

# The Seafarers Log

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



## Seafarers Crew Up New Dredge

Seafarers are sailing aboard the new dredge *Liberty Island*, which is in service near Palm Beach, Fla. Page 3.

### MTD Executive Board Meetings

## Powerful Case Made for Extending, Expanding Maritime Security Program

*Port, Shipboard Security Among Other Key Topics*



Members of Congress and the administration voiced strong bipartisan support for the American maritime industry when they addressed the AFL-CIO Maritime Trades Department (MTD) executive board Feb. 21-22 in New Orleans. AFL-CIO Secretary-Treasurer Richard Trumka (top photo, second from right) also expressed the federation's backing for the U.S. fleet. Greeting Trumka are (from left) MTD VP Ernie Whelan, MTD Pres. Michael Sacco and MTD Executive Sec.-Treasurer Frank Pecquex. In the other photo (from left), SIU New Orleans Port Agent Steve Judd, U.S. Rep. David Vitter (R-La.) and SIU VP Gulf Coast Dean Corgy discuss the U.S. Merchant Marine's role in national defense. Pages 3, 6, 7.

## SIU Hits the Hill For Energy Plan



THE SIGN displayed by Secretary of the Interior Gale Norton (top photo) says it all: Safe development and exploration of Alaska's Arctic National Wildlife Refuge (ANWR) will create good jobs for Americans. Part of the president's proposed energy plan, ANWR exploration also will lessen the

nation's dependence on foreign oil. Seafarers took that message to Washington, D.C. last month, where they were joined at demonstrations by (among others backing the plan) President Bush (pictured at left, greeting SIU Sec.-Treasurer David Heindel), U.S. Senator Kay Bailey Hutchison (R-Texas) (lower left, with Unlicensed Apprentice Felipe Zepeda) and U.S. Senator Frank Murkowski (R-Alaska) (lower right, with more apprentices, including some from his state). Page 3.



## Supporting Steelworkers

Dozens of Seafarers turned out Feb. 28 for a massive rally near the White House supporting the U.S. steel industry. Days later, President Bush enacted interim tariffs ranging from 8 to 30 percent on most varieties of steel imported into the United States from Europe, Asia and South America. Page 2.





## President's Report

### Bonus Is Well-Deserved

Last month, I had a chance to spend time at the Paul Hall Center with a number of SIU pensioners and other retirees from the industry who were involved in meetings of the American Merchant Marine Veterans.



Michael Sacco

What a terrific group! Chatting with the AMMV members reminded me of catching up with retired Seafarers at our various union halls throughout the country. By and large, those union brothers and sisters are bright, funny and engaging. Sure, some of them may have tough exteriors—but, once the ice is broken, they're as friendly and helpful as anyone you'll ever meet.

That's one reason why I'm so pleased with the announcement that eligible SIU pensioners this month will receive a bonus check for \$1,000. Talk about Christmas in April! In past years when bonuses have been approved, they usually have been sent around the end of the year. I trust that no one will mind the early "present" this time. And I'm hopeful and confident the pension plan will continue its successful performance at levels which, at least periodically, permit bonuses in future years.

Speaking of SIU pensioners, here's something else I've noticed: They stay involved with their union long after retiring. They care about this organization. They care about their country and the U.S. Merchant Marine. Without a doubt, their presence at the halls—and their willingness to pitch in with whatever project is next—has helped the SIU remain strong, despite the serious challenges confronting our industry.

So I thank our retired brothers and sisters, and I strongly encourage their continued involvement. Their experience and knowledge are assets we cannot afford to waste.

Along those lines, I recommend to our younger members that you take advantage of the chances to learn from more experienced Seafarers, both active and retired. Whether you're on a ship or at a hall or at Piney Point, get to know the people who helped lay the groundwork for many of the opportunities and benefits you now enjoy. Ask questions, and soak up as much of their wisdom as you can.

### Strength Through MTD

This issue of the *LOG* contains several articles about the recent meetings of the AFL-CIO Maritime Trades Department executive board. The topics covered at those meetings should greatly interest Seafarers because they directly impact your livelihood.

Naturally, one of the main themes involved new security measures for ensuring protection at U.S. ports and aboard vessels entering the country. It is, to say the least, a giant task. It's also being duly recognized on Capitol Hill and in the press (including a segment last month on "60 Minutes") as an urgent matter which requires decisive, thorough action.

The SIU is working with the Coast Guard and its National Maritime Center, the Maritime Administration, the National Defense Transportation Association, the U.S. Transportation Command and other segments of the industry to help ensure that realistic, effective steps are taken to improve port and shipboard security. This is a huge issue for our entire nation, not just our industry. The SIU will continue to work as a part of the solution.

Another major theme at the MTD meetings was the need to expand and extend the U.S. Maritime Security Program (MSP). Although it contains the word "security," the MSP predates America's war on terrorism by five years. Nevertheless, the MSP specifically was designed with U.S. national and economic protection in mind. It was crafted to help ensure that America could call upon U.S. crews and U.S.-flag vessels to carry out its missions, whether in peacetime or in times of conflict.

In the tragic circumstances of September 11, and to some extent during the ensuing months, we as a nation were reminded that we cannot automatically rely on support from others. We'd better be prepared to stand alone, if necessary. As noted by many of the MTD speakers, a strong U.S. fleet is a vital part of our arsenal.

It's worth remembering that the SIU's affiliation with the MTD significantly boosts our capacity to promote an effective U.S. fleet. Altogether, MTD affiliate unions represent about 7.5 million members. When so many voices unite behind a cause, they cannot be ignored.

With that in mind, I ask the membership to participate in local MTD port councils. It's a great way to learn more about the U.S. maritime industry and to help advance not only the merchant marine, but also related industries including shipbuilding, steel, stevedoring and others.

## Pensioners Get \$1,000 Bonus

Eligible SIU pensioners will receive a bonus check of \$1,000 this month. The Seafarers Pension Plan Board of Trustees recently approved the payment after union representatives to the group recommended the bonus.

This bonus check will be sent to all SIU pensioners who currently receive monthly benefit checks for normal, early normal or disability pensions from the Seafarers Pension Plan.

The board of trustees, consisting of representatives from the SIU and its contracted companies, decided to issue the bonus after reviewing the plan's successful investment performance.

"They're really taking care of the retired people," stated SIU pensioner **Gerard Cifarelli**, who lives in Baltimore. "I don't know of another union that would do something like this bonus. It feels really good."

Cifarelli sailed in the inland and coastwise trades for 33 years, both in the deck and engine departments. He said the bonus is just the latest example of "how the union has done wonders for me. I can't say enough good things about the SIU."

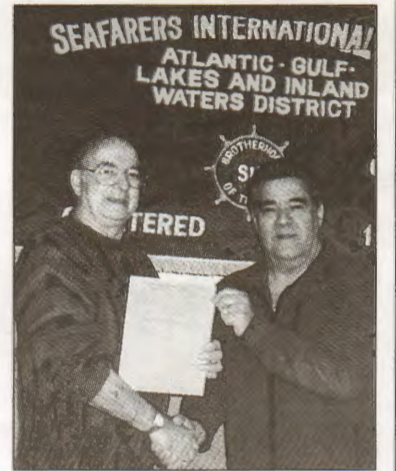
More information about the



Retiree Gerard Cifarelli (top photo, second from left) said the bonus is an unexpected but welcome surprise. He is pictured with (from left) SIU President Michael Sacco, SIU Sec-Treasurer David Heindel and SIU Baltimore Port Agent Dennis Metz.

bonus or the pension plan in general may be obtained by contacting any union hall or by calling a plan representative at 1-800-CLAIMS4. Members and pensioners also may write to the plan at 5201 Auth Way, Camp Springs, MD 20746.

Right: SIU President Michael Sacco (right) is thanked by pensioner Gerard Cifarelli for the bonus checks being sent to all eligible SIU retirees.



## Steel Industry Receives Some Relief

### Seafarers Support USWA at Massive Demonstration

President Bush on March 5 enacted interim tariffs ranging from 8 to 30 percent on most varieties of steel imported into the United States from Europe, Asia and South America.

The tariffs—some of which were scheduled to go in effect March 20—will last for three years and are intended to afford the ailing American steel industry an opportunity to modernize operations and halt layoffs. Since Dec. 31, 1977, 31 U.S. Steel companies have filed for bankruptcy protection, 16 companies have closed down and nearly 47,000 steelworkers and iron ore miners have lost their jobs. Bush ruled that the tariffs would start March 20 on many steel products. The nations expected to be most affected by the new taxes are Japan, South Korea, China, Taiwan, Germany and Brazil. There will be no duties on steel from Mexico, Canada and developing nations.

According to a release by the United Steel Workers of America (USWA), steel imports subject to the tariffs include flat steel, semi-finished steel, hot and cold bar steel and some tubular steel and specialty steel.



Among the SIU members who supported their fellow union brothers and sisters during the rally were (foreground, from left) Leticia Perales, James Willey, Veronika Cardenas, Ed Tully and Rolando Lopez.

The president referred to the levy measures as "temporary safeguards to help give the steel industry and its workers a chance to adapt to the large influx of foreign steel. This relief will help steel

Continued on page 4

## Financial Committee Okays 2001 Records

Seven Seafarers serving on the union's annual financial committee have reviewed the SIU's financial records for the year 2001 and found them in good order.

The committee of rank-and-file members, elected by their fellow Seafarers at the March membership meeting in Piney Point, Md., consisted of **John Bukowsky, Patrick Farley, James Kidd Jr., John Smith, Edward Tully, Gregory White and Cecil Williams.**

"We have examined the procedure for controlling the funds of the union and have found that the system of internal control is adequate to safeguard them properly," the committee noted in its report. "We find that the headquarters of the union is taking all

steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to

increase day-to-day efficiency of our operation."

Article X, Section 15 of the SIU Constitution stipulates the use of an annual financial committee. It reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



Reviewing the union's financial records for 2001 are (from left) Pat Farley, James Kidd Jr., SIU Secretary-Treasurer David Heindel, John Smith, Gregory White, Ed Tully, C.J. Williams and John Bukowsky.

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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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# War on Terrorism Heightens U.S. Merchant Marine's Value

## National Defense Role Emphasized to MTD

With the war on terrorism accentuating the merchant marine's vital role in national defense, the executive board of the AFL-CIO Maritime Trades Department (MTD) during its winter meetings spelled out strategies to strengthen the U.S. fleet.

Members of Congress and the administration also voiced strong



U.S. Maritime Administrator Capt. William Schubert (left) and Vice Adm. Al Herberger (USN-ret.), who served as head of MarAd during the Clinton administration, both called for an extended, expanded Maritime Security Program.

bipartisan support for the American maritime industry when they addressed the board Feb. 21-22 in New Orleans.

Throughout the sessions, numerous speakers stressed the need to immediately extend and expand the U.S. Maritime Security Program (MSP). Shipboard and port security also were prime topics.

MTD President Michael Sacco, who also serves as president of the SIU, opened the meetings by urging all concerned to advance the industry's causes as well as those of all working families as the nation regroups from the economic hardships caused by September 11.

"As we move further along in the year 2002, I think we're coming out of our mourning period, to some extent," he stated. "Obviously, we'll never forget what happened. And clearly, our nation has changed in more ways than we could have imagined.

"But it's time to roll up our sleeves and move forward," he continued. "We owe it to all concerned, especially those who have

suffered through the economic decline that is gripping this country. As our good friend and leader, AFL-CIO President John Sweeney put it: Let us pay tribute to our heroes, but also let us forge a memorial to their sacrifice by translating our grief and anger into action."

Board members, representing the 30 unions and 24 port maritime councils that compose the MTD, approved 11 policy statements covering subjects including the MSP, the fight against terrorism, shipbuilding, cabotage laws, runaway flags, port and shipboard security, organizing and other labor issues.

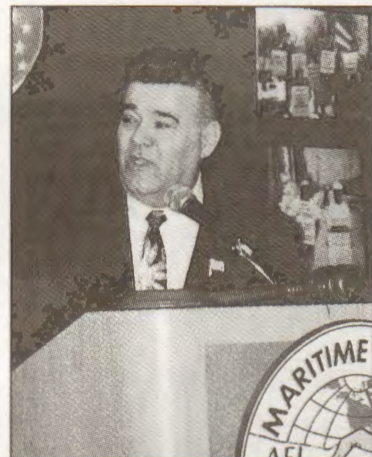
Addressing the executive board were (in alphabetical order) CFDT Maritime Union of France Secretary General Jean Marc Barrey, Louisiana AFL-CIO President John "Red" Bourg, U.S. Rep. Kevin Brady (R-Texas), former Maritime Administrator Vice Adm. Al Herberger (USN-ret.), U.S. Rep. William Jefferson (D-La.), U.S. Senator Mary Landrieu (D-La.), U.S. Coast Guard Port Security Director Capt. Tony



U.S. Senator Mary Landrieu (D-La.) told MTD Pres. Michael Sacco and the rest of the MTD officials that maritime labor has a valuable voice in America's efforts to strengthen port and shipboard security.

Regalbuto, U.S. Maritime Administrator Capt. William Schubert, Norwegian Oil and Petrochemical Workers Union Vice President Torbjorn Teigland, AFL-CIO Secretary-Treasurer Richard Trumka and U.S. Rep. David Vitter (R-La.).

Jefferson, in remarks echoed by others during the meetings, stated that the MSP "has delivered for our nation by keeping the U.S. flag on the high seas and helping maintain a presence in international commerce while strengthening our pool of skilled marine workers and marine crews. I want to make sure that it is not only extended, but it is also expanded—that it gets extended perhaps not just for 10 years but for a longer period. That includes



MTD Pres. Michael Sacco

more ships and more workers and a more secure nation for us in the future."



The Liberty Island is the newest dredge in the SIU-contracted fleet.

## New Dredge Joins SIU Fleet

Seafarers are sailing aboard the newly built Liberty Island, the eighth hopper dredge in the Great Lakes Dredge & Dock Co. fleet.

Touted by the company as "the most efficient dredge of its kind in operation in the United States," the new addition is in service near Palm Beach, Fla. with a crew of 16.

"The Liberty Island is a state-of-the-art vessel signifying new jobs for SIU members," said SIU Vice President Contracts Augie Tellez. "It is a welcome addition."

According to the company, the Liberty Island "can dispose of material by bottom-dumping, and can also discharge material through its on-board bow pump-out system. The dredge is well-suited to work in harbors and inland waterways as well as offshore. Her maneuverability and hopper capacity make her an efficient and flexible dredging tool for both capital and maintenance projects involving excavation with disposal either at sea or ashore."

The dredge's potential uses include harbor development, channel maintenance and beach replenishment, among others.

Manufactured by Bay Shipbuilding of Sturgeon Bay, Wis., the Liberty Island is 315 feet long, with a beam of 59 feet and a 25.5-foot draft. The vessel's total horsepower is listed as 16,566.

Great Lakes Dredge & Dock reports that the Liberty Island is classified as an ABS@A1 Dredger, ACCU, and can carry 5,000 m3 of dredged material.

Other SIU-crewed dredges in the company's fleet include the Long Island, Northerly Island, Padre Island, Manhattan Island, Sugar Island, Dodge Island and Victoria Island.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, May 27, 2002 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.

## SIU Hits the Hill For Energy Plan

SIU members and officials took part in rallies at the White House and at Teamsters headquarters March 7 in Washington, D.C. to demonstrate their support for a national energy plan that includes the safe exploration and development of Alaska's Arctic National Wildlife Refuge (ANWR).

Immediately after the rallies, Seafarers individually delivered letters on Capitol Hill to senators from their respective states, asking them to support such an energy plan. The letters pointed out that safe development of ANWR will mean good news for the U.S. Merchant Marine by helping "provide strong, good-paying job opportunities aboard new double-hulled tankers for people like me to support a family in years to come. I would appreciate your support for this important issue for America's future and mine."

President Bush spoke at the White House rally, which also featured Secretary of Labor Elaine Chao, Secretary of the Interior Gale Norton, Secretary of Energy Spencer Abraham and White House Chief of Staff Andrew Card.

The event at Teamsters headquarters included



Listening to President Bush during a March 7 gathering at the White House are (from left) Secretary of Labor Elaine Chao, Secretary of Energy Spencer Abraham, SIU Sec.-Treasurer David Heindel and Secretary of the Interior Gale Norton.

remarks by Senators Kay Bailey Hutchison (R-Texas), Rick Santorum (R-Pa.) and Frank Murkowski (R-Alaska) as well as Laborers President Terence O'Sullivan.

The Senate is considering passage of the president's energy plan, which includes provisions for exploring ANWR.



White House Chief of Staff Andrew Card



Laborers Pres. Terence O'Sullivan



U.S. Senator Rick Santorum (R-Pa.)

## Soresi Appointed SIU Atlantic District VP

The union's executive board recently approved SIU President Michael Sacco's recommendation



Joseph Soresi

that Joseph Soresi become the vice president of the SIU's Atlantic District.

The appointment was made in accordance with Article X of the union's constitution. It followed the retirement last year of Jack Caffey, who had served as Atlantic District vice president since 1988.

Soresi had been the SIU's port agent in Philadelphia since 1996. He worked as a patrolman in Philadelphia in 1993, then was active in organizing campaigns in Missouri, Illinois and Indiana involving the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU).

Soresi, 32, is a native of Staten

Island, N.Y. He joined the SIU in 1990 and sailed until March 1993, when he signed off the ITB Groton. An AB, he upgraded several times at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Beyond his work with the SIU, Soresi has been active in other parts of the labor movement. He is a vice president of the Pennsylvania AFL-CIO and serves on the executive board of the Philadelphia Central Labor Council. He also is the secretary-treasurer of the Delaware Valley and Vicinity Port Council of the AFL-CIO Maritime Trades Department.



# U.S. Steel Industry Gets Relief

Continued from page 2

workers, communities that depend on steel and the steel industry adjust without harming our economy," he said.

Reactions to the president's decision generally have been mixed. For the most part, Americans backed the action as being an appropriate and long-overdue relief for the steel industry. Abroad, however, reaction was harsh with many nations billing the Bush decision as a setback to so-called free trade.

## Steel Industry Grateful

U.S. Steel industry management, union officials and politicians from steel-producing states by and large applauded the chief executive's action despite the fact that it fell short of what they wanted (40 percent tariffs had been asked for). Bush's move was the most forceful taken by the executive branch to shield a domestic industry from unfair imports since the Reagan administration levied restraints on steel imports in the mid-1980s.

