a provider or to enroll, call 1-800-228-3523

Car Rental Discounts

- Avis (Discount #B723700)—Get rate quotes and make reservations online, or call 1-800-698-5685
- Budget (Discount #V816100)—Get rate quotes and make reservations online, or call 1-800-455-2848

Other Programs

- Education Loans (Sallie Mae)—Apply online, or call 1-877-881-1022
- Flower Discounts—Order flowers online, or call 1-888-667-7779
- IBM Computer Discounts—Call 1-800-426-7235 ext. 6250 to order
- Legal Services—Find a lawyer online, or call 1-888-993-8886
- Hotel Royal Plaza at Walt Disney World—Call 1-800-248-7890
- North American Van Lines—Call 1-800-524-5533
- Union Checks—Call 1-888-864-6625 for information and order forms
- Vacation Tours—Book tours online, or call 1-800-590-1104
- Workingfamilies.com ISP—Go online to www.workingfamilies.com, or call 1-800-806-2150.

Union Plus®

Working For Working Families

Contact Information, Toll-Free Phone Numbers for Union Plus

SIU members are eligible for a number of benefit programs through the union's participation in Union Plus (formerly Union Privilege), a non-profit organization created in 1986 by the AFL-CIO. Union Plus aims to provide union members and their families with valuable consumer benefits. By using the collective buying power of America's union members, Union Plus offers a variety of high-quality, discounted goods and services exclusively to working families.

Printed below are toll-free phone numbers and other contact information for some of the programs in which the SIU participates.

For additional information, visit Union Plus on-line at www.unionplus.org or call the appropriate, program-specific number from among those listed below:

Insurance Programs

- Auto Insurance (AIG)—For AIG claims, call 1-800-433-8880 24 hours a day
- For AIG customer service, call 1-877-310-5687—Mon-

day-Friday 7:30 a.m.-10 p.m., and Saturday 8 a.m.-4 p.m. Apply by phone at 1-800-294-9496

Credit Card

Union Plus, in conjunction with its partner Household Credit Services, has created the Union Plus credit card exclusively for working families. Among other features, the card offers:

- Competitive interest rate
- No annual fee
- Money-saving balance transfer offers
- A scholarship program
- Free additional cards
- No liability if cards are lost or stolen
- Strike-payment protection (if applicable)
- Skip-payment options
- Grace periods on new purchases
- Complete online account management
- To apply by phone, call 1-800-522-4000
- For customer service, call 1-800-622-2580

TELL IT TO THE LOG



Send your stories, photographs and news items to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Letters to the Editor

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



Jim Lawson

member to stand up to a captain.

Jim also was a master craftsman in working with wood. Once, we needed a podium for a meeting at the hall. We had rented one, but it was too small. With the meeting scheduled for the following day, we were in trouble.

Jim was in the union hall and overheard what was happening. He told us not worry, he would take care of it. He then went home and returned with a podium he constructed. It took him about five hours and looked better than the one we had rented. We still have it!

During the Detroit newspaper strike, I remember we had a couple of carloads go down to Detroit to help on the picket line. We stayed for the day and then left. I didn't see Jim for the next week, and when we finally caught up, I asked what happened to him. He told me that the people on the line needed him, and he had been returning to support them throughout the week.

That's the kind of guy Jim was: always willing to help his union brother.

**Don Thornton, Port Agent
Algonac, Mich.**

(The following letters were among those received at headquarters following last month's mailing of the bonus checks to SIU pensioners.)

Straight to the Point

Thank you very much. The \$1,000 bonus check was greatly appreciated.

**Arnold Heatherly
La Follette, Tenn.**

Appreciation and Pride

I just wanted to tell you how much I appreciate the check you sent me. It was a pleasant surprise.

I am proud to be a part of the Seafarers Union.

**Troy Dean Smith
Rome, Ga.**

Nice Timing

I was surprised and glad to receive the bonus check. It came at a very good time.

I have a birthday coming up; I'll be 84 years old.

Thanks again and God bless you

and the staff.

**Roosevelt Robbins
Philadelphia**

(The writer is a charter member of the SIU.)