USWA President Leo W. Gerard said the president's decision "raises our hopes that America's steel industry can be saved and set the stage for legislation necessary to protect the health care benefits of 600,000 steelworker retirees whose benefits remain at risk."

"While the decision is not as comprehensive as we hoped," he continued, "it certainly is the first time we've seen some light at the end of a long dark tunnel."

Gerard attributed the president's action to grassroots activism, noting, "Literally tens of thousands of citizens from steel communities throughout the nation's industrial heartland made it crystal clear that the day is done when American workers will stand for being victimized by violations of our trade laws. We congratulate President Bush for hearing that urgent message and on taking another crucial step toward leveling the playing field in steel trade."

Members of the Lake Carriers' Association partly were pleased with the president's plan, but were disappointed that it did little to address the import of steel slabs. The association represents 12 American corporations that operate 58 U.S.-flag vessels exclusively on the Great Lakes. These vessels—many of which are crewed by Seafarers—and

others on the Great Lakes were carrying about 125 million tons of cargo each navigation season before the dumping of foreign steel and declining water levels slashed cargo totals. Last year, U.S.-flag carriage totaled 102.02 million net tons of dry-bulk cargoes.

"Every ton of slabs imported into this country takes cargo off the Great Lakes," said George J. Ryan, president of the association. "The production of one ton of raw steel in a blast furnace requires 1.3 tons of iron ore, plus quantities of flux stone and coking coal."

Ryan continued, "The president's plan not only allows imports of slabs to stay at their current high level, but also actually permits increased imports in the second and third years of the tariff program and reduces the tariff in those years for imports in excess of the quota."

Ryan said the association supports efforts to return America's steel industry to profitability and sanctions the tariffs imposed on various steel imports, "but we feel our valid concerns were not addressed. It is doubtful that the president's plan will increase Great Lakes iron ore shipments."

## International Reaction

Elected representatives from around the world—many of them U.S. allies—have taken turns voicing what they regard as Bush's employment of double standards by mandating the tariffs. The U.S.'s largest trading partner—Europe—has threatened retaliation by imposing its own tariffs. Choosing not to be left out of the trade brawl that's brewing, Japan, Australia, South Korea and Brazil all have stated their intentions to seek legal action against the United States. The Geneva-based World Trade Organization likely will act as judge during the proceedings, should they occur.

Bush signed the memorandum sanctioning the tariffs on the heels of a Feb. 28 massive rally at the Ellipse on the south side of the White House. Forty-two Seafarers were among the estimated crowd of 30,000 steelworkers and their union supporters from around the country.

Upgraders attending the rally—all recertified stewards—were **Veronika Cardenas, Darryl Goggins, McKinley Jones, James Kidd Jr., Rolando Lopez, Thomas Milovich, Nelson Morales, Leticia Perales, John**

**Platts, Edward Tully and James Willey.**

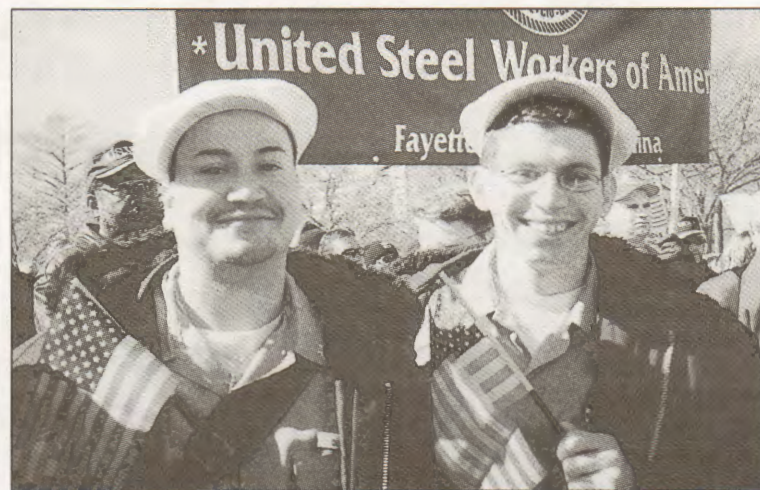
Other students who participated were **Daniel Amesbury, Austin Ayers, Christopher Bartholmey, Jade Belt, Jonathan Carter, Trevor Cohn, Shareef Dahlan, Beato Diaz, Raul Duarosan, Harold Gerber, Javier Gonzalez, Robert Grable, James Grasset, Larry Howard, Autumn Kippen, Thomas Lovern, Aaron Matuszny, Brian McAllister, Joshua McDaniel, Jill McGeorge, Gregory McKinon, Antonio Mendez-Cruz, Brent Midgette, Lon Molnar, Jayson Ray, Jerry Solangon, Ahsha Staiger, Kevin Steen, Kenneth Taylor, Jeffrey Thomas and Demorio Wilcox.**

Several of the Seafarers shared their impressions about the plight of the Steelworkers and what attending the rally meant to them. "I participated to demonstrate support for my fellow union brothers and sisters," said Kidd who sails out of the port of Baltimore. "I'm a union man through and through, and I think it's good for unions to unite behind a common cause to show those in power that we mean business."

"As a union member, I personally am affected by the plight of the Steelworkers," the Seafarer of 10 years added. "They, like us, are trying to keep our jobs here in the United States.... It's really kind of funny when you think if it. Politicians always want our support for one thing or another, but when we as unions need theirs... it takes rallies like this to get their attention."

New Jersey native Tully shared Kidd's sentiments. "I felt good supporting the Steelworkers and really hope the president signs the legislation they want. The rally made me realize how foreign companies are coming into the U.S., adversely affecting the economy and taking away jobs," he said.

"The bottom line is that if they [the administration] don't defend our industries, we're all in trouble



Unlicensed Apprentices Beato Diaz, left, and Antonio Mendez-Cruz proudly display the American flag during the rally.

because that opens the door for foreign countries to come in and make huge profits at the expense of American workers. We all know that foreign labor is cheaper and some companies get richer because they take advantage of it. Look at the companies who are going with foreign crews under FOCs. They do it because they can get off without paying us the wages we demand when sailing under the American flag," Tully concluded.

"This whole situation should teach us that we have to stay strong as a union," offered Kippen, an unlicensed apprentice. "That way we'll be in a better position to protect our interests if confronted by similar circumstances."

The 20-year old native Hawaiian has experienced firsthand what it's like to be laid off. "I used to work on a cruise ship (the *Patriot*), but was laid off following the events of Sept. 11," she said.

Gerber, a 26-year old apprentice from Port St. Lucie, Fla., also supported the Steelworkers' cause. "This rally was my first, but I really wanted to take part so I could experience what it's like when unions come together and show their strength," he said. "Our presence as Seafarers showed the Steelworkers as well as other unions that we are behind them."

"Without their steel, we can't build our double-hull vessels, we

can't ship our cargo, our containers, fuel, etc.," Gerber said. "That all translates into my not having a job as well as them not having their jobs. So their standing up for themselves really means that they are standing up for us all as union members."

The Feb. 28 event also was Grable's first rally. The 29-year-old trainee participated "because it was for a good cause: supporting our brothers and sisters of the United Steelworkers. The last time I was home in East Pawas, Mich., I saw a lot of Steelworkers picketing on the Sinclair River because 50 percent of their jobs had been cut. The cause the Steelworkers currently are fighting for definitely is good because it will create more jobs for us and them in that area," he explained.

"A lot of the steel that I will be working with in the future will be shipped on the Great Lakes," he added. "My presence at the rally made a difference because mine was another voice; my sign was another sign, and my face was another face. And that's what it's about—power in numbers."

"I was proud to read in the papers that the bill has passed and that the Steelworkers at least got some of what they wanted," Grable concluded. "It made me feel good that I was there, a part of what was going on and that the president heard our words of protests and took positive action."

## Arnold, Luedtke Seafarers Approve New Contracts

"Significant strides were made in providing the highest benefit levels to members on the Great Lakes," noted Tom Orzechowski, SIU vice president Lakes and Inland Waters, in announcing the recently approved contracts with Arnold Transit Co. and Luedtke Engineering Co.

The three-year agreement with Arnold Transit Co. (which operates the second oldest ferry company in the United States) runs from Feb. 1, 2002 through Jan. 31, 2005.

Ratification of the pact, which was negotiated by Orzechowski and SIU Rep Todd Brdak, was unanimous. Highlights include an increase in wages for each year of the contract, a raise in the health and benefit plan level, and maintenance of the uncapped wage-related pension plan contributions. Additionally—and for the first time—contributions were secured to allow SIU members to attend training and

upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

"The Seafarers Harry Lundeborg School of Seamanship was an issue for the members as well as the company," noted Orzechowski, "due to increased regulations that may soon apply to the Great Lakes. Training at the school will keep Arnold Transit Co. one of the safest and most efficient passenger ferry companies in the United States."

The three-year pact with Luedtke Engineering Co., which performs dredging and marine construction, runs from Jan. 1, 2002 through Dec. 31, 2004. A number of gains were negotiated by Orzechowski and SIU Algonac Port Agent Don Thornton. Seafarers will see a 3 percent wage increase for each year of the contract as well as a raise in the level of their health and benefit plan.

"Luedtke Engineering, work-



Keith Dufton is a pilot aboard the *Straits Express*, an Arnold Transit Co. passenger ferry, which runs between Mackinaw City and Mackinac Island, Mich.

ing in a specialized industry," stated Orzechowski, "sees the benefit of utilizing all aspects of the Seafarers Harry Lundeborg School of Seamanship to keep Luedtke Engineering ahead of the curve in the industry."

## Notices

### NMU Vacation Apps

As of April 1, there is a new vacation application for the NMU vacation plan that includes authorizations for working dues and the voluntary Seafarers Political Activity Donation (SPAD). Members who were in the NMU when that union merged into the SIU last year, now are eligible for the first time to participate in SPAD.

The authorizations need only be signed once each. Additional SPAD contributions also may be authorized by the individual member. (For more on SPAD, see page 11 of this issue of the LOG.)

### Registration, Manpower Offices

As of April 1, members who sail under the NMU shipping rules will register electronically and be integrated into the SIU system. This is expected to result in quicker registration and better record-keeping. NMU shipping rules and separate SIU shipping rules will continue. Additionally, the NMU manpower office will move from Washington, D.C. to Piney Point, Md. The move will further ensure that the union can answer the call to surge sealfit.



# Container Security, Employee IDs Receive Congressional Attention

Passed by the Senate in January, the Port and Maritime Security Act of 2001 was scheduled for mark-up by a House of Representatives panel late last month.

Meanwhile, representatives from the White House, transportation industry and labor are continuing their march forward addressing concerns about the protection of America's maritime assets from terrorist attacks. Transportation employee credentials and marine container security were the focus of three recent congressional hearings in which representatives from this consortium participated.

The House Subcommittee on Coast Guard and Maritime Transportation on Feb. 13 investigated the implementation of a nationwide security system which requires transportation workers to hold secure identity cards. U.S. Rep. Frank LoBiondo (R-N.J.) chaired the proceedings.

## Secure Credentials

"Our goal is to fashion a nationwide transportation worker identification solution that verifies the identity of transportation workers, validates their background information, assists transportation facilities in managing their security risks, and accounts for personnel access to transportation facilities and activities of authorized personnel," U.S. Coast Guard Rear Adm. James Underwood told the subcommittee as he gave details on the

administration's objectives. Underwood serves as director of the Office of Intelligence and Security for the U.S. Department of Transportation.

The Senate-approved Port and Maritime Security Act also mandates investigations and criminal history checks of certain individuals and prohibits a person from being employed in a security-sensitive position at a waterfront facility if previously convicted of certain crimes during a specific period.

John Bowers, president of the International Longshoremen's Association (ILA), told the gathering that his union supports increased security on the waterfront, but cautioned against measures that would harass or harm innocent, honest employees.

"The overwhelming majority of ILA-represented longshorepersons are hard-working, responsible family members and loyal citizens," he testified. "The standards for restricting access to facilities in this as in other industries must not be crafted in terms of any prior run-ins with the law that in essence have no realistic relationship to an individual's proclivities for committing terrorism or crimes of opportunity on the waterfront."

The Senate Judiciary Committee's Subcommittee on Technology, Terrorism, and Government Information's Feb. 26 hearing explored waging war against terrorism by pre-screening marine

containers at foreign ports of origin rather than at destination ports.

Committee Chairwoman Senator Dianne Feinstein (D-Calif.) voiced concerns that bribes accepted abroad could invalidate the prescreening process at non-U.S. ports. "Our protection lies in our own port structure," she said.

U.S. Maritime Administrator Capt. William Schubert endorsed origin-point prescreening as an avenue for preventing destructive devices from reaching ports in the U.S.

"We are working jointly with U.S. Customs, exporters, importers, carriers and governments to establish business and security practices which will push the nation's virtual borders outward to the point of loading of the containers," Schubert said. "Security must be established before the vessel carrying the container or cargo begins its international travel."

Bonni Tischler echoed Captain Schubert's position on origin-point prescreening during her address to the committee. Tischler is assistant commissioner of the U.S. Customs Service.

"As the primary agency for cargo security, I believe U.S. Customs should know everything there is to know about a container headed for this country before it leaves a foreign port... for an American port," she said. "Customs wants that container prescreened there, not here."

Several other officials from different segments of the industry also testified.

## More on Containers

The House Subcommittee on the Coast Guard and Maritime Transportation heard further container security testimony March 13.



Photo by James R. Tourtellotte

Containerships account for almost one-third of the estimated 60,000 annual U.S. port calls.

World Shipping Council President Christopher Koch told the committee that there must be a unified, coordinated strategy to address container security. The real challenge with container security, he said, is to build on the efforts of the Coast Guard and Customs Service in the post-September 11 environment to create a more complete, unified and permanent set of security procedures and systems that can better ensure the safety of America's foreign trade.

Koch said America should lead the way in building a permanent system but of course cannot extend security to foreign ports and places without the participation and agreement of other

nations.

Concurring with Koch, Brian Maher told the committee, "The best method of achieving better container security is to have the port of origin or shipper certify the contents of the container before it is loaded on a ship bound for the United States." Maher is president of Maher Terminals, which represents the National Association of Waterfront Employers and the United States Maritime Alliance.

"In return," he continued, "this country would have to implement a similar system for our cargo destined for foreign markets." The involvement of shippers, marine terminals or other designated entities may be required for this type of arrangement, he testified.

## Employment Report Sends Mixed Signals AFL-CIO President Sweeney Cites 'Contradictory Economic Reality'

The head of the AFL-CIO said that the U.S. employment report issued March 8 is a mixed bag.

The document "continues to show the contradictory economic reality for working families," stated AFL-CIO President John Sweeney. "There is good news in the drop in the February jobless rate to 5.5 percent and the slight rise in payroll employment. But the number of part-time workers who would rather work full time but cannot find full time jobs went up. The number of discouraged workers who stopped looking for work because they believe

no jobs are available went up as well. And manufacturing continued its abysmal decline—1.3 million manufacturing jobs lost from a year ago."

Sweeney added that other recent economic news has "painted a similarly mixed picture. Some indicators show a turnaround, such as a reduction in the pace of announced layoffs, rising factory orders, and a [slight increase] in construction spending. On the other hand, consumer confidence has dipped even with these reports."

The federation president noted that the true measure of economic recovery is good jobs that pay enough to support families—jobs that provide stable benefits and promote economic security.

"For families out of work or struggling to find full-time work, abstract indicators do not decree a real economic or employment recovery," he concluded. "Those workers need a reversal in the decline in manufacturing, an increase in the minimum wage, a national budget that improves worker protections and benefits, a functioning unemployment insurance system and affordable health care. The recession will be over for them when they feel it on the job and in the pocketbook, and when politicians put working families first."



AFL-CIO Pres. John Sweeney says the nation's workers do not yet have confidence in an employment recovery.

## Adm. Collins Confirmed to Direct USCG

Vice Admiral Thomas H. Collins has been chosen to become the next commandant of the U.S. Coast Guard. President Bush on Feb. 6 revealed the nomination, and Collins last month was confirmed by the Senate. He becomes the 22nd individual to occupy the Coast Guard's highest post.

Collins, who had his confirmation hearing March 19 in the Senate, served as the agency's vice commandant, a position he has held since June 2000. Previously, the Stoughton, Mass. native worked for two years as the agency's commander of both the Pacific Area and the Eleventh Coast Guard District in Alameda, Calif.

Secretary of Transportation Norman Mineta applauded the nomination. "Admiral Collins reflects the best leadership traits of the dedicated men and women of the United States Coast Guard. He is the right person to lead the modern Coast Guard through today's challenges to tomorrow's promise of a safer, more secure American coastline and maritime transportation system," Mineta stated.

"Tom Collins brings a combination of scholarly intelligence,

practical experience at sea, and Washington policy expertise to the critical job of commandant at a time when the Coast Guard is facing a host of new missions," Secretary Mineta continued. "I look forward to working with him."

Collins will relieve the current commandant, Adm. James M. Loy, who has served in the post since May 1998. A change-of-command ceremony is planned for May 30 in Washington, D.C. Loy—a 42-year Coast Guard veteran—plans to officially retire during the ceremony.

Collins graduated from the Coast Guard Academy, New London, Conn., in 1968 and served as a faculty member there from 1972-76. He earned a master of arts degree from Wesleyan University in 1972 and a master of business administration from the University of New Haven, Conn., in 1976.

The admiral began his Coast Guard career in 1968. During his first assignment, he was a deck watch officer and first lieutenant aboard the Coast Guard Cutter *Vigilant*. Later, he completed a two-year tour as commanding officer of the patrol boat *Cape Morgan* in Charleston, S.C.



Coast Guard Vice Admiral Thomas H. Collins

From 1980-83, Collins served as deputy group commander in St. Petersburg, Fla., and he was captain of the port, Long Island Sound, from 1987-90. Collins served as chief of the office of acquisition at Coast Guard headquarters from 1994-96.

The admiral's military decorations include the Distinguished Service Medal, the Legion of Merit (three awards), the Meritorious Service Medal (two awards), and the Coast Guard Commendation Medal (three awards).





# MARITIME TRADES DEPARTMENT

## Key Support Voiced For MSP, Jones Act

Members of Congress and the administration, expressing strong backing for the U.S. maritime industry, described the merchant marine as practical and vital to national defense.