Thanks to All

I would like to thank the administrator and the trustees and anyone else who had a hand in sending this bonus check. Those of us who are on a pension thank you so much for everything.

**Henry W. Miller
Mobile, Ala.**

Counting Blessings

Thank you very much for the bonus check of \$1,000 that we received the other day. What a blessing!

Again, thank you and God bless the Seafarers Pension Plan.

**Mr. and Mrs. Jose Torrefiel
San Francisco**

Courtesy and Cash

To the administrator and each member of the trustees, I offer my heartfelt thanks for your kind generosity of the thousand-dollar gift.

My wife and I have always been treated courteously and well by the members of the health plan, and I send my thanks to them also.

**Richard J. Conner
Boyertown, Pa.**

Nice Surprise

I really had a wonderful surprise when I received a bonus check from the SIU.

I count my blessings every day that I spent my career working for such a caring and thoughtful union, and I appreciate the benefits I have received. I thank the board of trustees, from the bottom of my heart, for remembering the disabled retirees.

**Leonard Paul
Belhaven, N.C.**

Thanking for 2

On behalf of my husband, Antoine W. Allemond, and myself, I want to say thank you for the bonus check. We are delighted to receive it. Your generosity is deeply appreciated.

We have always been very satisfied with the Seafarers Pension Plan. You have taken good care of us.

**Helen Allemond
Plaquemine, La.**

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.

Notice

Information Bulletin from the U.S. Coast Guard's National Maritime Center RECENT ACTIONS AFFECTING IMPLEMENTATION OF THE STCW

At the recent London meeting of the Subcommittee on Standards of Training and Watchkeeping (STW), it was RECOMMENDED that the signatories to the STCW delay port-state control enforcement of the STCW through 31 July 2002 to allow adequate time to process the volume of applications and issue certifications that many Parties reported as outstanding. The convention still came into effect on February 1, 2002. The action taken by the Subcommittee is not binding; it is a recommendation to port-state control officers and recognized organizations only. Mariners not holding STCW-95 certificates serving on vessels calling at a port state that does not accept the Subcommittee's recommendation may cause the vessel to be detained. At present, we do not have any information about which port states, if any, will not accept the recommendation and will not delay port-state enforcement.

In a recent message, the Commandant, U. S. Coast Guard established policy for U. S. enforcement of the STCW. The message can be found at:
<http://www.uscg.mil/hq/g-m/nmc/compl-STCWMessage-Internet.doc>

In general, for U.S.-flag vessels in U.S. ports, the Coast Guard does not intend to hold additional boardings solely for STCW enforcement. For U.S. mariners on a

U.S.-flagged vessel sailing on a foreign voyage, the mariner should hold either an STCW-95 certificate or provide proof that prior to 1 February 2002 they have a completed application on file with the Coast Guard. However, some foreign port states may not accept this arrangement of showing proof of having submitted an application as meeting the requirements of the STCW. If the application is submitted after 31 January 2002, the mariner may not sail on a vessel going foreign until the STCW-95 certificate has been issued. Please visit the Web site and review the message for complete details.

Licensed and certificated personnel seeking issuance of an STCW-95 certificate, must complete all gap-closing requirements. Once completed, application for the STCW-95 certificate should be submitted to any U. S. Coast Guard Regional Examination Center. Until the mariner receives the certificate, he or she may only serve on vessels not subject to the STCW or on vessels in near coastal, domestic trades.

Mariners seeking to upgrade a credential or an applicant seeking an original credential, must meet the requirements of the applicable policy letter(s) posted on the World Wide Web at:

<http://www.uscg.mil/STCW/m-policy.htm>

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	September 30 October 28	October 25 November 22
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	June 24 July 15 August 19 September 23 October 14	June 28 July 19 August 23 September 27 October 18
Bridge Resource Management (BRM) — Inland	July 1 September 30 October 21 November 11 December 9	July 5 October 4 October 25 November 15 December 13
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	August 26	August 30
GMDSS (Simulator)	July 8 October 7 November 4 December 2	July 19 October 18 November 15 December 13
Lifeboatman/Water Survival	September 16 October 14	September 27 October 25
Lifeboatman/Water Survival <i>(one week)</i>	June 10 July 15 August 19 September 30 October 28	June 14 July 19 August 23 October 4 November 1
Radar	June 10 August 5	June 19 August 14

Steward Upgrading Courses

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.

Recertification

Bosun	October 7	November 1
Steward	July 8	August 2

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 _____

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16 November 11	October 25 December 20
QMED - Junior Engineer	September 30	December 20
Welding	June 10 July 1 August 19 September 23 October 21 November 18	June 28 July 19 September 6 October 3 November 8 December 6
Marine Electrical Maintenance I	June 17	July 26

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	October 7 December 2	October 18 December 13
Government Vessels	July 8 September 23	July 26 October 11
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	July 15 December 2	July 26 December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 5 September 23 October 28	August 9 September 27 November 1
Basic Fire Fighting/STCW	June 3 June 17 June 24 July 1 July 8 July 15 August 5 August 12 August 19 August 26 September 23 September 30 October 7 October 14 October 21 October 28 November 4 November 18 December 2 December 9 December 16	June 7 June 21 June 28 July 5 July 12 July 19 August 9 August 16 August 23 August 30 September 27 October 4 October 11 October 18 October 25 November 1 November 8 November 22 December 6 December 13 December 20
STCW Medical Care Provider	August 12 October 21	August 16 October 25

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.

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 _____

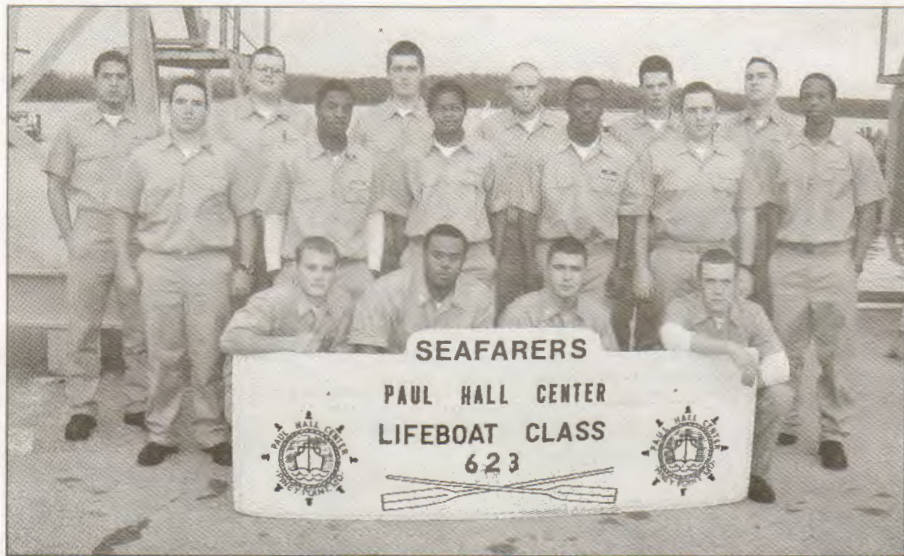
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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.

5/02

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 623 — Unlicensed apprentices who graduated from class 623 are (from left, kneeling) Jason Simpson, Marcus Peters, William Faulkner II, Brian Shaw, (second row) Timothy Tyree, Kennard Taylor, Josette Brown, Jeff Bruton, Robert McFeeley Jr., Robert Norris, (third row) Antonio Torres, Stanley Kordinak II, Robert Odmark, Richard Parks, Caleb Buckley and Jarrod Pestana.



Unlicensed Apprentice Water Survival Class 624 — Completing the water survival course are unlicensed apprentices from class 624. They are (from left, kneeling) Antonio Mendez-Cruz, Austin Ayers, Kenneth Taylor, Brian McAllister, Jerry Solangon, (second row) Brent Midgette, James Grasseth, Javier Gonzalez, Kevin Steen, Thomas Lovern, Beato Diaz Jr., (third row) Jayson Ray, Demorio Wilcox, Aaron Matuszyny, Daniel Amesbury, Gregory McKinnon, Jonathan Carter, Jeffrey Thomas, Lon Molnar, Joshua McDaniel and Christopher Bartholmey.