During the AFL-CIO Maritime Trades Department executive board meetings in New Orleans, U.S. Reps. William Jefferson (D-La.) and David Vitter (R-La.), Maritime Administrator Capt. William Schubert and former Maritime Administrator Vice Adm. Al Herberger (USN-ret.) explained how the nation benefits from a strong U.S. fleet. They particularly were adamant about the need to extend and expand the Maritime Security Program (MSP), which helps ensure availability of militarily useful U.S.-flag commercial vessels in times of war or national emergency.

"The Maritime Security Program has been a success," stated Jefferson. "MSP has delivered for our nation by keeping the U.S. flag on the high seas and helping maintain a presence in international commerce while strengthening our pool of skilled marine workers and marine crews. I want to make sure that it is not only extended, but it is also expanded—that it gets extended perhaps not just for 10 years but for a longer period. That includes more ships and more workers and a more secure nation for us in the future."

Jefferson also focused on the

need "to make sure that our tax laws that pertain to U.S.-flag commercial vessels are modernized and rationalized and that they give opportunity for U.S. crews and the U.S. merchant fleet to be competitive." Among other steps, he supports "granting American merchant mariners working on U.S.-flag vessels in the foreign trade the same exclusion from taxation on the first \$80,000 of income as is available to every other U.S. citizen working overseas."

### Jones Act, Title XI

Other maritime agreements also are valuable for our nation, noted Vitter, including the Title XI shipbuilding loan guarantee program and the Jones Act, which requires that goods transported between domestic ports are carried aboard vessels that are built, flagged, crewed and owned U.S.

"The Jones Act is important on the economic side, but it is also vitally important for national defense because we need to maintain that industrial base," Vitter stated. "It allows us to maintain, throughout peace time, that key industrial base which we need in times of crisis like today. It also has a positive national economic benefit of over \$15 billion annually (contributed to the economy)."

Title XI, he said, has received undue criticism. "The program has a very strong financial record," Vitter pointed out. "It

has one of the lowest default rates of any government loan program: 3 percent. It is a tremendous help to the maritime industry and maritime workers, and it's crucial for small and medium-size ship operating companies to secure commercial financing on reasonable terms."

He reported that applications are pending for six double-hull tankers and a chemical tanker, and described "potential for 20 to 40 double-hull offshore shuttle tankers, along with many, many other opportunities that significantly depend on the Title XI program."

"Since fiscal year 1993, over \$4 billion in commercial ship construction has been generated through commercial loan guarantees under Title XI," he concluded. "It's vital to helping preserve the industrial base which we need, even in peace time, in case we need it in war time for national defense."

### Jet-Fuel Indignity

Schubert illustrated the challenge of revitalizing the U.S. fleet. During America's current military engagement in Afghanistan, foreign-flag tonnage has been chartered to carry jet fuel ultimately bound for American military planes "because there weren't any product tankers available in that part of the world. We're talking about moving jet fuel into some of the most secure places in the world on foreign-flag ships with unknown crew members on board, in terms of where they came from."

Citing the security risk, MarAd and the Coast Guard "worked together, and we're going to be announcing, very soon, steps to make it a lot less bureaucratic and less expensive



MTD Pres. Michael Sacco (left) welcomes Maritime Administrator Capt. William Schubert to the MTD executive board meetings last month in New Orleans. Schubert said U.S. maritime unions provide "a key voice in the industry."

to reflag some ships to fill that gap," Schubert said.

Sizing up the U.S. fleet, he stated, "We cannot change the worldwide shipping recession facing fleets across the globe, but we can help to level the playing field for our U.S.-flag operators so that we can encourage the profitability of our fleet."

The maritime administrator, who described U.S. maritime unions as "a key voice in the industry," said that while extending the MSP is important, "we also need to address the manpower issues that could potentially cripple a large-scale, sustained overseas conflict like the Persian Gulf War. Addressing this problem is one of my highest priorities and we hope to soon release more comprehensive and fully accurate databases of licensed and unlicensed mariners."

### Equal Treatment

Herberger served as maritime administrator during the Clinton administration, and since then has remained an ardent backer of the nation's merchant marine.

Last month, he said the maritime industry deserves greater support in Washington.

"We are a proven defense industry. We should get the same attention that some of the others get," he stated. "There's little hesitation to continue subsidies for the farmers, airlines, other defense industries. But we start

talking about the maritime industry, and somebody pops up and says, 'That's corporate greed.' Nobody looks behind it to see how valuable it is in terms of our ability to stay both in the economic and in the defense arena."

Herberger also reminded the audience that America's national defense requires maintaining a strong U.S. fleet, because "there will not be time to build additional ships, recruit and train mariners or shipyard workers or skilled dockworkers" in times of conflict.

"The success of future battles or campaigns will depend upon the U.S. capability to project major military forces, just as it has been throughout our history," he continued. "The U.S. Merchant Marine—all parts of it—is the fourth arm of defense. That title was given by General Eisenhower himself, right after the World War II victory in Europe, and it still applies today."

He added that America needs "a new and larger MSP. The commercial fleet portion of our strategic sealift is the only element that can provide, in an efficient and cost-effective way, the sustainment capability [required for military success]. And it's also the only element that provides the most important element: the skilled mariner manpower. There are no other sources for that. It's just so apparent to me that the value is there."



U.S. Rep. William Jefferson (D-La.)



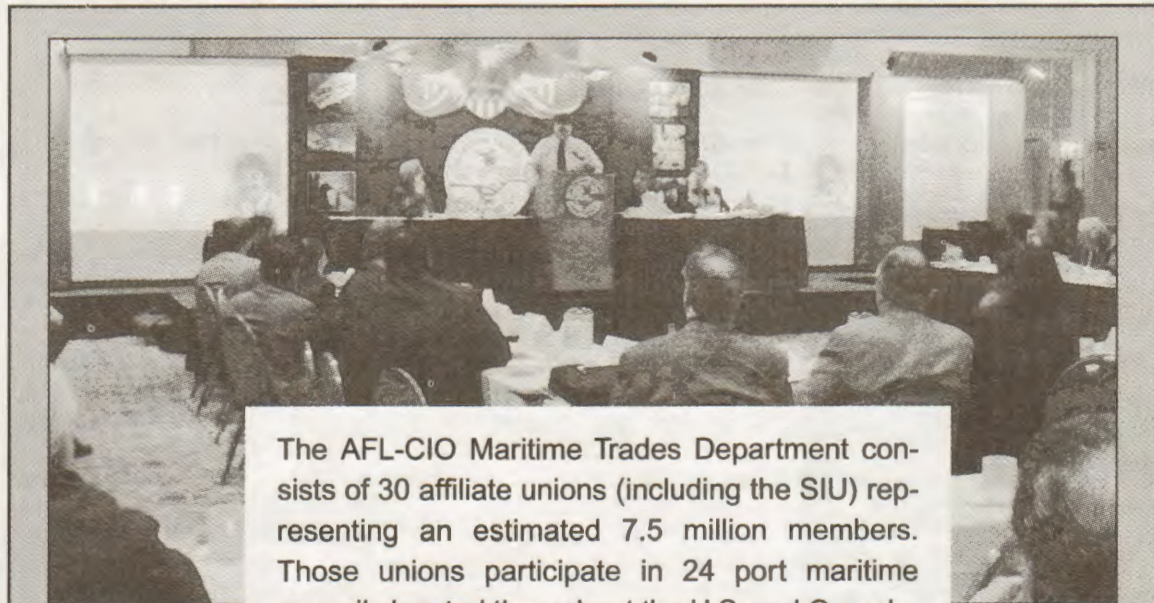
Maritime Administrator Capt. William Schubert



U.S. Rep. David Vitter (R-La.)



Former Maritime Administrator Vice Adm. Al Herberger (USN-ret.)



The AFL-CIO Maritime Trades Department consists of 30 affiliate unions (including the SIU) representing an estimated 7.5 million members. Those unions participate in 24 port maritime councils located throughout the U.S. and Canada. The articles on this page and page 7 are based on remarks presented Feb. 21-22 during the MTD executive board meeting in New Orleans.





## Port, Shipboard Security Take on New Urgency



MTD Pres. Michael Sacco (left) greets Coast Guard Port Security Director Capt. Tony Regalbuto.

It has been said again and again that "everything changed" on September 11, and while the literal application of that two-word phrase is open to quibbling, there's no doubt that the maritime industry faces major shakeups.

In broad terms, the task is to ensure security in U.S. ports, including aboard the vessels that account for approximately 60,000 annual port calls in this country.

Making it happen is both complex and urgent, according to several speakers at the AFL-CIO Maritime Trades Department executive board meetings in New Orleans.

"It doesn't take a lot of imagination to think what could happen with the kinds of materials that we know come in and out of our ports in thousands and thousands of ways, through containers as well as other ways," stated U.S. Sen. Mary Landrieu (D-La.). "Our technology has not really caught up yet, nor has, I think, our political will or our vision with meeting that challenge."

Landrieu urged the MTD and its affiliates to stay involved in the process of identifying and implementing new security methods—an undertaking that began almost immediately after the attacks on America. "There are challenges as well as opportunities for this industry in this post 9-11 world, with security front and center on all our minds," she noted. "I hope that this industry and all of you—the labor leaders and other leaders who understand the maritime industry—will realize that there are some tremendous opportunities (for input with the government). And I am going to do my very best to make sure that whatever decisions are made, you all have a seat at the table and your voice is heard."

U.S. Rep. Kevin Brady (R-Texas) pointed out that port security legislation already has passed in the Senate and is being considered in the House. The Port and Maritime Security Act has been referred to three House committees—Armed Services; Transportation and Infrastructure; and

Coast Guard and Maritime Transportation—because certain provisions fall within their respective jurisdictions.

He said that the bill seemingly would improve communication between the many maritime entities. "We've got a hundred different Washington and federal agencies to deal with maritime, in one way or the other, plus the state, plus the port, plus the local agencies," Brady stated. "This bill sets up port security committees to

coordinate better between all these agencies. These committees would hopefully help everyone work together better."

Another key component of the legislation, he said, "would mandate that all ports have a comprehensive security plan. It requires that ports limit access to security-sensitive areas and that includes an evacuation plan and background checks on everyone that works in those areas."

"It also requires ships to electronically send their cargo manifests to port before they gain clearance to enter and prohibits unloading of improperly documented cargo," he continued. "The bill improves the reporting of crew members, passengers and imported cargo to better track suspicious activity. It creates a sea marshal program that more specifically authorizes the Coast Guard to board and deter hijackings and other terrorist threats. It directly grants about \$700 million to help the ports build new infrastructure [and gain] new inspectors, agents, screening and detection equipment."

U.S. Coast Guard Director of Port Security Capt. Tony Regalbuto detailed his agency's actions



U.S. Senator Mary Landrieu (D-La.)



U.S. Rep. Kevin Brady (R-Texas)

since Sept. 11 aimed at improving security. They included requiring longer advanced notice of ship arrivals and more information about crews, as well as implementing boarding parties, among many other steps.

Regalbuto said that it will take international cooperation to effectively address maritime security. "We want to work in partnership in developing regulations throughout the world. We're going to have better success in some parts of the world than others, but if they don't set the bar high enough, internationally, then we will unilaterally do the right thing for our country."

He referred to newspaper reports which estimate that al Qaeda is operating anywhere from 13 to 20 ships, yet "internationally, we don't have a good

indicator as to who is the owner and (front) operator of those ships. Ideally, what we want to do is link the people, the cargo and the vessels, and even the shippers, back to terrorist groups and criminal activity."

Nevertheless, Regalbuto underscored the need for strong efforts beginning in the U.S. "Fourteen out of every 15 ships coming into the United States are foreign flag. So, in my mind that raises some concerns right off the bat," he said. "Because we really don't know about the people, the cargo and the vessels that are coming into our country."

"We need everybody to be a sensor out there and to report any suspicious behavior. This is not one person's job, it is everybody's job in the United States."

## Emphasis on Organizing Gulf Campaign Illustrates Importance, Challenge

Delivered in a region that is home to an intense campaign involving "oil patch" mariners, labor officials' comments about organizing and solidarity seemed especially resonant during the MTD meetings in New Orleans.

Echoing the need to organize were AFL-CIO Secretary-Treasurer Richard Trumka; Louisiana AFL-CIO President John "Red" Bourg; Torbjorn Teigland, vice president of the Norwegian Oil and Petrochemical Workers Union; and Jean Marc Barrey, secretary general of the CFDT Maritime Union of France.

"I commend you for your efforts," Trumka said to those involved in the Gulf mariner campaign, including U.S. maritime unions and delegations



Jean Marc Barrey, secretary general, CFDT Maritime Union of France



Louisiana AFL-CIO Pres. John "Red" Bourg (right) had a simple message: "Organize, organize, organize!" MTD Pres. Michael Sacco (center) and MTD VP Ernie Whelan applaud his arrival.

from overseas. "I think you have done a marvelous, marvelous job. It's hard work. There's no shortcut to it. It costs literally tons of money. And you're up against some of the nastiest anti-union companies and anti-union law firms anywhere in the world."

Teigland and Barrey said the Gulf mariners who are seeking union representation can count on their continued support. "We share our solidarity with your struggle for trade union rights," stated Teigland. "Trade unions have long traditions of giving support to each other across the seas and national borders. We would like to build on those long traditions and underline the importance of stronger interna-

tional trade union ties and solidarity in a world that becomes smaller and smaller."

Barrey noted that, during a tour of Houma, La. the previous day, the foreign group was "shocked" by anti-union billboards "saying that unions are the source of all evil.... Simply, you should know that on an international level, the organization I represent stands by you in this campaign."

Bourg's colorful speech included a recap of the long, ultimately successful fight to organize workers at Avondale Shipyard in New Orleans. Though the latest effort began in the early 1990s, other attempts date much further back. "The first project I



AFL-CIO Secretary-Treasurer Richard Trumka



Torbjorn Teigland, VP, Norwegian Oil and Petrochemical Workers Union

had as a staff member of the state AFL-CIO was to organize Avondale. That was in 1967," Bourg said.

The triumphant outcome provides hope for those involved in

*Continued on page 10*



## Coming Full Circle

# What a Difference 15 Years Make!

Like many high school graduates, Chris Fox headed straight for college. But after hearing from a couple friends who had been through the trainee program at Piney Point, Fox suspended his studies and headed for the southern Maryland training facility. It was there, in 1979, that he graduated from class 293.

He was scheduled to catch his first ship in January 1980. But one month before that—Dec. 16, 1979, to be exact—there was a GSU opening out of Boston. The ship was the *LNG Virgo*, and Fox was on it.

For the 19-year-old native of Waltham, Mass., working in the galley wasn't his idea of a real good time. A rotation in the deck department, however, changed all that, and Fox was hooked on the life of a Seafarer.

He took advantage of the upgrading opportunities available at Piney Point and completed his AB endorsement and then, in 1988, got his third mate's license. He credits Bobby Selzer (now New York port agent) with always being there to help and point him in the right direction, even after he got his license.

After his SIU days were over, he joined the American Maritime Officers union and worked as a third mate, second mate or chief mate aboard tankers. In 1994, after only 15 years in the indus-

try, Fox captained his first vessel, the *Cove Trader*.

"It's good to be king," Fox kidded, when asked how it felt to captain his first ship. But having worked his way up from the bottom, he knows both sides of shipboard life. "Everybody has a job to do," he stated, "but we try to have fun, too." Fun includes such things as organized softball games with the crew members of other vessels in the Indonesia-to-Japan run.

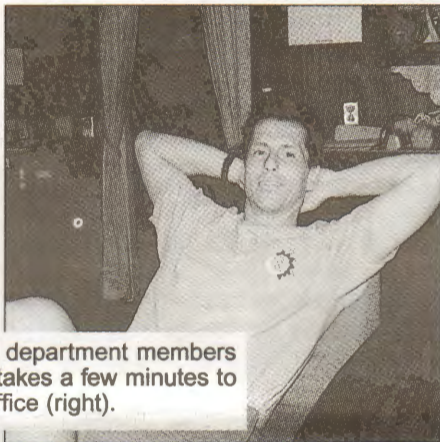
Just recently, Fox, now 42, was captain aboard the *LNG Virgo*, the very ship on which he made his first voyage. It used to be operated by Energy Transportation Corp. and is now operated by Pronav—but the vessel is the same. After a short vacation of skiing and relaxing on Cape Cod, Fox will rejoin the *LNG Virgo* or the *LNG Libra* in Indonesia.

Fox is grateful to the SIU for opening the door to his seagoing career. He is proof of the results of the excellent programs available to all Seafarers at the Paul Hall Center and urges SIU members to take advantage of the school every chance they get.

"We must all keep a close watch on American shipping," the captain stated, "as we are being attacked from all angles. American seamen are the best in the world, and we should be proud of it."



Capt. Fox joins steward department members for a cookout (left) and takes a few minutes to relax in his shipboard office (right).



Captain Chris Fox (right) accepts the gift of a lucky doll from a Japanese representative after taking the *LNG Virgo* into the port of Kawagoe, Japan for the first time in the history of the LNG vessels. A reception on the bridge helped commemorate the new port of call.

## Recertified Steward Garners New Honor, Credits Piney Point

As Recertified Steward **Brandon Maeda** steadily climbs upward on the culinary ladder, he appreciates more and more the steadying influence of the Paul Hall Center for Maritime Training and Education.

Augmenting his vocational training with the SIU, Maeda recently earned recognition from the highly regarded American Culinary Federation (ACF) as a certified chef de cuisine. This is believed to be the first time that the ACF awarded such an endorsement to a mariner working solely on commercial cargo vessels.

In any case, Maeda says the support he has received from Paul Hall Center instructors—particularly Chef Ed White—greatly aided him throughout the long process of becoming a certified chef.

*"Using the tools and opportunities provided by this union to construct a better life for myself and family has been the greatest reward."*

"His support was invaluable," Maeda said of White, who initially encouraged the Seafarer to join the ACF in 1992. "There were college-level books, exams to study for, and of course the big 'C.C.C.' test itself. Chef White was always there to coach and assist me whenever it was necessary."

The hard work paid off. Using a shared system that essentially functions as a ranking mechanism, culinary associations assign a wide range of categories for chefs and cooks. Experience, skill and knowledge are factors in attaining the various designations (such as third cook, specialty chef, executive chef, etc.). Certified chef de cui-



Recertified Steward Brandon Maeda (right) credits Chef Ed White, a Paul Hall Center instructor, with helping prepare him to earn the certified chef de cuisine credentials displayed in this photo.

sine, the rank achieved by Maeda, is one of the uppermost titles.