Tanker Familiarization/Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course March 15 are (in no specific order) David Lund, David Martz, Bernard Clark, Jessie Bongolan, Daniel Samson, Ryan Nichols, Joseph Tier III, John Paffrath, David House, Marion Cummins, Todd Gatton, Frank Irby, Felipe Zepeda, Stephen Bird, Dustin Gallop, Trevorous Ellison, Brian Robison, Charles Jones, Tiffany Nettles, Abdulla Ali, Mark Cooper, Jose Molina, Nicholas Manessiotis, Travis Hosea, Michael Knitter, Isaac Spencer, Sean Farra and Michael Thomas.



Welding — Graduating from the welding class March 22 with Instructor Buzzy Andrews (far left) are (from left) Brian Carroll, Dennis Caples, Dennis Middleton, Jorge Turcios, Todd Desrosiers and Andrew Egressy.



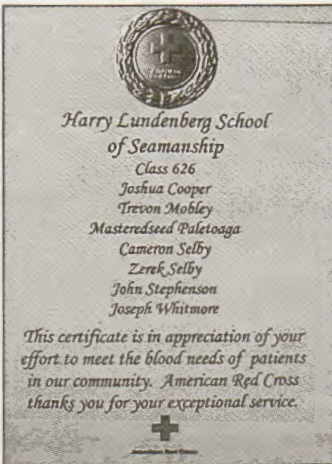
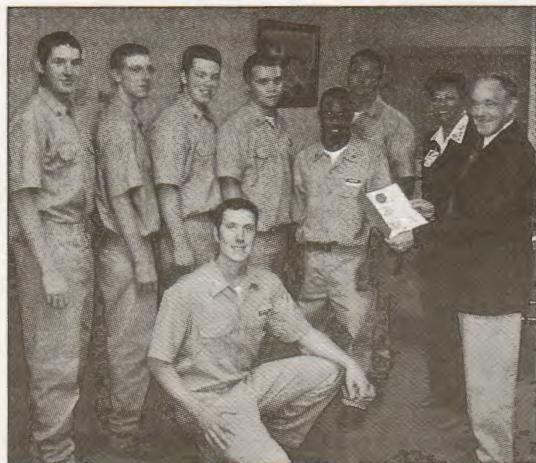
Advanced Fire Fighting — Seafarers who graduated from the advanced fire fighting class March 29 are (in alphabetical order) Rommel Artis, Archie Bodden, Lawrence Brissette, Kevin Buselmeier, Margarete Carey, Joseph Cooper, Robert Feltus, Ruben Gamboa, Steven Leschinski, Edward Mancke, James McDonald, James Meyers, Robert Pinkard, Mark Pruitt, Grant Shipley, Luis Sosa, Rafael Suris, Donna Sylvia, Robert Timmons, Edward Whitfield, Michael Woolard, Paul Yose and Robert Young. (Note: Not all are pictured.)



GMDSS — Upgrading SIU members who enhanced their skills in the GMDSS course which ended March 22 are (from left) Elmer Swarr, Caesar Del Greco, David Steckel, John Bilich, Wes Bertrand, John Comeau, Bruce Comiskey, Peter Funk and Bartolome Romero Jr. Brad Wheeler, their instructor, is at far right.

Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.

Giving the Gift of Life



Members of unlicensed apprentice class 626 recently received a certificate of appreciation from the American Red Cross for their part in ensuring an adequate blood supply to those in need. From the left (back row) are Joseph Whitmore, John Stephenson, Cameron Selby, Joshua Cooper, Trevon Mobley, Masterdseed Paletoaga and (kneeling) Zerek Selby. Presenting the certificate are Wondra Jones and Brian Scully of the Red Cross.



Government Vessels — Seafarers who completed the government vessels course April 14 are (from left, front row) John Murray, Jessie Bongolan, William Horton, (second row) Greg Thompson (instructor) Enno Vok, Alba Alfaro, Dennis Middleton and William Miller.

Paul Hall Center Classes



Mario Delacruz, Rodolfo Delacruz, Alphonse Dixon, William Drummond, James Dryden, Ray Garcia, Ellis Gaynor, Silvestre Gonzaga, Thomas Grosskurth, Rance Hadaway Jr., Gerard Hayes, Calvin Hicks, Earl Hicks, Tyrone Johnson, Jeffrey Kass, Thomas Keenan Jr., Alfred Lang, Jong Lee, Erik Leibold, Anthony Leo and Kevin Hall.



Basic Safety Training Classes

Arnold Lopez, Ernest Martin, Mariano Martinez, Bruce Mesger, Abdullah Mohamed, Daniel Monjarres-Kerr, Ahmed Mozed, Walter Napper, Robert O'Connell, Robert Pabon, Herminio Pagan, John Parkhurst, Michael Penkwitz, Van Phan, Dennis Pickering, Ronnie Powell, Ali Quraish, Roberto Ramirez, Rodney Roberson, Celedonio Roman, Walter Sainvil, John Reber III and Horace Rains.



Kareem Ahmed, Kasim Ahmed, Michael Archer, Salvador Baclayon Jr., Raygene Banks, Charles Bibbs III, Jessie Bongolan, Ivan Brown, John Bouton, Darrell Camp, Griffin Carter, Quinton Caruthers, Peter Ciddio, Stephen Czapple, Jose DeSouza Jr., Andrew Egressy, Wesley Elliot, David Flader, George Gauggel, Michael Gramer, Manuel Guanga, Kathryn Hansen, David House, Nad Miyasato, Brian Gross, Sam Garrett, Lawrence Soulier and Leonel Montes. (Note: Not all are pictured.)



Amy Shunkwiler, Jennifer Smith, Theodore Smith Jr., Timothy Smithwick, Curtis Spencer, Daviel Stavron, Elmer Swarr Jr., Manuel Tan Jr., Daniel Teichman, Larry Thompson, Curtis Torres, Samuel Washington, Charles Welsh, Kenneth Whitefield, Subagio Wibisono, Jimmy Williams, Edward Winne, Ellis Wooten, Warren Wright, Mohsin Yafai, Carlos Sanchez, Thomas Woerner, Nicholas Serritella and James Crate. (Note: Not all are pictured.)



John Huyett, Jessie James, Lawrence Kunc, Pedro Laboy, Justo Lino, Randy Louque, Michael McAlister, Micah Miller, Bernard Mood, Melvin Morgan, Jawald Padesi, Michael Pooler, Timothy Porter, Cary Pratts, Jill Prescott, Clyde Smith, Donald Sneed, William Soto Jr., Rodger Taylor, Valentine Thompson, Louis Uleski, Duare Washington, Thomas White, Robert Williams, Scott Zagn and Pablo Rochez. (Note: Not all are pictured.)



Victor Acevedo, Luis Almodovar, Raminder Bhullor, Michael Blizzard, Carlos Bonefont, Michael Briscoe, Jaime Cayonte, Adaberto Colon, Arthur Edwards, James Enah, Farook Esa, Jonathan Gibson, Douglas Greiner, Michael Hinton, James Jackson Jr., Gregory Jaegle, Timothy Kotsis, Jorge Lanas, Steven Black, Tony Amaro and Gerard Lanzerotti.



Tina Lowery, Harold McAllister, Nebojsa Milosevic, Hassan Oudeif, George Papuchis, John Péna, Edward Perry, Jeffrey Pope, Nathan Rippey, Abdo Saleh, Gerhard Schwarz, Robert Scrivens, John Seibel, Dante Slack, Luis Sosa, Timothy Taylor, Cornelio Vilano Jr., David Warner, John Willette, Philip Wright, Daryl Coleman, Radames Toro and Carlos Lugo.