Maeda notes that he is hardly the only Seafarer to secure certification through ACF or through other professional culinary associations. "Many come into the SIU with certifications, and still more earn them on cruise ships. Still, I'm happy to finally get this little piece of paper."

While Maeda sets his sites on another goal—becoming certified as an executive chef—even as he continues sailing with the SIU, he remains thankful for the times he has upgraded at the Paul Hall Center, based in Piney Point, Md. "All of the instructors have my undying respect and gratitude," he declares. "They are a credit to their profession."

"I have always thought highly of the school and its purpose for being," he continued. "Mainly, training and educating those who would otherwise have no such opportunities. For myself, using the tools and opportunities provided by this union to construct a better life for myself and family has been the greatest reward. We should all keep learning, growing and upgrading."

The ACF was founded in 1929 in New York City. It is a non-profit association which bills itself as "the largest and most prestigious organization dedicated to professional chefs in the United States today."

## Determined Seafarer Earns Mate's License

Earning a mate's license is a notable accomplishment, but it is particularly worth mentioning in the case of one Philadelphia Seafarer who recently passed the test.

That's because, in securing her license, **Stella Zebrowski** joined a select few women who have advanced that far in the merchant marine.

"There are some female mates, but not too many," notes Zebrowski, a 1982 graduate of the trainee program at the Paul Hall Center in Piney Point, Md. "It's a small percentage, though it's starting to grow. And there certainly are more women in the industry, compared to when I started. It's not uncommon now to have two or three women sailing on a ship."

Zebrowski has sailed in both the inland and deep sea divisions, including time working for Maritrans, Crowley and McAllister. She has upgraded numerous times at the Paul Hall Center (including all of the prep work for the mate's exam) and plans to stick with the SIU, sailing inland.

SIU Retiree **Stanley Zebrowski**, Stella's father, also sailed in the union's deep sea and inland divisions for more than 30 years, from the early 1950s until 1983. He is understandably pleased by his daughter's most recent accomplishment and her overall career.

"I'm very proud of her, so proud. She learned more than I ever did," Stanley Zebrowski, 80, said with a chuckle. "If the opportunity is there, you might as well take advantage. I know the school has good teachers, and you can learn anything you want to."

Stella Zebrowski says she has stuck with her chosen profession "because of the money and the benefits, and the opportunities to upgrade and advance. The opportunities are there—the union

gives them to you, and the school gives them to you."

Studying at Piney Point for the mate's license reinforced her already strong belief in the school. "It was tough, but the instructors helped me a lot. They do a really good job."

She adds that she hopes her experience may give confidence to other women as they enter the industry. "I've advanced, and I know other women can do it, too. It may be a little intimidating, but you've got to put your mind to it."

"I'd also like to thank (SIU President) Mike Sacco for having faith in me," Zebrowski adds. "He motivated me, and without him I wouldn't be where I am today."



Stella Zebrowski has advanced from trainee to mate. "I know other women can do it, too," she says.



# Diverse Group Discovers Common Path to Success

## Stewards Say Union, School Are Winning Combo

One by one, the union's newest class of recertified stewards accepted their graduation certificates at the March 4 membership meeting in Piney Point, Md.

As they addressed their fellow Seafarers, the graduates described how they had seized the career opportunities available through the SIU and the Paul Hall Center for Maritime Training and Education. Diverse in many ways, the group nonetheless shared the belief that the union and the school offer viable means to worthwhile vocations at sea.

Successfully completing the one-month course were **Veronika Cardenas, Darryl Goggins, McKinley Jones, James Kidd Jr., Rolando Lopez, Thomas Milovich, Nelson Morales, Leticia Perales, John Platts, Edward Tully** and **James Willey** (who provided several photos accompanying this story).

The class is the Paul Hall Center's top curriculum for members of the steward department. It includes fire fighting and basic safety training, a range of lessons

in the galley facilities, meetings with SIU department representatives, and other studies.

### Turning Point

Tully, who sails from the port of Baltimore, said that joining the school's unlicensed apprentice program in 1992 marked a turning point for him.

"Before then, I was lost in life, had no job and no future," he recalled. "Now I have a new car, a house and other things. The SIU helped me get where I am today, and I give thanks for it."

For Perales (port of Houston), sailing has been a good fit from the beginning. A 1979 graduate of the trainee program, Perales summarized her time with the union this way: "It's been fun, it's been great, I have no complaints!"

She also noted the numerous improvements at the school that have taken place throughout the years.

Addressing the membership next was Morales (San Juan, P.R.), a Seafarer for the past 28 years. He complimented the Paul

Hall Center staff, and described the overall facilities as "among the best in the world. My experience in Piney Point was good and very interesting."

Jones (Norfolk, Va.) described himself as "living proof that this is the best school in the nation." He said he has upgraded six times in a 14-year career, "and each time I'm here, there's something new, whether it's the fire fighting school, the new hotel (annex) or some other improvement."

Like Morales, Jones also urged his fellow Seafarers to contribute to SPAD.

### 'Great Organization'

Cardenas (Tacoma) began sailing in 1983. "It has been a pleasure to work for this great organization," she stated. "Our union will be even greater with the hard work we must put into it. As for the school, it is wonderful, and everyone helps a lot."

Goggins (Jacksonville, Fla.) said he especially enjoyed the computer classes and learning more about the SIU. A frequent upgrader and 22-year Seafarer, Goggins said the Paul Hall Center "is a great school for maritime and for young people. I definitely would recommend it."

Lopez (San Francisco), a Navy veteran, said the recertification class "made me more aware of the inner workings, how the SIU functions—everything from contracts to the health, vacation and pension programs. It also made me more knowledgeable about dealing with shipboard emergencies."

He added that Piney Point "offers a relaxed environment. It's a good place to get away from the rigors of sea life. The facility and the curriculum are all excellent."

Platts (Jacksonville) went more than 30 years between visits to Piney Point, but he, too, said the initial trip helped put him on the right course.

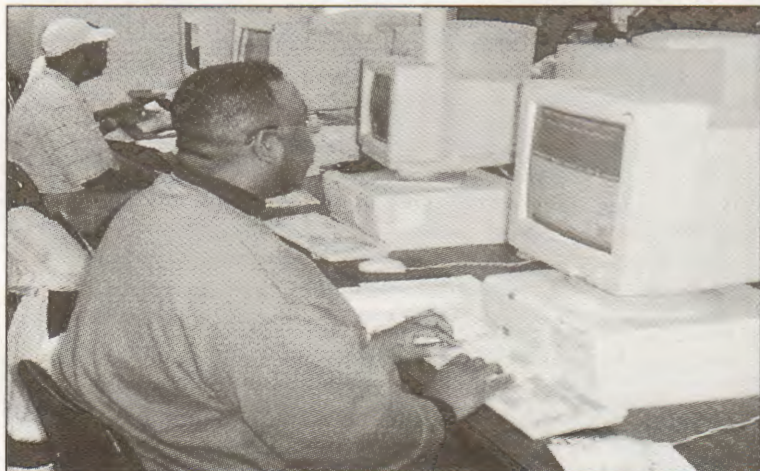
"I came to this school in the



The union's newest class of recertified stewards joins SIU officials after last month's membership meeting in Piney Point, Md. (top photo) and, earlier in the course, takes a quick pause in the lecture/demonstration galley (below).



Hands-on training is a key part of most Paul Hall Center courses, including steward recertification. In these three photos, students hone their skills at the fire fighting and safety school, in the galley and in the computer lab.



late 1960s, and I was a bad boy then," he said. "Before, I was always in trouble. Now, I have a family and I'm doing just great. I thank the SIU and the school officials and staff. The union truly helped me change my life."

### Encouraging Words

Nearly all the stewards directed some of their respective comments toward the unlicensed apprentices in attendance, encouraging them to stick with the program. The remarks of Willey (Tacoma) were representative of the others'. "This is the greatest opportunity for you to go as far and as high as you set your sights in this industry," he declared. "From OS to captain, from wiper to chief engineer. Study hard, ask questions when you are at sea during phase II—and if you don't understand the answer, ask

again." He added, "The union has always been there for me, and I have always had a job. I thank the SIU, its officers, the school and its staff for their efforts."

Also addressing the apprentices, Milovich (Brooklyn, N.Y.) stated, "Remember that this is a union—a whole from the sum of its parts. The SIU is a testament to strength and diversity, and the school has been the biggest part of my success. I appreciate all the opportunities and thank our officials for looking out for our best interests."

Wrapping up the graduation was Kidd (Baltimore), who completed the trainee program in 1993. Speaking to today's apprentices, he said, "Listen to your supervisors, do the best job you can and ask questions. And then get back here and upgrade."



Finding time to support fellow trade unionists, James Willey (center, with sign above head) and other Seafarers demonstrate in Washington, D.C. for Steelworkers.



# Merchant Mariners Included in Veterans History Project

The varied contributions of thousands of U.S. Merchant Mariners, including those chronicled by multitudes of veterans from the armed forces during our nation's wars, soon will be given the praise they merit, thanks to an endeavor led by the U.S. Library of Congress.

Hailed as the Veterans History Project, the effort's aim is to afford veterans—and those who served in support of them and with them—the recognition they are due by creating a lasting legacy of their wartime service, memories, accounts and documents for future generations. The U.S. Maritime Administration (MarAd) on Feb. 12 became part of the venture.

The project will cover World Wars I and II, the Korean War, Vietnam and the Persian Gulf

War. It will include representation for all participants of those hostilities—men and women, civilian and military.

"We are pleased to endorse the Veterans History Project and become a partner with the Library of Congress and its American Folklife Center in this important effort," Maritime Administrator Capt. William G. Schubert said. "It is important to all veterans, but especially so to merchant marine veterans of World War II whose heroic service is too often overlooked."

Including merchant mariners, there are 19 million war veterans living in the United States today, according to the Department of Veterans' Affairs. Every day, however, 1,500 of them die. Motivated by the urgent need to collect the stories and experi-

ences of war veterans while they are still alive, the United States Congress on Oct. 27, 2000 unanimously passed legislation to create the Veterans History Project.

Public Law 106-380—sponsored by Representatives Ron Kind (D-Wis.), Amo Houghton (R-N.Y.) and Steny Hoyer (D-Md.) in the House of Representatives and Senators Max Cleland (D-Ga.) and Chuck Hagel (R-Neb.)—charged the American Folklife Center at the Library of Congress to collect and preserve audiotaped and videotaped oral histories, along with documentary materials such as letters, diaries, maps, photographs and home movies, of America's war veterans and those who served in support of them.

According to the Library of Congress, the goals of the project are:

- To stimulate opportunities for public learning, by inviting, advising, and supporting individuals and groups as participants in the Veterans History Project.

- To engage veterans associations, military organizations, institutions of higher learning, historical societies, civic groups, and ongoing veterans' oral history projects as partners in the effort to identify, interview, and collect documents from war veterans and their supporters.

- To preserve and present the collected materials to the public, through the National Digital Library Program, exhibitions, publications, and public programs.

- To identify existing and ongoing veterans' oral history programs and archives, and recognize and work with them to

expand the Library's Veterans History Project initiative.

- To create a comprehensive, searchable national catalog of all oral histories and other documentation collected as a result of this project.

U.S. Secretary of Transportation Norman Mineta serves on the Veterans History Project's Five-Star Council, a group of prominent leaders invited by the Librarian of Congress James H. Billington to provide counsel to the Veterans History Project and bring it increased visibility nationwide.

MarAd will send information about the Veterans History Project to maritime unions, museums, industry associations, educational institutions and merchant marine veterans' organizations. The agency also will post information on its web site and provide a link to the Library of Congress site.

## First-Time MMD Applicants Must Take Oath in Person

First-time applicants for merchant mariner's licenses and merchant mariner's documents (MMDs) now must be sworn in before a designated U.S. Coast Guard official before being issued their credentials.

According to Coast Guard Policy Letter 05-02 dated Jan. 14, this new requirement became necessary in light of the events of Sept. 11, 2001. Individuals must appear in person for validation of their identity. The guidance emphasized that the change applies only to applicants seeking MMDs or licenses for the first time. Oaths are not required for renewals or upgrades.

In another change, certified notary publics no longer may administer the required oaths for original licenses or certificates of registry.

Oaths to applicants for licenses and certificates of registry may be administered by:

- Officers in charge, Marine Inspection

### Offices (OCMI)

- Commissioned and warrant officers of the U.S. Coast Guard assigned to duty in a regional examination center, and

- Other officials employed by the Coast Guard, either civilian or military, who are authorized in writing by the OCMI to administer such oaths. Included are Coast Guard auxiliary personnel while they are engaged in official Coast Guard duties.

First-time applicants for MMDs must swear oaths in the presence of:

- OCMI, or
- Commissioned officers of the U.S. Coast Guard authorized to administer oaths under the United States Code, or

- Other officials employed by the Coast Guard, either military or civilian, who are authorized to administer oaths.

The foregoing modifications will be incorporated into the Marine Safety Manual.

## International Solidarity Voiced to MTD

*Continued from page 7*

the current drive, Bourg noted. Avondale workers secured union representation in December 2000, and early this year "54 people who had been fired because of union activity were put back on the payroll with back pay," he said.

"If we're going to move this state in the right direction, we have got to organize, organize, organize!" Bourg added.

Trumka pointed out that despite increased emphasis on organizing by the AFL-CIO and many of its affiliates, "we're still barely holding our own as a percentage of the American workforce. The truth is, we need bigger numbers if we're going to help workers speak with a stronger and stronger voice. To

succeed, we're going to have to bring in almost a million members every single year."

Trumka said that the way to advance working families' agenda "is with the clout that comes with far more members working harder, and not just at their jobs but in the legislative and political arenas. The way to slow the tide of good jobs leaving our shore is with the increased clout that it takes to enact trade laws that respect the rights of workers instead of protecting the profits of business. And the way to stop the union-busting tactics of business, to protect workers' pensions from more Enrons, to secure the right of every worker to health care is by mobilizing our numbers and putting in public office people who understand the needs of working people."

### NOTICE TO INTERESTED PARTIES

1. Notice to: All Participants of the Pension Fund ("the Fund")

An application is to be made to the Internal Revenue Service for an advance determination on the qualification of the Restated Plan of the following pension benefit plan:

2. Name of Plan: MCS Supplementary Pension Plan

3. Plan Number: 001

4. Name and Address of Applicant:  
Board of Trustees  
MCS Supplementary Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

5. Applicant EIN 51-6097856

6. Name and Address of Plan Administrator:  
Mr. Lou Delma, Administrator  
MCS Supplementary Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

7. The application will be filed before February 28, 2002 with the Key District Director, Internal Revenue Service, at:

EP Determinations  
Internal Revenue Service  
P.O. Box 192  
Covington, KY 41012-0192

For an advance determination as to whether the plan meets the qualification requirements of section 401(a) of the Internal Revenue Code of 1986, with respect to the plan's qualification.

8. The employees eligible to participate under the plan are: All employees working in job classifications for which contributions are required to be made to the Fund pursuant to a collective bargaining agreement.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this plan.

#### RIGHTS OF INTERESTED PARTIES

10. You have the right to submit to the EP Determinations, at the above address, either individually or jointly with other interested parties, your comments as to whether this plan meets the qualification requirements of the Internal Revenue Code.

You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to the Key District Director regarding qualification of the plan. If the Department declines to comment on all or some of the

matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to the Key District Director.

#### REQUESTS FOR COMMENTS BY THE DEPARTMENT OF LABOR

11. The Department of Labor may not comment on behalf of the interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (a) the information contained in items 2 through 5 of this Notice; and
- (b) the number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows:

Deputy Assistant Secretary  
Pension and Welfare Benefits Administration  
ATTN: 3001 Comment Request  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, D.C. 20210

#### COMMENTS TO THE INTERNAL REVENUE SERVICE

12. Comments submitted by you to the EP Determinations must be in writing and received by him by April 15, 2002. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to the Key District Director to be received by him within 15 days from the time the Department notifies you that it will not comment on a particular matter, or by April 15, 1995, whichever is later, but not after May 1, 2002.

#### ADDITIONAL INFORMATION

Detailed instructions regarding the requirements for notification of interested parties may be found in Revenue Procedure 2001-6. Additional information concerning this application (including, where applicable, an updated copy of the plan and related trust; the application for determination; any additional documents dealing with the application that was submitted to the IRS; and copies of Revenue Procedure 2001-6) are available at the offices of the Fund, during the hours of 9:00 a.m. to 5:00 p.m. for inspection and copying. (There is a nominal fee for copying and/or mailing.)

### NOTICE TO INTERESTED PARTIES

1. Notice to: All Participants of the Pension Fund ("the Fund")

An application is to be made to the Internal Revenue Service for an advance determination on the qualification of the Restated Plan of the following pension benefit plan:

2. Name of Plan: Great Lakes Tug & Dredge Pension Plan

3. Plan Number: 001

4. Name and Address of Applicant:  
Board of Trustees  
Great Lakes Tug & Dredge Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

5. Applicant EIN 13-1953878

6. Name and Address of Plan Administrator:  
Mr. Lou Delma, Administrator  
Great Lakes Tug & Dredge Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

7. The application will be filed before February 28, 2002 with the Key District Director, Internal Revenue Service, at:

EP Determinations  
Internal Revenue Service  
P.O. Box 192  
Covington, KY 41012-0192

For an advance determination as to whether the plan meets the qualification requirements of section 401(a) of the Internal Revenue Code of 1986, with respect to the plan's qualification.

8. The employees eligible to participate under the plan are: All employees working in job classifications for which contributions are required to be made to the Fund pursuant to a collective bargaining agreement.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this plan.

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**NOTICE TO INTERESTED PARTIES**

1. Notice to: All Participants of the Pension Fund ("the Fund")

An application is to be made to the Internal Revenue Service for an advance determination on the qualification of the Restated Plan of the following pension benefit plan:

2. Name of Plan: **Seafarers Money Purchase Pension Plan**

3. Plan Number: 001

4. Name and Address of Applicant:

Board of Trustees  
Seafarers Money Purchase Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

5. Applicant EIN 52-1994914

6. Name and Address of Plan Administrator:

Mr. Lou Delma, Administrator  
Seafarers Money Purchase Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

7. The application will be filed before February 28, 2002 with the Key District Director, Internal Revenue Service, at:

EP Determinations  
Internal Revenue Service  
P.O. Box 192  
Covington, KY 41012-0192

For an advance determination as to whether the plan meets the qualification requirements of section 401(a) of the Internal Revenue Code of 1986, with respect to the plan's qualification.

8. The employees eligible to participate under the plan are: All employees working in job classifications for which contributions are required to be made to the Fund pursuant to a collective bargaining agreement.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this plan.

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# Arrests Made in Alaska Pollution Case Involving Two Runaway-Flag Vessels

The U.S. Department of Justice last month announced that a ship captain and chief engineers of two runaway-flag vessels have been arrested and charged with keeping false log books to conceal the dumping of waste oil and sludge from two ships; obstructing a Coast Guard investigation; and obstruction of justice for allegedly telling crew members to lie to a federal grand jury.

The arrests, supported by criminal complaints, were announced March 14 by Timothy M. Burgess, United States attorney for Alaska, and Thomas L. Sansonetti, assistant attorney general for the environmental division of the Department of Justice.

The defendants are Doo Hyon Kim, captain of the Norwegian-owned, Panamanian-flagged *M/V Khana*; In Ho Kim, chief engineer of the *Khana*; and Min Gwen Go, chief engineer of the Panamanian-flagged, Korean-owned *M/V Sohoh*.

According to the criminal complaints filed in U.S. District Court in Anchorage, the *Khana* and *Sohoh* are freighters operated by a Korean company (Boyang, LTD) that carries frozen seafood to Asia. In February, the U.S. Coast Guard detained the *Khana*, the *Sohoh*, and two other freighters under common management, in Dutch Harbor, Alaska, for possible violations of the Act to Prevent Pollution from Ships.

During Coast Guard inspections, agency officials found oil-laden bypass hoses on the two ships which they believed were

used to circumvent the oil-water separator, a required pollution-prevention device. Oil was found by the Coast Guard in the overboard discharge valve where only clean water would ordinarily be located.

Special agents from the Coast Guard, Environmental Protection Agency and the Federal Bureau of Investigation subsequently executed search warrants on the ships, according to court documents.

According to the criminal complaint, not only was oil-contaminated bilge waste and sludge dumped overboard without the use of the separator, but the captain and chief engineers of the two ships conducted meetings at which the lower level crew members were told to lie. This allegedly took place even after the crew members had been served with grand jury subpoenas. Crew members on both ships identified rubber hoses with metal fittings attached on each end that were used to bypass the oil-water separator. The criminal complaints further allege that the defendants maintained false oil record books, a required log in which all overboard discharges are to be recorded and which are relied upon by the Coast Guard.

If convicted, the defendants could face up to five years in prison and up to a \$250,000 criminal fine for the alleged false statements and obstruction of an agency proceeding. The alleged obstruction of justice by ordering subpoenaed crew members to testify falsely, known as witness tampering, carries a maximum term of 10 years.

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2. Name of Plan: **Seafarers Pension Plan**

3. Plan Number: 001

4. Name and Address of Applicant:

Board of Trustees  
Seafarers Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

5. Applicant EIN 13-6100329

6. Name and Address of Plan Administrator:

Mr. Lou Delma, Administrator  
Seafarers Pension Plan  
5201 Auth Way  
Camp Springs, MD 20746

7. The application will be filed before February 28, 2002 with the Key District Director, Internal Revenue Service, at:

EP Determinations  
Internal Revenue Service  
P.O. Box 192  
Covington, KY 41012-0192

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# Selecting a SPAD Slogan

In the March issue of the *Seafarers LOG*, we announced the start of a contest being conducted to come up with a new catch-phrase that signifies the importance of SPAD to the SIU membership.

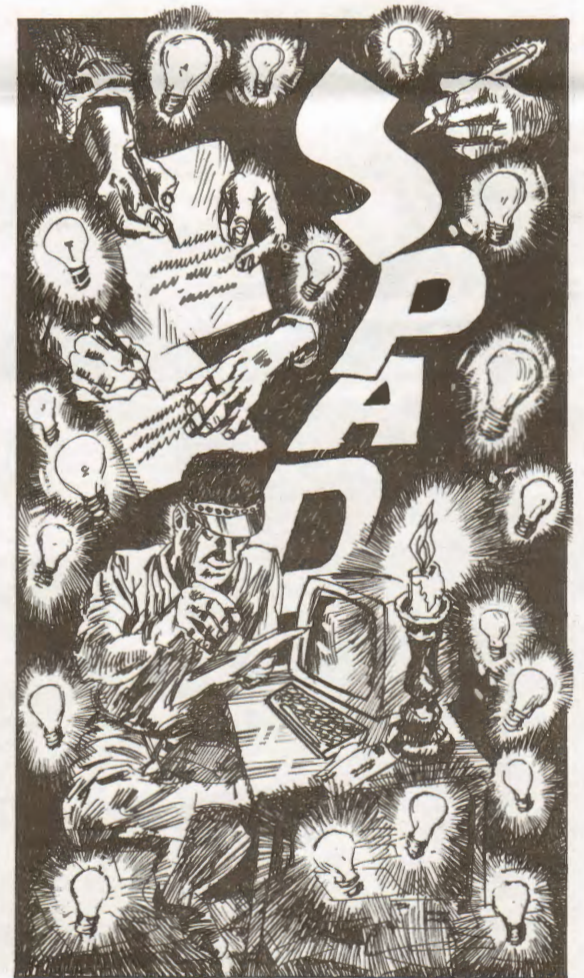
This new slogan, similar to the "Politics is Porkchops" of the past, will be printed on T-shirts. (Details on the shirts' availability will appear in future issues of the *LOG*.)

But first, we need a slogan to put on the T-shirts. Some very good entries already have been received, but we welcome even more.

This contest is limited to active and retired Seafarers, who may submit up to three slogans. Entries must be received no later than June 10, 2002 for consideration. The judges' decision will be final. In case the same slogan is submitted and selected for the new SPAD T-shirt, the entry with the earliest postmark will be declared the winner.

The winner will receive an SIU jacket, an SIU cap and an SIU shirt. That individual, along with the winning entry, will be announced in a subsequent issue of the *LOG*.

To enter, please complete the form printed below 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: \_\_\_\_\_

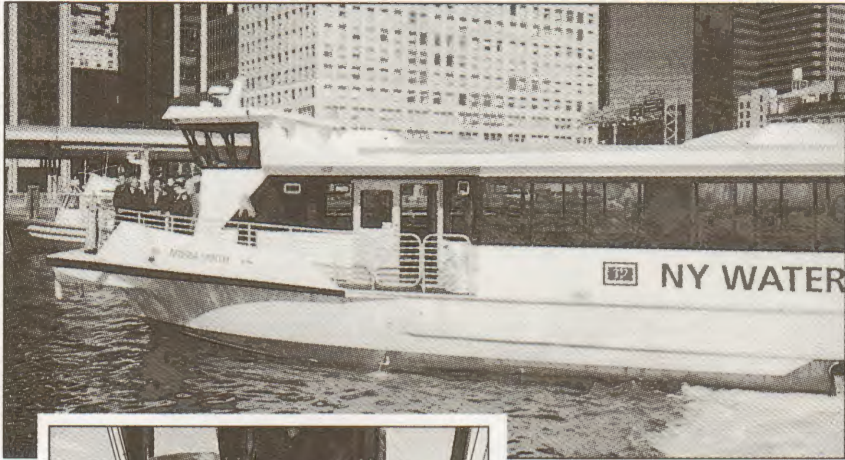
Telephone Number: \_\_\_\_\_

- I am an active Seafarer
- I am a retired Seafarer

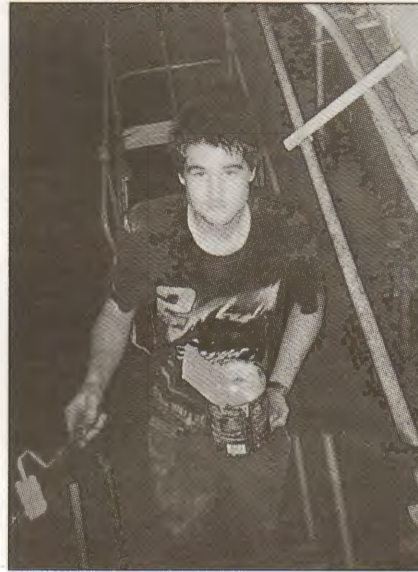
Send completed form to SPAD Slogan Contest, Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.



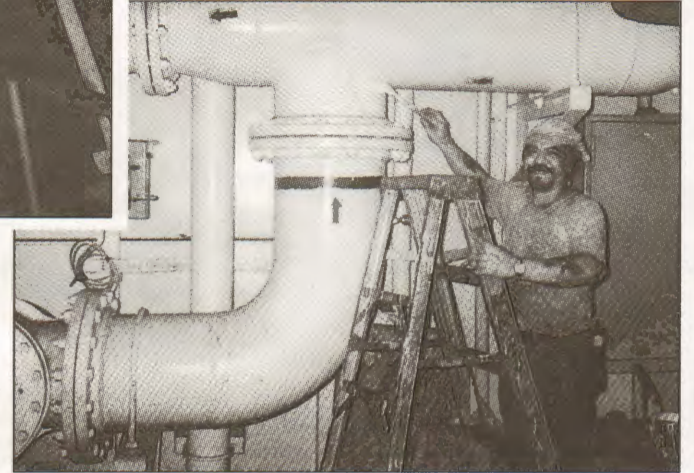
# Spanning the Globe With the SIU



The *Moira Smith* (above) is one of three new passenger ferries recently christened for the SIU-contracted NY Waterway fleet. Attending the ceremony in New York are (from left) SIU Rep Ed Pulver; SIU President Michael Sacco; Joseph Soresi, vice president Atlantic Coast; and Don Nolan, vice president Paul Hall Center. The boat was named in memory of Police Officer Moira Smith and all her colleagues who perished Sept. 11, 2002.



AB Joseph Carrillo (below) has a new-found respect for the jobs performed by engine department members. When he recently joined the *Sealand Florida* (USSM) for a 35-day riding gang assignment, he fully expected to do some painting and chipping, but instead was told to report to the first engineer. Along with Wiper Jeremy Duncan (left) and AB Kenneth Carruth (not pictured), he set to work spray-painting the bulkheads, rolling out the decks, and painting the emergency generator room, as well as the CO<sub>2</sub>, incinerator and purifier rooms. "You have to be tough to withstand the heat in the engine room," he acknowledged.

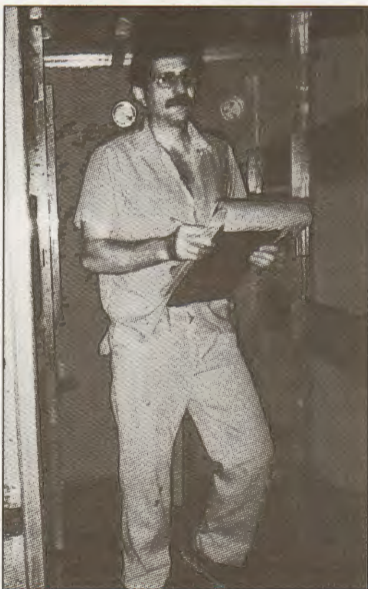


At the stern of the *Sealand Florida*, AB Sirio Centino (left) gives the hull a coat of paint. Above, AB Shaib Juma (left) and Bosun Jerry Borucki perform some maintenance work on the anchor. Borucki sent these two photos to the LOG.



When the *Chemical Pioneer* (Maritime Transport Lines) stopped off in the port of Philadelphia recently, the crew members were met by SIU Rep Joe Mieluchowski (signing papers). With him are Pumpman Utility Floyd Ellis (left) and AB Carl Motley.

## STONEWALL JACKSON



Recertified Steward Albert Fretta takes inventory aboard the *Stonewall Jackson*.



Posing on the deck of the Waterman Steamship Corp. vessel are deck department members (from left) DEU Brendan Malone, AB Ato Aikins, AB Finn Jakobsen, Bosun David Leachman and AB Joel Carlson.



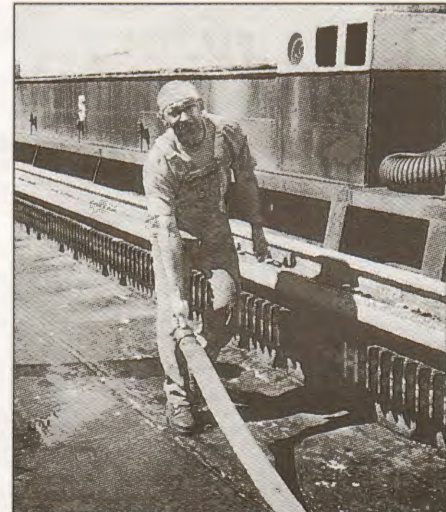
Chief Cook Fernando Guity (who sent these photos to the LOG) rides the launch ashore to do some shopping.



Meals are delicious aboard ship, states QMED Ace Kirksey.



SA Abdul Saleh (left) cleans the mess hall before the next meal while SA Bon Vannaxay prepares ingredients for a salad.



QMED Julius Williams rolls up the hose following a boat drill on the *Stonewall Jackson*. The vessel was en route to the Suez Canal from a Far East run.



# 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.

**CLEVELAND** (Sealift, Inc.), Dec. 30—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Rahul Bagchi**, Deck Delegate **James Browne**, Steward Delegate **Donald Sneed**. Chairman thanked everyone for great job cleaning cargo hold. Secretary added his thanks to all for helping keep mess hall clean. He asked that rooms be left in good order for next person and that plastic refuse be separated from regular trash. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md. and reminded crew members of Feb. 1, 2002 deadline for compliance with STCW training regulations. No beefs or disputed OT reported. Clarification requested on company hiring of Polish nationals aboard ship. Vote of thanks given to steward department for job well done, especially Thanksgiving and Christmas meals. Next port: New Orleans.

**ITB BALTIMORE** (Sheridan Transportation Corp.), Dec. 26—Chairman **Jeffrey H. Kass**, Secretary **Mohamed Nour**, Educational Director **Brandon T. Purcell**, Deck Delegate **Allen C. Davis**, Engine Delegate **Ahmed Salim**, Steward Delegate **Yussuf Ussi**. Chairman reminded crew members about upcoming STCW training deadline, about importance of contributing to SPAD and upgrading at Piney Point. He added that passageways should be kept quiet and that shower shoes are not appropriate attire for mess hall or galley. He also encouraged separation of plastic items, batteries and paper from regular trash. Educational director stated that facilities at Piney Point are for all Seafarers and that they should take advantage of that benefit. Treasurer announced \$200 each month for the movie fund (use it or lose it). No beefs or disputed OT reported. TV reception now excellent, following captain's purchase and installation of new television antenna and coaxial cable. Following reading of president's report from LOG, discussion ensued on legislation associated with ANWR. Steward department thanked for excellent job, especially for Christmas dinner. Next ports: Port Angeles and Cherry Point, Wash.; Portland, Ore.

**MAERSK ALASKA** (Maersk Line, Ltd.), Dec. 29—Chairman **Juan Castillo**, Secretary **Ronald J. Davis**, Educational Director **Ralph S. Baker**. Chairman talked about smooth voyage to and from Beirut. In the wake of Sept. 11, he didn't know what to expect, but everything went well. Educational director advised crew members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Communications from headquarters read regarding importance of complying with STCW training. Vote of thanks given to steward department for job well done—and best wishes for Merry Christmas and happy new year to all Seafarers and staff. Next port: Galveston, Texas.

**SEABULK TRADER** (Seabulk Tankers, Inc.), Dec. 30—Chairman **Christopher J. Kicey**, Secretary

**Kenneth Whitfield**. Bosun reported payoff Dec. 31 in Lake Charles, La. Crew members will find out more about new contract at that time. Educational director reminded Seafarers of STCW training deadline and suggested they upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Report from captain that DirecTV channel will be back on line in Fort Lauderdale. New mattresses received; captain will put them in rooms needing them most. Special thanks given to steward department for super Christmas dinner.

**USNS POMEROY** (Maersk Lines), Dec. 13—Chairman **Mark A. Coleman**, Secretary **Waymond H. Watson III**, Educational Director **Roy Zanca**, Deck Delegate **Kenneth L. Cuffee**, Steward Delegate **Lewis E. Johansen**. Chairman talked about fantastic performance of ship's crew during docking and loadout—57 minutes for docking and three days to load. Secretary added his thanks to steward department for great job in Charleston, S.C. loading stores and consumables virtually alone since deck department was busy elsewhere. Educational director reminded crew members about STCW training deadline and importance of upgrading skills and ratings at Piney Point facility. Beef reported in deck department; no disputed OT reported. Bosun led discussion about massive U.S. layoffs but that SIU continues to provide jobs for its members. He stated importance of contributing to SPAD to help in that effort. Everyone advised to keep safety in mind at all times, especially on "B" deck with fork truck tines. "Tremendous vote of thanks" given to steward department for wonderful job and variety of menus. Next port: Diego Garcia.

**USNS STOCKHAM** (American Overseas Marine), Dec. 21—Chairman **William L. Bratton**, Secretary **Sergio Castellanos**, Educational Director **Richard A. Sargent**, Deck Delegate **Martha A. Wall**, Engine Delegate **Alan H. Nelson**, Steward Delegate **Vicki L. Holloway**. Chairman led discussion on various aspects of shipboard living. Educational director stated that crew members need to work 60 days before they can get a vacation check. He encouraged everyone to take advantage of upgrading opportunities available at Piney Point. Secretary announced \$1,025 in ship's fund. Suggestions on ways to spend it are welcome. Christmas dinner will be held ashore at one of the parks (in Diego Garcia). No beefs or disputed OT reported. Communications received from headquarters state that members may be asked at payoff to update their dues—so all were advised to keep dues current.