Abdulaziz Alomary, Cornell Andrews, Salah Assabahi, John Austin Jr., Thomas Bain, James Baker, Russell Barrack Jr., George Barahona, Sara Barahona, Kay Bonilla, Redentor Borja, Wilfredo Caidoy, Dennis Caples, Luis Cercado, Rodney Clements, Eddie Coe, Jose Colon, Leocadio Colon, Norman Cox III, Gilberto Torres, Henry Commager and Lawrence Soulier.



The

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Seafarers Log

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Vacation at Piney Point

Looking for a great spot for your family vacation this summer? Check out the facilities at Piney Point!

See page 14 for more information.

The East Coast port of Norfolk, Va. sees its share of incoming vessels; everything from container ships and tankers to oceanographic surveillance ships and other military craft.

On recent servicing trips to some of the vessels, SIU Norfolk Port Agent Georg Kenny snapped these photos. Of the six ships represented on this page, three were in transit (the *Maersk Arizona*, *USNS Little Hales* and *Seabulk Challenge*) while three others were in ROS status (*USNS Impeccable*, *USNS Mendonca* and *USNS Gordon*), waiting to be called up at any time in support of U.S. military operations.



Part of the *USNS Little Hales* crew includes (from left) GVA Nicholas Murgolo, AB Roger Reinke, CSKS Luis Burgos, Bosun Samuel Duah and AB George Bozman.



Chief Cook Harry Brewer (left) and GVA Larry Baker work aboard the *USNS Little Hales*.



Completing some of his paperwork is the *Maersk Arizona's* bosun, Rafael Clemente.

SIU Shipping in Norfolk



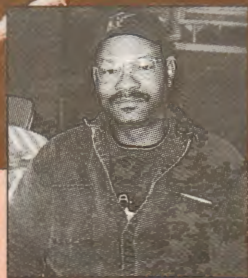
Working aboard the *USNS Impeccable* are Steward/Baker Christopher Hale (left) and Bosun Melvin Stegall.



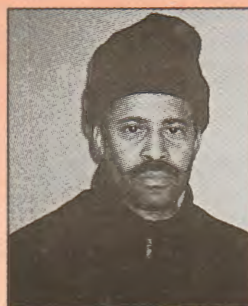
Frank Washington is the chief cook on the *Maersk Arizona*.



Left: Enjoying lunch on the *USNS Little Hales* is Steward/Baker Warren G. Lombard III.



Randolph Scott (above), 2nd pumpman on the *Seabulk Challenge*, and AB Louis Holder (below) of the *USNS Impeccable*, take part in their respective shipboard meetings.



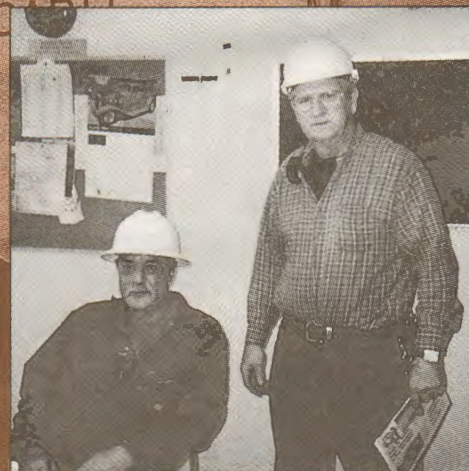
GUDE Louis Gracia is ready to climb the gangway onto the *Seabulk Challenge*.



Norfolk SIU Port Agent Georg Kenny (left) chats with AB Patrick McCarthy during a servicing visit to the *USNS Impeccable*.



All's well aboard the *USNS Impeccable* with Chief Cook Jacquelyn MacLaurin and SA Patty Davison.



Bosun Bob Ellis and Pumpman William Day attend the union meeting on the *Seabulk Challenge*.



Chief Cook Henry Richardson starts preparations for the next meal on the *Seabulk Challenge*.



Above: Chief Cook Max Hassel checks a boiling pot aboard the *USNS Mendonca*.



Right: EU Hussein Kirkland and OS Antonia Martir enjoy a cup of coffee on the *USNS Impeccable*.



Above: Steward/Baker Ben Sivells wraps up the leftover dessert from lunch aboard the *USNS Mendonca*.