**ENDURANCE** (USSM), Jan. 22—Chairman **Romeo L. Lugtu**, Secretary **Russell B. Beyschau**, Educational Director **Tesfaye Gebregziabher**. Chairman reported smooth voyage with payoff scheduled Jan. 22 in Long Beach, Calif. He urged crew members to upgrade at Paul Hall Center and stay current with latest regulations. He also wished nice vacation to

departing crew. Secretary stressed importance of union involvement aboard ship and ashore. He thanked all departments for teamwork during voyage. It reminded him of when he was a trainee in 1984. He also advised everyone that upgrading skills is the key to a secure future. Educational director talked about necessity of upgrading and of importance of contributing to SPAD. With SPAD donations, the SIU can work hard on Capitol Hill to secure jobs for the future. Beef reported in engine department pertaining to clothing allowance; otherwise, everything running well. Steward reported new chairs for messhall and lounge are due in Long Beach. Crew is looking into some new gym equipment. Vote of thanks given to steward department for great job during voyage.

**INDEPENDENCE** (USSM), Jan. 3—Chairman **Jay C. Dillon**, Secretary **Alan E. Hollinger**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Stephen R. Garay**. Chairman stated year-end payoff went smoothly. He noted that with Chinese New Year coming up, flight delays to be expected. Secretary and educational director talked of need to take advantage of upgrading opportunities at Piney Point and get necessary STCW training. Treasurer announced \$120 in crew fund. No beefs; some disputed OT reported in deck department. Suggestion made to streamline contracts to make them easier for members and officials to understand. Everyone asked to comply with vessel's smoking policy. Request made for launch service. Vote of thanks given to steward department, especially for delicious Christmas meal. Next ports: Singapore and Hong Kong.

**MAERSK TENNESSEE** (Maersk Line, Ltd.), Jan. 6—Chairman **James J. Keevan**, Secretary **Leoncio A. Castro**, Educational Director **Peter G. Murtagh**, Steward Delegate **Carlos A. Rosales**. Chairman noted several crew members getting off in Balboa, Panama, and he welcomed new GVA, **Daniel Beshears** from Louisiana, on board. He also said ship is awaiting copies of new contract. Educational director recommended everyone comply with STCW training requirements by Feb. 1, 2002. Treasurer announced \$600 in ship's fund. No beefs or disputed OT reported. Suggestion made to lower retirement age to 50; also to have patrolman in Panama stay with crew members at airport until departure to pay travel taxes.

**MAERSK TEXAS** (Maersk Line, Ltd.), Jan. 23—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Oscar A. Palacios**, Deck Delegate **Shawn Williams**, Steward Delegate **Malcolm C. Holmes**. Chairman stressed that *Maersk Texas* is a union ship and everyone should follow union shipping rules. Educational director talked about need to upgrade at Paul Hall Center. Treasurer announced \$265 in ship's fund. No beefs or disputed OT reported. Requests made for new VCR for crew lounge as well as stereo and satellite TV. Would also like to have a couple SIU unlicensed apprentices on board. Suggestions made to increase retirement and health benefits. Vote of thanks to steward department, especially to Chief Cook **Holmes** and GVA **Manuel Daguin** for excellent jobs.

**MOTIVATOR** (USSM), Jan. 14—Chairman **Norman K. Armstrong**, Secretary **Richard E. Hicks**, Educational Director **Prescilo P. Zuniga**, Engine Delegate **Sheldon S. Greenberg**. Chairman announced payoff Jan. 16 upon

arrival in Houston. Secretary thanked crew for helping keep ship clean. Educational director reminded everyone of upgrading opportunities at union's Piney Point facility and of upcoming deadline for STCW training. No beefs or disputed OT reported. Matter of chief mate not signing off on TRBs to be taken up with boarding patrolman. Vote of thanks given to steward department for excellent Christmas dinner.

**PERFORMANCE** (USSM), Jan. 5—Chairman **Ross F. Lyle**, Secretary **Thomas W. Milovich**,

union agent upon arrival in Tacoma and to leave room clean and with fresh linen for next person. Secretary advised members to upgrade at Piney Point and take advantage of all the courses they have to offer. He also reminded them to help clean ship and keep all documents up to date. Educational director expressed importance of keeping abreast of union and industry business. Reading LOG is good way to get that news. Treasurer announced \$256 in cookout fund. No beefs or disputed OT reported. Members who signed on June 16 requested

## Keeping Current on the Perseverance



Tacoma SIU Port Agent Bryan Powell (second from right) reviews STCW training requirements with crew members aboard the *Perseverance* (Maritrans) in San Pedro, Calif. He also stressed the need for Seafarers to write their elected officials in support of an energy policy that includes development of ANWR, which would create a substantial number of jobs in the maritime sector.

Educational Director **Nicholas A. Vieira**, Deck Delegate **Edwin Ortega**. Chairman, secretary and educational director spoke about need to upgrade skills at Piney Point and get STCW training. Treasurer announced \$140 in ship's treasury. No beefs or disputed OT reported. Dryer has been replaced in crew laundry. Suggestion made concerning procedure for room inspections/searches. Steward department thanked for job well done. Next ports: Newark, N.J.; Houston.

**PRINCE WILLIAM SOUND** (ATC), Jan. 20—Chairman **Al L. Caulder**, Secretary **Gregory G. Keene**, Steward Delegate **Lucille Ryan**. Chairman stated Port Agent **John Cox** visited ship in Long Beach, Calif. He brought new tanker agreements on board and explained some contract changes. Crew members advised that ship's chairman is an elected position and not automatically the role of the bosun. Bosun suggested everyone work together for stronger ship and stronger union and keep ship's business down below, first taking any problems to department delegates. Secretary talked about upcoming STCW training deadline. No disputed OT reported; beef noted in steward department. Deck delegate reminded everyone to get letter from captain for extra day's vacation. Complaint made that prices at Paul Hall Center slop chest are too high. Bosun to discuss disbursement of monies from ATC safety fund with captain. Thanks—and job well done—given to steward department for excellent Christmas meal. Next port: Cherry Point, Wash.

**PACIFIC** (CSX Lines), Jan. 6—Chairman **Rufino J. Giray**, Secretary **Robert P. Mosley**, Educational Director **Frank J. Bakun**, Engine Delegate **Knolly T. Wiltshire**, Steward Delegate **Cecil R. Husted**. Chairman read letter from headquarters answering many questions previously posed by crew members. He also talked about importance of contributing to SPAD and how that donation benefits the membership. Bosun advised crew to check in with customs and immigration and with

clarification as to whether they are under old or new contract. Clarification also requested on reliefs and tours of duty. Crew members gave vote of thanks to steward department for job well done. Steward department, in turn, thanked deck department for their help and assistance. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam, Hong Kong.

**SEALAND PRIDE** (USSM), Jan. 19—Chairman **Robert B.F. Lindsay Jr.**, Secretary **Roderick K. Bright**, Educational Director **Ronald M. Pheneuf**. Chairman announced payoff Jan. 21 in port of Houston. New SPAD poster received from headquarters to be put in crew lounge. Educational director talked about need for STCW training by Feb. 1, 2002. Bosun announced \$90 in ship's fund. No beefs or disputed OT reported. Suggestion made for USSM to return to old rules regarding transportation. Vote of thanks given to steward department for good food and service. Before heading to Rotterdam, ship will stop in Houston; Savannah, Ga.; and Norfolk, Va.

**SPIRIT** (CSX Lines), Jan. 13—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Roger D. Phillips**. Chairman announced payoff Jan. 19 in Tacoma, Wash. He stated that noise heard at night when ship rolls will be fixed in port. He thanked crew for good trip and for following safety procedures and reminded them to read president's report in LOG each month. Secretary stated new mattresses should be on board next trip. Educational director talked about 12-week QMED course for qualified members available at Paul Hall Center. He also reminded them of upcoming STCW compliance deadline. Treasurer announced \$530 in ship's fund and \$140 in video fund. Plans may include purchase of larger TV and build cabinet to store TV, VCR and DVD equipment. No beefs or disputed OT reported. Chairman to talk to patrolman about getting copies of new contract. Thanks given to steward department for good food and clean messhall. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.



# Piney Point . . .

The Piney Point Lighthouse is known as the Lighthouse of Presidents because, beginning with our fourth commander-in-chief, James Madison, many presidents and other notables of American history spent their summers in Piney Point, Md., away from the stifling heat of Washington.

It's too bad they didn't have the fantastic facilities available to them that today's SIU members have, namely, the Paul Hall Center.

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

Ideally situated 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 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.

At the center, you will find a picnic area with grills and tables, outdoor tennis and basketball courts, an Olympic-size swimming pool, a health spa (including Nautilus, free weights, universal gym, sauna and steamroom) and plenty of space for walks or jogs on the beautifully landscaped grounds.

This peaceful setting provides opportunities for both water- and land-based expeditions. The center has a marina where vacationers may take a boat out for the day to sail around the region or look for a good fishing spot. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

But there is plenty to do outside the gates of the Paul Hall Center as well. A drive of less than two hours will bring you into the nation's capital and all it has to offer—a fabulous zoo as well as museums and monu-



ments galore, just for starters.

Or you can catch an Orioles' ball game at Camden Yards in Baltimore.

But you don't even have to go that far. History is just down the road.

The Piney Point Lighthouse—the oldest of four lights on the Potomac River—is located 14 miles upstream from its mouth at the Chesapeake Bay.

It was built in 1836 by John Donohoo of Havre de Grace, Md. and was in operation until 1964 when it was retired by the Coast Guard.

The unique brick tower is 35 feet tall and is painted white with a red lantern. Upon its completion, a fixed white light was installed, which was visible for 11 miles. A Fresnel lens was installed in 1855 (it has since been removed).

In 1880, a fog bell tower was constructed next to the lighthouse tower. The bell, which was operated mechanically, sounded every 20 seconds on foggy nights. The bell was replaced in 1936 with the installation on the lighthouse tower of a reed horn. The tower was severely damaged in a storm in the mid 1950s and was dismantled soon after. In 1980, the Coast Guard transferred ownership to the St. Mary's County Department of Recreation and Parks.

The Piney Point Lighthouse Museum is housed in a separate building. Bring a picnic lunch and enjoy a stroll along the boardwalk to view exhibit panels on the history of the area. The grounds of this six-acre park are open seven days a week from sunrise to sunset, and the museum offers exhibits related to the history of the lighthouse and of area life in the early 1900s.

There are lots of places of historical significance as well as other attractions nearby, including seafood festivals, art exhibitions, antique and craft shows and theater productions. The choices are unlimited, depending on your interests. And the Paul Hall Center is the link to all of them.

Your stay at Piney Point, which can last up to two weeks per family, also includes three delicious meals each day. To take advantage of this unique benefit to SIU members and their families, send in your reservation form now.

## . . . The Vacation Spot of Presidents

### 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: \_\_\_\_\_

4/02

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

FEBRUARY 16 — MARCH 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	3	1	0	2	0	0	3	2	2
Baltimore	8	6	3	5	3	1	0	13	6	4
Guam	2	0	2	2	1	2	1	1	0	1
Honolulu	5	6	1	7	3	2	1	12	10	4
Houston	25	16	12	17	8	6	7	47	22	20
Jacksonville	35	19	8	20	21	7	6	55	35	11
Mobile	13	6	8	8	6	8	2	25	15	6
New Orleans	15	10	5	16	12	1	5	30	19	13
New York	23	9	18	16	8	7	7	37	17	22
Norfolk	10	12	14	9	7	7	3	19	20	16
Philadelphia	5	3	1	8	1	0	3	8	4	2
Piney Point	1	2	1	0	0	0	0	1	4	2
Puerto Rico	5	8	2	8	5	0	6	14	14	3
San Francisco	16	11	4	20	3	3	6	36	17	4
St. Louis	1	6	5	1	3	2	0	1	5	5
Tacoma	30	18	11	31	13	7	9	48	23	14
Wilmington	25	10	10	18	8	5	9	48	19	19
<b>Totals</b>	<b>220</b>	<b>145</b>	<b>106</b>	<b>186</b>	<b>104</b>	<b>58</b>	<b>65</b>	<b>398</b>	<b>232</b>	<b>148</b>
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
	ENGINE DEPARTMENT									
Algonac	1	1	1	0	0	1	0	2	3	0
Baltimore	7	5	0	7	1	1	1	7	5	0
Guam	1	0	1	0	0	2	2	1	0	0
Honolulu	3	3	2	7	3	2	1	8	8	6
Houston	15	7	12	7	3	4	3	25	12	17
Jacksonville	19	21	4	14	18	2	13	29	29	14
Mobile	8	6	3	4	1	0	1	15	8	3
New Orleans	10	3	1	5	9	0	3	17	6	4
New York	9	10	6	6	7	3	1	21	17	12
Norfolk	6	8	1	6	2	2	4	8	20	4
Philadelphia	2	1	1	1	1	0	0	4	6	2
Piney Point	3	5	0	2	1	0	0	5	9	1
Puerto Rico	3	2	1	0	3	0	2	6	3	2
San Francisco	13	8	6	8	7	1	4	12	8	7
St. Louis	1	1	1	0	1	1	0	1	3	0
Tacoma	12	7	11	8	5	5	7	17	14	15
Wilmington	10	14	3	2	7	1	4	16	16	7
<b>Totals</b>	<b>123</b>	<b>102</b>	<b>54</b>	<b>77</b>	<b>69</b>	<b>25</b>	<b>36</b>	<b>194</b>	<b>167</b>	<b>94</b>
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
	STEWARD DEPARTMENT									
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	4	2	0	3	1	0	2	4	2	0
Guam	0	1	1	0	1	0	0	0	0	1
Honolulu	12	4	5	7	3	1	0	17	8	16
Houston	13	5	5	9	0	2	5	18	7	5
Jacksonville	18	5	10	16	2	2	11	27	6	14
Mobile	7	6	3	2	1	0	0	13	6	4
New Orleans	14	1	1	5	7	1	4	17	3	3
New York	14	5	5	9	2	2	0	22	8	7
Norfolk	10	9	2	9	1	4	4	13	19	3
Philadelphia	5	0	1	1	0	0	1	5	0	1
Piney Point	3	7	0	2	1	0	0	5	12	1
Puerto Rico	0	0	0	0	0	0	0	3	0	0
San Francisco	24	3	3	20	4	1	4	38	6	2
St. Louis	0	0	0	1	1	0	0	0	0	1
Tacoma	19	1	0	15	3	3	13	38	1	1
Wilmington	20	4	0	20	4	0	4	33	9	2
<b>Totals</b>	<b>163</b>	<b>53</b>	<b>36</b>	<b>119</b>	<b>31</b>	<b>16</b>	<b>48</b>	<b>253</b>	<b>87</b>	<b>61</b>
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
	ENTRY DEPARTMENT									
Algonac	0	0	1	0	0	1	0	0	2	3
Baltimore	0	2	8	0	3	7	0	0	5	4
Guam	0	2	7	0	2	0	0	0	3	11
Honolulu	4	13	30	5	9	2	0	8	36	58
Houston	2	16	23	0	9	3	0	4	25	40
Jacksonville	3	17	34	2	11	10	0	3	23	56
Mobile	0	9	2	0	2	1	0	0	17	2
New Orleans	2	7	12	2	2	5	0	2	19	25
New York	4	34	36	3	14	9	0	12	60	77
Norfolk	0	7	12	0	3	4	0	0	18	21
Philadelphia	1	1	0	1	0	1	0	0	3	0
Piney Point	0	16	11	0	9	19	0	0	25	17
Puerto Rico	3	4	4	0	3	4	0	7	8	10
San Francisco	3	16	10	1	11	6	0	6	25	18
St. Louis	0	2	1	0	0	0	0	0	3	1
Tacoma	6	19	17	5	11	4	0	10	32	39
Wilmington	5	9	11	2	1	2	0	8	20	31
<b>Totals</b>	<b>33</b>	<b>174</b>	<b>219</b>	<b>21</b>	<b>90</b>	<b>78</b>	<b>0</b>	<b>60</b>	<b>324</b>	<b>413</b>
<b>Totals All Departments</b>	<b>539</b>	<b>474</b>	<b>415</b>	<b>403</b>	<b>294</b>	<b>177</b>	<b>159</b>	<b>905</b>	<b>810</b>	<b>716</b>

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

## May & June 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: May 6, June 3
Algonac	Friday: May 10, June 7
Baltimore	Thursday: May 9, June 6
Boston	Friday: May 10, June 7
Duluth	Wednesday: May 15, June 12
Honolulu	Friday: May 17, June 14
Houston	Monday: May 13, June 10
Jacksonville	Thursday: May 9, June 6
Jersey City	Wednesday: May 22, June 19
Mobile	Wednesday: May 15, June 12
New Bedford	Tuesday: May 21, June 18
New Orleans	Tuesday: May 14, June 11
New York	Tuesday: May 7, June 4
Norfolk	Thursday: May 9, June 6
Philadelphia	Wednesday: May 8, June 5
Port Everglades	Thursday: May 16, June 13
San Francisco	Thursday: May 16, June 13
San Juan	Thursday: May 9, June 6
St. Louis	Friday: May 17, June 14
Savannah	Friday: May 10, June 7
Tacoma	Friday: May 24, June 21
Wilmington	Monday: May 20, June 17

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

### Personals

#### JAMES C. DAVIS

Please contact Harry McDaniel at 18 Cottonwood Lane, Merrimack, NH 03054; or telephone (603) 424-9483.

#### GLENN BAKER JR.

Please get in touch with your friend from 10 years ago, Misty Daubert. You may write her at 6318 Park Street, Jacksonville, FL 32205; or telephone (904) 693-3204.

#### CAPE FAREWELL REUNION

Retired Seafarer Chuck Klim is helping coordinate what hopefully will be a reunion of the break-out and first replacement crew of the SS Cape Farewell from the Persian Gulf War. For more information, please contact Klim at:

Chuck@DragonAdventures.com.

Klim sailed with the SIU from 1963-69 and again from 1990 until 2000.





## Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermet Mangram,

Vice President Government Services

René Lioanlie, 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 Cristostomo St., Tamuning, Guam 96911  
(671) 647-1350

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

3911 Lopalco 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

FEBRUARY 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	8	3	0	5	0	0	5	1	3	0
Houston	8	1	0	6	0	0	5	25	3	3
Harvey, LA	7	0	0	3	0	0	0	17	1	1
New York	12	1	2	5	0	0	12	50	8	5
Norfolk	6	0	0	4	0	0	0	4	0	0
San Pedro	11	0	0	1	0	0	7	19	10	1
Savannah	1	0	0	4	0	0	0	5	1	1
Tacoma	2	0	1	2	0	0	5	9	2	0
<b>Totals</b>	<b>55</b>	<b>5</b>	<b>3</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>130</b>	<b>28</b>	<b>11</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	2	0	0	4	0	0	2	2	0	0
Houston	4	1	1	2	0	0	4	6	1	4
Harvey, LA	2	0	1	1	1	0	1	3	2	0
New York	4	0	1	2	0	0	5	24	11	4
Norfolk	0	0	0	0	0	0	0	1	0	0
San Pedro	6	1	0	2	0	0	3	27	19	9
Savannah	2	0	0	3	1	0	4	5	2	1
Tacoma	1	1	0	2	0	0	4	11	1	0
<b>Totals</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>36</b>	<b>18</b>

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	6	0	0	4	0	0	0	2	0	0
Houston	1	0	0	1	0	0	0	11	1	0
Harvey, LA	1	1	0	0	0	0	1	4	2	0
New York	5	0	1	3	0	0	3	17	3	2
Norfolk	2	0	0	1	0	0	0	3	0	0
San Pedro	3	1	0	4	0	0	2	5	2	13
Savannah	3	1	0	0	0	0	1	3	2	0
Tacoma	1	1	0	0	0	0	2	0	1	0
<b>Totals</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>11</b>	<b>15</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	4	0	0	0	0	1	1	4	0
Houston	2	4	6	1	0	0	3	17	16	30
Harvey, LA	2	1	3	0	0	0	1	7	7	5
New York	2	6	3	2	0	0	3	21	41	33
Norfolk	1	0	0	1	0	0	0	0	0	0
San Pedro	2	1	0	0	0	0	2	19	14	13
Savannah	1	3	0	1	0	0	0	3	8	4
Tacoma	0	1	0	0	0	0	0	2	41	12
<b>Totals</b>	<b>10</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>131</b>	<b>97</b>

Totals All Departments	108	32	18	64	2	0	76	324	206	141
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## PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner Gordon P. Driscoll of Warren, Ore.

Driscoll has many memories—and a few photos—of his 33 year career at sea. In the far right photo, taken in 1949 aboard the *SS Sonoma*, he is making friends with Maggie, one of a load of camels being shipped from Australia bound for Los Angeles. He was just 22 at the time. With him is another crew member, Jack Smith. The young boy looking on was one of the passengers aboard the vessel.

In the near right photo, Driscoll, now 75, poses at home with his wife, Betty, and dog, Ginger. The large garden, he notes, "keeps the old man going."

Driscoll keeps abreast of SIU activities by reading the *Seafarers LOG*. He is sometimes amazed at all the advances that have been made since he last sailed.

"Would you believe that a trip to Australia on a C-2 cargo ship took four months," he stated in a letter accompanying these photos. And he notes that the training he received on the *SS Mariposa* in the galley "was a great education."







## 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.

A captain, two recertified bosuns and one recertified steward are among the 13 Seafarers announcing their retirements this month. Captain **Harald Sevlund** worked at the helms of inland vessels for more than 20 years. Bosuns **James L. Camp** and **Edwin G. Gambrel** completed bosun recertification programs at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. This program is the highest level of training available to members who sail in the deck department. Chief Steward **Kenneth D. Rosieck** completed the equivalent program for steward department members.

Including Camp, Gambrel and Rosieck, eight of the retirees sailed in the deep sea division. Four others, including Sevlund, navigated the inland waterways and one plied the Great Lakes.

Six of the retirees worked in the deck department, three shipped in the engine department and four sailed in the steward department.

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

### DEEP SEA



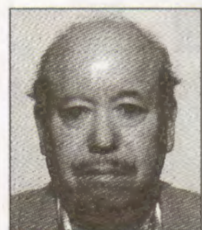
**JAMES E. BILLINGTON**, 68, started his career with the Seafarers in 1976 in the port of Jacksonville, Fla. Brother Billington served in the U.S. Army from 1950 to 1961. He worked in the SIU's deep sea as well as inland divisions, first sailing aboard a Crowley Towing & Transportation Co. vessel. The New Jersey native upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1985 and 1986. Brother Billington shipped in the steward department and last went to sea on Maersk's *USNS Charlton*. He is a resident of St. Augustine, Fla.

Brother Billington served in the U.S. Army from 1950 to 1961. He worked in the SIU's deep sea as well as inland divisions, first sailing aboard a Crowley Towing & Transportation Co. vessel. The New Jersey native upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1985 and 1986. Brother Billington shipped in the steward department and last went to sea on Maersk's *USNS Charlton*. He is a resident of St. Augustine, Fla.

**JAMES L. BROCK**, 57, joined the SIU in 1967 in the port of Baltimore. The Tennessee-born mariner served in the U.S. Air Force from 1962 to 1966. He first sailed on an Isthmian Lines vessel. Brother Brock worked in the engine department and upgraded his skills often at the Seafarers school in Piney Point. His last ship was Waterman Steamship Corp.'s *Major Steven W. Pless*. Brother Brock makes his home in Jacksonville, Fla.



Brother Brock worked in the engine department and upgraded his skills often at the Seafarers school in Piney Point. His last ship was Waterman Steamship Corp.'s *Major Steven W. Pless*. Brother Brock makes his home in Jacksonville, Fla.



**CAMILO CAMARENA**, 65, hails from Texas. Brother Camarena began his SIU career in 1981 in the port of Houston. His initial voyage was aboard Delta Steamship Lines'

*Del Sol*. The steward department member last worked on the *Sea-Land Discovery*. Brother Camarena lives in Houston.

**JAMES L. CAMP**, 61, was born in North Carolina. He started his career with the Seafarers in 1968 in the port of New York. Brother Camp served in the U.S. Army from 1956 to 1959. The deck department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship on five occasions. He completed bosun recertification training in 1979. Brother Camp last sailed aboard the *Chemical Explorer*. He calls Mooresboro, N.C. home.

**ROBERT ENKE**, 65, began his SIU career in 1978 in the port of New Orleans. Brother Enke first sailed on the *Walter Rice*, a Reynolds Metal Co. vessel. Born in Brazil, the deck department member upgraded his skills at the Seafarers training school in 1982 and 1984. His last voyage was on the *Overseas New Orleans*. Brother Enke is a resident of Kenner, La.



Brother Enke first sailed on the *Walter Rice*, a Reynolds Metal Co. vessel. Born in Brazil, the deck department member upgraded his skills at the Seafarers training school in 1982 and 1984. His last voyage was on the *Overseas New Orleans*. Brother Enke is a resident of Kenner, La.

**EDWIN G. GAMBREL**, 48, started his career with the Seafarers in 1973 in the port of Houston. Brother Gambrel worked in both the inland and deep sea divisions. The deck department member upgraded his skills at the Seafarers training school and completed bosun recertification training in 1998. Brother Gambrel last went to sea aboard the *Liberty Wave*, a Liberty Maritime Corp. vessel. The Alabama-born mariner lives in his native state in the city of Mobile.



**GUADALUPE N. GARCIA**, 71, hails from Mexico. He joined the Seafarers in 1978 in the port of

Wilmington, Calif. Brother Garcia first went to sea aboard Delta Steamship Lines' *Santa Mercedes*. The steward department member last worked on the *Independence*, an American Hawaii Cruise Lines vessel. Brother Garcia makes his home in Honolulu.

**KENNETH D. ROSIECK**, 65, began his SIU career in 1975 in San Francisco. A native of Pennsylvania, he first shipped on the *Santa Magdalena*, a Delta Steamship Lines vessel. The steward department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1986 and completed the steward recertification program in 1987. Brother Rosieck, who lives in Sparks, Nev., last sailed aboard



the Tyco-operated *Globe Sentinel*.

the Tyco-operated *Globe Sentinel*.

### INLAND



**GEORGE M. COLLIER**, 56, is a native of Pasadena, Texas. Boatman Collier started his SIU career in 1963 in the

port of Houston. He worked in the deep sea as well as the inland divisions, initially sailing aboard Isthmian Lines *Steel Rover*. A member of the deck department, Boatman Collier last worked on a G&H Towing Co. vessel. He makes his home in Cisco, Texas.

**LEWIS S. FARROW**, 62, began his career with the Seafarers in 1972 in the port of Norfolk, Va. Boatman Farrow was born in North Carolina and sailed in the engine department. He worked primarily aboard vessels operated by Cape Fear Towing Co. Boatman Farrow still resides in his native state in the city of Wilmington.



Boatman Farrow was born in North Carolina and sailed in the engine department. He worked primarily aboard vessels operated by Cape Fear Towing Co. Boatman Farrow still resides in his native state in the city of Wilmington.

**HARALD SEVLUND**, 65, started his SIU career in 1979. Born in Germany, he shipped in the deck department as a captain. Boatman Sevlund, who resides in Lake Worth, Fla., worked primarily aboard Crowley Towing & Transportation Co. vessels.



**HOMER L. SHIPES**, 62, joined the Seafarers in 1965 in the port of Houston. A native of Georgia, Boatman

Shipes served in the U.S. Navy from 1956 to 1960. The deck department member upgraded his skills at the Paul Hall Center last year. He worked primarily aboard Crowley Towing & Transportation Co. vessels. Boatman Shipps is a resident of Odum, Ga.

### GREAT LAKES

**NORMAN FITTAHEY**, 61, hails from Yemen. Brother Fittahay joined the Seafarers in 1965 in



Detroit. He sailed as a member of the engine department. Brother Fittahay last went to sea on the *H. Lee White*, an American Steamship Co. vessel. He lives in Detroit.

### AMMV Visits Piney Point



Members of chapters composing the Valley Forge Region of the American Merchant Marine Veterans (AMMV) conducted meetings last month at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. SIU President Michael Sacco (top photo, right) addressed the group of approximately 75 AMMV members, officials and their families. Valley Forge Region VP Don Trimbath (left) presented Sacco with an AMMV jacket March 12. The garment features a remake of the World War II-era "Battlin' Pete" merchant marine patch. In photos below, Sacco is joined by other AMMV members as well as other officials from the union and the school.

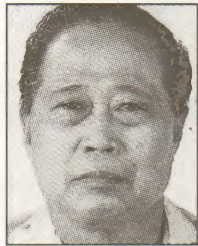




# Final Departures

## DEEP SEA

### PIO BLANKAS



Pensioner Pio Blankas, 82, died Nov. 12. Born in the Philippines, Brother Blankas joined the Marine Cooks & Stewards (MC&S) in

1955 in San Francisco. The steward department member worked primarily aboard American President Lines vessels during his career. He began receiving his pension in 1981 and made his home in Seattle.

### STEPHEN BORESKEI



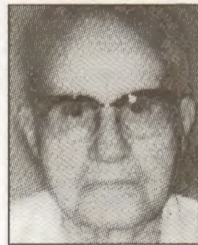
Pensioner Stephen Boreskei, 79, passed away Aug. 9. He joined the Seafarers in 1961 in San Francisco.

Brother Boreskei served in the U.S. Navy from 1939 to 1945. The engine department member initially shipped aboard the *Eagle Traveler*, a Sea Transport Corp. vessel. He last worked on the *Sea-Land Boston*. Brother Boreskei began receiving compensation for his retirement in 1987. He lived in Las Vegas.

### ERNEST CANTU

Brother Ernest Cantu, 74, died Dec. 17. The California native joined the Seafarers in 1988 in the port of Wilmington, Calif. He served in the U.S. Army from 1950 to 1952. Brother Cantu's initial SIU voyage was aboard the *USNS Kane*, operated by Lavino Steamship Co. The deck department member last worked on the *USNS Harkness*. El Paso, Texas was his home.

### FRANK CATCHOT



Pensioner Frank Catchot, 92, passed away Jan. 10. Brother Catchot started his career with the Seafarers in 1951 in the port of Mobile, Ala.

A native of Mississippi, he first sailed on Bloomfield Steamship Co.'s *Lloyd S. Carlson*. The engine department member last worked aboard Delta Steamship Lines, Inc.'s *Del Mexico*. Brother Catchot began receiving compensation for his retirement in 1975. He was a resident of Mobile.

### EDDIE CHANG

Pensioner Eddie Chang, 88, died Oct. 22. Brother Chang started his career with the MC&S. The steward department member sailed primarily aboard American President Lines vessels. He started receiving his pension in 1978 and lived in Honolulu.

### PHILIP CHOO



Pensioner Philip Choo, 82, passed away Dec. 9. The Hawaiian-born mariner started his career with the MC&S in 1958 in San Francisco.

Brother Choo served in the U.S. Army Air Corps from 1945 to 1947. He worked primarily aboard Matson Navigation Co. vessels, including the *Lurline* and the *Manukai*. Brother Choo shipped in the steward

department and started receiving his pension in 1985. Honolulu was his home.

### EDUARDO COLMENERO



Pensioner Eduardo Colmenero, 87, died Dec. 4. He joined the SIU in 1961 in the port of Baltimore. Born in Florida, he first sailed on

the *Alamar*, operated by Calmar Steamship Corp. A member of the engine department, he last went to sea on the *Bayamon*, a Puerto Rico Marine Management, Inc. vessel. Brother Colmenero began collecting compensation for his retirement in 1982. He lived in Jefferson, La.

### JAMES H. COLWELL



Pensioner James H. Colwell, 65, passed away Dec. 14. Brother Colwell began his career with the Seafarers in 1967 in San

Francisco. The Pennsylvania native served in the U.S. Army from 1955 to 1957. Brother Colwell's initial SIU voyage was on an Isthmian Lines, Inc. vessel. A member of the deck department, he last sailed aboard the *USNS Regulus*, operated by Bay Ship Management, Inc. Brother Colwell started receiving his retirement stipend last year. He was a resident of Snug Harbor, N.C.

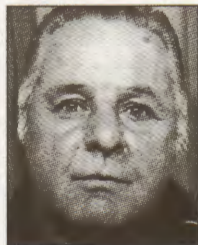
### KENNETH CRAFT



Pensioner Kenneth Craft, 61, died Jan. 21. Brother Craft served in the U.S. Navy from 1957 to 1963. He joined the SIU in 1969 in Seattle.

Brother Craft first sailed aboard the *Raleigh*, a Crest Overseas Shipping Co., Inc. vessel. The North Dakota native sailed in the deck department and last worked aboard the *Sea-Land Innovator*. Brother Craft began receiving his pension in 1999 and lived in Winterhaven, Calif.

### MALCOLM CROSS



Pensioner Malcolm Cross, 86, passed away Dec. 18. Born in Minnesota, he served in the U.S. Army from 1938 to 1941. Brother Cross started his

career with the Seafarers in 1944 in the port of New York. His initial voyage was aboard Waterman Steamship Corp.'s *Yaka*. The deck department member, who sailed as a bosun, last went to sea on a Michigan Tankers, Inc. vessel. Brother Cross started collecting payments for his retirement in 1979. He made his home in Torrance, Calif.

### GUY DEBAERE



Pensioner Guy Debaere, 77, died Jan. 24. He began his career with the Seafarers in 1958 in San Francisco. Brother Debaere's first voyage was

aboard a Pennsylvania Transport Co. vessel. Born in France, he shipped in the steward department. Brother

Debaere's last trip at sea was on Energy Transportation Co.'s *LNG Gemini*. He started receiving his pension in 1986 and was a resident of Bergenfield, N.J.

### FESTUS DeLEON



Pensioner Festus DeLeon, 96, passed away Jan. 12. Born in Jamaica, he started his career in 1939 as a charter member of the SIU. Brother

DeLeon shipped in the steward department and began receiving compensation for his retirement in 1971. He made his home in Baltimore.

### RICHARD GAMBLE



Pensioner Richard Gamble, 74, died Nov. 20. Brother Gamble started his SIU career in 1954 in Seattle. He worked primarily

aboard vessels operated by American President Lines, including the *President Harrison* and *President Madison*. Born in Kansas City, Kan., Brother Gamble shipped in the steward department. He started receiving his pension in 1993 and called Seattle home.

### CLODUALDO GOMEZ



Pensioner Clodualdo Gomez, 67, passed away Nov. 24. He began his career with the Seafarers in 1974 in San Francisco. Brother

Gomez first went to sea on the *Santa Maria*, a Delta Steamship Lines, Inc. vessel. He was born in the Philippines and shipped in the steward department. He last worked on Bay Ship Management's *USNS Chesapeake*. Brother Gomez began receiving compensation for his retirement in 1999 and made his home in San Francisco.

### ELLIOTT GORUM



Pensioner Elliott Gorum, 83, died Dec. 27. Brother Gorum started his SIU career in 1942, joining in the port of New Orleans. The Louisiana

native first shipped on Waterman Steamship Corp.'s *Hastings*. Brother Gorum worked in the steward department and last went to sea on the *Sea-Land Express*. He began receiving his retirement stipend in 1985 and lived in Bronx, N.Y.

### MAYNARD JONES

Pensioner Maynard Jones, 92, passed away Dec. 28. Brother Jones began his career with the MC&S. The steward department member started receiving his pension in 1978. He was a resident of Carson, Calif.

### RICHARD KIM

Pensioner Richard Kim, 83, died Nov. 8. Born in Hawaii, Brother Kim started his career with the MC&S. The steward department member began receiving compensation for his retirement in 1969. He made his home in Sacramento, Calif.

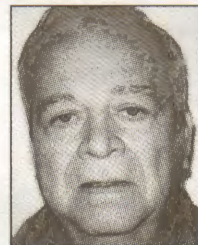
### JOHN LASKY

Pensioner John Lasky, 74, passed away Jan. 4. He served in the U.S.



Navy from 1945 to 1946. Brother Lasky began his career with the Seafarers in 1950 in the port of New York. Brother Lasky was born in New York and shipped in the engine department. He last worked on the *Sea-Land Value*. Troy, N.Y. was his home.

### DOUGLAS LAUGHLIN



Pensioner Douglas Laughlin, 69, died Dec. 7. Brother Laughlin served in the U.S. Air Force from 1950 to 1953. The Mississippi

native started his SIU career in 1967 in the port of Houston. He first sailed aboard an Interocean Management Corp. vessel. The engine department member last worked on the *Sea-Land Commitment*. He started receiving his pension in 1995 and called Jacksonville, Fla. home.

### ENGELBERT LENZ

Pensioner Engelbert Lenz, 60, passed away Nov. 11. Brother Lenz joined the Seafarers in 1963 in the port of New York. The German-born mariner shipped in the deck department and sailed in both the deep sea and inland divisions. He last worked aboard the *Sea-Land Innovator*. Brother Lenz, who started collecting stipends for his retirement in 1993, lived in Las Vegas.

### ESKO MAKILA



Pensioner Esko Makila, 70, died Dec. 20. He started his SIU career in 1946 in the port of New York. Brother Makila first shipped aboard the

*Ponce*. Born in Finland, he sailed in the deck department. His final SIU voyage was on the *Sea-Land Patriot*. Brother Makila began receiving his pension in 1988 and was a resident of Kissimmee, Fla.

### AMBROSIO MARTIN



Pensioner Ambrosio Martin, 85, passed away Jan. 2. Brother Martin started his career with the MC&S in San Francisco. The Philippine-

born mariner shipped in the steward department. He started receiving his pension in 1970 and made his home in San Francisco.

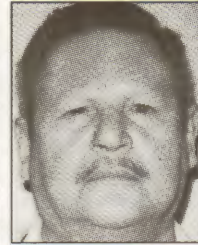
### MICHAEL MOORE



Brother Michael Moore, 48, died Jan. 20. He joined the SIU in 1979 in the port of Piney Point, Md. Brother Moore's initial voyage was

aboard the *Sea-Land Atlantic*. The New Jersey native shipped in the deck department. He last worked aboard the *Northern Lights*, an Interocean Uglan Management vessel. Brother Moore lived in Paulsboro, N.J.

### ALFREDO MORA



Pensioner Alfredo Mora, 82, passed away Jan. 4. Brother Mora started his career with the MC&S. The steward department member began receiving

compensation for his retirement in 1972. Brother Mora was born in Puerto Rico, but called Bronx, N.Y. home.

### THOMAS H. O'BRIEN



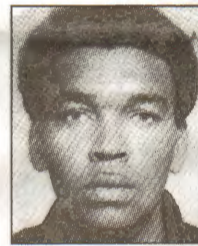
Pensioner Thomas H. O'Brien, 80, died Dec. 27. Born in New Jersey, he served in the U.S. Army from 1939 to 1962. Brother O'Brien

started his SIU career in 1970 in San Juan, P.R. He first sailed aboard the *Mayaguez*, a PRMMI vessel. The steward department member last shipped on the *Sea-Land Pittsburgh*. Brother O'Brien started receiving his pension in 1986 and lived in Luquillo, P.R.

### WILLIE ORR

Brother Willie Orr passed away Oct. 31. He worked in all three divisions during his career. His initial voyage was aboard a Michigan Tankers vessel. The steward department member last worked on the *President Truman*, an American Ship Management, LLC vessel. Brother Orr was a resident of San Pedro, Calif.

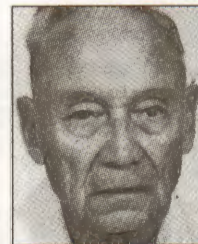
### LAWRENCE PORCHE



Brother Lawrence Porche, 50, died Dec. 15. He joined the Seafarers in 1972 in the port of Piney Point, Md. Brother Porche's initial

voyage was aboard the *Carrier Dove*, a Waterman Steamship Corp. vessel. The Louisiana native shipped in the engine department. His final trip was aboard the *Overseas Arctic*. Brother Porche lived in Baton Rouge, La.

### RAFAEL RAMOS



Pensioner Rafael Ramos, 87, passed away Nov. 6. Brother Ramos started his career with the Seafarers in 1942 in the port of New Orleans.

Brother Ramos' initial voyage was aboard an A.H. Bull Steamship Co. vessel. Born in Puerto Rico, he shipped in the engine department. He last worked on NPR's *Arecibo*. Brother Ramos started receiving his pension in 1978. He was also a veteran of the U.S. Navy. Brother Ramos resided in his native commonwealth.

### ALFONSO RIVERA



Pensioner Alfonso Rivera, 70, died Nov. 14. He started his SIU career in 1951 in the port of New York. Brother Rivera initially went to sea

aboard the *Dorothy*, an A.H. Bull Steamship Co. vessel. A member of

Continued on page 19



# Final Departures

Continued from page 18

the deck department, he sailed as a bosun. Brother Rivera last worked aboard PRMMI's *San Juan*. He started receiving stipends for his retirement in 1986 and lived in Bayamon, P.R.

## STANLEY SAKUDA

Pensioner Stanley Sakuda, 82, passed away Dec. 28. Brother Sakuda started his career with the MC&S. The steward department member began collecting payments for his retirement in 1969. Brother Sakuda made his home in San Francisco.

## JAMES SINIARD



Pensioner James Siniard, 78, died Oct. 22. Brother Siniard started his career with the Seafarers in 1951 in San Francisco. He served in the U.S. Navy from 1942 to 1945. Brother Siniard's first SIU voyage was aboard Isco, Inc.'s *Steel Architect*. The North Carolina-born mariner shipped in the deck department. He last worked on the *Sea-Land Defender*. Brother Siniard started receiving his pension in 1983. He made his home in Reno, Nev.

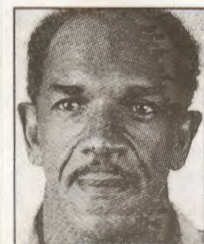
## ADOLF STAHL

Pensioner Adolf Stahl, 96, passed away Dec. 19. Brother Stahl started his career with the MC&S. A member of the steward department, he began receiving compensation for his retirement in 1970. Brother Stahl made his home in San Francisco.

## FIDEL THOMAS

Brother Fidel Thomas, 51, died Nov. 3. He joined the Seafarers in 1990 in the port of Jacksonville, Fla. Brother Thomas first sailed aboard American Hawaii Cruises' *Independence*. Born in Honduras, he shipped in the steward department. He last worked on the *HMI Astrachem*. Brother Thomas was a resident of Jacksonville.

## NATHANIEL THOMAS



Pensioner Nathaniel Thomas, 66, passed away Dec. 4. Brother Thomas started his career with the MC&S in San Francisco in 1958. The U.S. Army veteran first shipped aboard American President Lines' *President Johnson*. Brother Thomas worked in the steward department, last sailing on the *Mau*, operated by Matson Navigation Co. He started receiving his retirement income in 1992 and lived in San Francisco.

## GABIER VARGAS

Pensioner Gabier Vargas, 70, died July 22. Brother Vargas started his career with the MC&S and shipped in the steward department. He resided in Maywood, Colo. and began receiving his pension in 1978.

## DOROTHY WILLIAMS

Pensioner Dorothy Williams, 74, passed away Dec. 24. Sister Williams started her career with the MC&S. A member of the steward department, she began receiving compensation for her retirement in 1976. Sister Williams lived in Fremont Calif.

## JOERG WITTE

Brother Joerg Witte, 65, died Jan. 28. He started his SIU career in



1976 in the port of Jacksonville, Fla. Brother Witte worked in the deep sea as well as inland divisions during his career, first sailing aboard a Dixie Carriers vessel. The deck department member last sailed aboard the *Sea-Land Developer*. Brother Witte called Seminole, Fla. home.

## INLAND

### RUFUS ATWOOD



Boatman Rufus Atwood, 58, passed away July 15. He started his SIU career in 1974 in the port of New Orleans. Born in Louisiana,

Boatman Atwood worked primarily aboard Crescent Towing & Salvage Co. Inc. vessels. The engine department member was a resident of Loranger, La.

### JOSEPH BROOKS



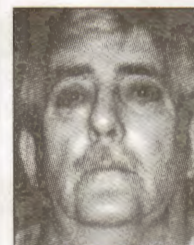
Pensioner Joseph Brooks, 78, died Jan. 21. Boatman Brooks joined the SIU in 1963 in the port of Norfolk, Va. Born in Matthews, Va.,

he shipped in the deck department and last worked on an Interstate Oil Transportation Co. vessel. Boatman Brooks began receiving his retirement stipend in 1985. He lived in his native state.

### HENRY COLLINS

Pensioner Henry Collins, 70, passed away Dec. 23. He began his career with the Seafarers in 1963 in Port Arthur, Texas. The deck department member was last employed on a Higman Barge Lines, Inc. vessel. Boatman Collins, who started collecting compensation for his retirement in 1988, called Orange, Texas home.

### WILLIAM DANIEL



Pensioner William Daniel, 59, died Dec. 7. Boatman Daniel launched his SIU career in 1967 in the port of Norfolk, Va. He first worked on a Steuart

Transportation Co. vessel. A member of the deck department, the Virginia-born mariner shipped as a captain. Boatman Daniel last sailed aboard a vessel operated by Allied Towing Co. He started receiving his pension in 1998 and lived in Chesapeake, Va.

### RAYMOND DEHON

Pensioner Raymond Dehon, 80, passed away Oct. 3. Boatman Dehon served in the U.S. Army from 1941 to 1945. He started his career with the Seafarers in 1956 in the port of New Orleans. The Louisiana native first worked for the SIU aboard a Crescent Towing & Salvage Co. Inc. vessel. He shipped in the engine department and last sailed aboard an American Barge Lines Co. vessel. Boatman Dehon started receiving his retirement stipend in 1983. He lived in his native state.

### CYRUS FERREE III

Boatman Cyrus Ferree III, 46, died

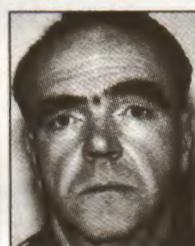
Dec. 9. He joined the Seafarers in 1978 in the port of Piney Point, Md. Born in Jacksonville, Fla., he shipped in the deck department. Boatman Ferree last worked on a vessel operated by Orgulf Transport Co. He lived in Ft. Lauderdale, Fla.

### CHARLES HERBERT



Pensioner Charles Herbert, 73, died Jan 19. The Maryland native served in the U.S. Army from 1950 to 1953. Boatman Herbert joined the Seafarers in 1972 in the port of Baltimore. A member of the deck department, he worked primarily aboard vessels operated by Maritran Operating Partners, L.P. Boatman Herbert started receiving his pension in 1990. He made his home in Pasadena, Md.

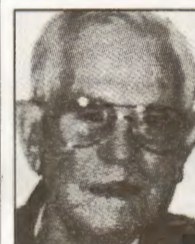
### MICHAEL O'DONNELL



Pensioner Michael O'Donnell, 58, passed away Dec. 3. He started his SIU career in 1963 in Detroit. Boatman O'Donnell also served in the U.S. Army. Born in Cleveland, he shipped in the deck department and last worked on a vessel operated by Great Lakes Towing. Boatman O'Donnell started receiving retirement payments in 2000. He lived in Cleveland.

## GREAT LAKES

### BERT CHAPMAN



Pensioner Bert Chapman, 97, died Jan. 27. Brother Chapman began his career with the Seafarers in 1959 in Detroit. Born in Fairport Harbor, Ohio, he worked primarily aboard vessels operated by Gartland, including the *Sullivan Brothers* and the *J.C. Miller*. The engine department member began receiving stipends for his retirement in 1970. He made his home in Ishpeming, Mich.

### LEONARD CLARK

Pensioner Leonard Clark, 85, passed away Dec. 28. Brother Clark joined the Seafarers in 1961 in Sault Ste. Marie, Mich. Born in Montana, the deck department member worked primarily aboard Great Lakes Dredge and Dock Co. vessels, including the *Lemmerhirt*. He began receiving his pension in 1978 and resided in Bonita Springs, Fla.

### HARRY KAWKA

Pensioner Harry Kawka, 77, died Oct. 31. He began his SIU career in 1968 in Chicago. Brother Kawka served in the U.S. Navy from 1941 to 1946. He first sailed aboard the *Southdown Challenger*, operated by Cement Transport Co. The New York native worked in the deck department and sailed in both the Great Lakes and inland divisions. He last worked on American Steamship Co.'s *Charles E. Wilson*. Brother Kawka started collecting his retirement in 1990. He made his home in Roosevelt Island, N.Y.

### LAWRENCE MCCOY

Brother Lawrence McCoy, 67,

passed away Oct. 13. The deck department member worked primarily aboard vessels operated by Luedtke Engineering Co.

### ROBERT MELWING

Brother Robert Melwing, 81, died Sept. 13. He served in the U.S. Navy from 1940 to 1945. Brother Melwing joined the Seafarers in

1980 in Long Beach, Calif. and sailed in both the Great Lakes and inland divisions. He first worked aboard a Crowley Towing & Transportation-Wilmington/Long Beach vessel. A member of the deck department, the Canton, Ohio native last sailed on the *Indiana Harbor*, an American Steamship Co. vessel. Brother Melwing resided in Ruskin, Fla.

Editor's Note: The following brothers and sisters, all members of the NMU and participants in the NMU Pension Trust, passed away during 2001. Their names appear alphabetically and according to the month in which NMU Pension Trust administrators were notified of their deaths.

NAME	DATE OF DEATH	NAME	DATE OF DEATH
<b>July 2001</b>			
Fletcher Arrindell	July 5	Ray Rives	Aug. 6
Lucient Arsenault	June 21	Hamilton Roberts	Aug. 7
John Arthur	June 19	Carlos Siguenza	Aug. 14
Panos Atnas	May 17	Lonnie Smith	Aug. 16
Trinidad Benedit	July 12	William Smith	June 4
Paul Berry	July 24	Grant Tarbell	Aug. 3
Abraham Bolden	June 21	Jose Veras	July 22
Thomas Breen	May 29	Francis Verosko	Aug. 2
Robert Burke	July 21	William Walker	June 15
Peter Carayanis	July 21	Frank Wranik	July 27
Frances Cardwell	July 19	Way Young	July 25
Jena Castagnoli	July 17	<b>September 2001</b>	
Donald Chaney	July 13	George Angrade	Aug. 30
Ollie Collins	June 30	Saliou Bah	Aug. 19
Ramon Cruz	July 9	Lawrence Bergeron	Sept. 1
Marjan Dembinski	July 25	Milton Boush	Aug. 11
Soy Eng	July 15	Preston Branch	Sept. 7
Henry Fermino	June 13	John Brandi	Aug. 30
Suen Fock	July 15	Robert Burns	Aug. 26
Eddie Gable	July 12	Matthew Caston	Aug. 27
Norman Griffith	Mar 14	William Cosey	Aug. 31
Dudley Haye	July 14	Owen Dawson	Sept. 4
Raul Heredia	June 27	Fred Grenert	Aug. 31
Lewis Hill	July 22	Willis Jones	Sept. 18
Bishop Joseph	Feb 24	Joseph Kaczinski	Aug. 26
Nick Kahl	June 15	Patrick Maloney	July 13
Aldric LaFortune	Mar 28	W. Ramirez	Sept. 9
Julian LaPorte	June 24	Manuel Ramos	Aug. 20
Knud Larsen	June 18	Jesus Rodriguez	Sept. 5
David Levett	July 4	Ervin Tefft	Sept. 8
John Little	July 23	Mike Tomko	Sept. 8
George MacLeod	Jan 9	Arthur Totson	Sept. 4
Harry Marron	July 9	Harry VanDort	June 29
Masoud Masoud	May 14	Carmelo Vazquez	Sept. 7
Randolph McCants	July 1	James Webber	Aug. 26
Louis McDaniel	June 17	Jesse Wells	Sept. 1
Hugh McLaughlin	June 5	Alfred Wilson	Sept. 3
Frederick Merritt	July 12	<b>October 2001</b>	
George Montiel	June 20	Estanislao Abayan	Aug. 11
Eugene Moran	June 16	Helge Abrahamson	Sept. 4
Casimir Pacaites	June 20	Delane Atkinson	Oct. 1
Joseph Phillips	July 1	Francis Banks	Oct. 23
Edward Plummer	May 18	William Beasley	Oct. 8
Dimas Ramos	July 11	Ronald Bender	Oct. 6
Alto Sanders	July 20	Willie Bergans	Oct. 13
Ezekial Singleton	June 29	Zenon Bonilla	Sept. 20
John White	July 1	Robert Boyd	Oct. 5
Ray Whitman	June 20	Vann Bridgeford	Oct. 17
Albert Wilson	July 13	Edward Broaster	Sept. 5
George Wood	June 8	John Broddie	Sept. 23
<b>August 2001</b>			
Felix Alicea	May 7	Charles Bugelli	Oct. 18
Michael Allen	Aug 8	David Buren	Sept. 21
George Anderson	July 23	Pedro Casco	Sept. 28
Oswaldo Baetancourt	Aug 11	John Crimmins	Sept. 15
Jose Barahona	Aug 4	Arthur Cyprien	Sept. 29
Joseph Bird	Aug 2	C. Dameron	Oct. 25
John Blount	June 21	Peter Daraio	Sept. 28
Theodore Bratsos	July 24	Harry DeMarco	Aug. 20
Ernest Clark	Aug 20	Constantine DeRousset	Oct. 19
Mack Cosby	July 25	Margarito Estrada	Sept. 22
Ernest Curry	Aug 20	Dallas Ford	Sept. 7
Melvin Evens	Aug 18	Andrew Gardner	Oct. 9
Jose Garcia	Aug 12	Valenti Gowlash	Aug. 20
Luis Gatoux	Aug. 12	William Harper	Oct. 20
Joseph Glaccone	Aug 12	Eddie Johnson	Oct. 1
Robert Gill	Aug 8	John Jones	Oct. 20
James Gillespie	Aug 4	John Khan	Sept. 10
Manuel Goncalves	Aug. 14	James King	May 1
Alfred Gottschalk	Aug. 10	Antero Lopes	Sept. 11
August Harmel	July 27	Jose Luna	Oct. 16
Albert Harris	Aug. 18	William Mauri	Oct. 17
Forest Harris	Aug. 9	Joseph Mazzel	Sept. 17
Homer Kinman	July 30	John McDougall	Oct. 10
Roland Kirby	July 8	Norton Mitchell	Oct. 13
Louis LaPlace	July 17	George Ortiz	Sept. 26
Clifton Lee	June 24	Pedro Pabon	Oct. 3
T. Lopez	July 15	Remi Rosario	Oct. 22
George Martell	Aug. 10	Albert Seiden	Oct. 12
Esteban Melendez	July 20	Floyd Steele	Sept. 26
Stafford Mosley	Aug. 7	William Thomas	Sept. 7
Epifanio Nolberto	July 23	Donald Vargas	Sept. 19
Thomas Puharic	Aug. 17	Marvin Venable	Oct. 22
Francisco Ramos	April 13	Oscar Vidal	Feb. 1
Collins Redmond	Aug. 3	William Warbington	Sept. 27
Herbert Reeves	Aug. 11	Earl West	Oct. 4
		John Wisecup	Sept. 25



## 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.)

### SIU Formed Foundation For Good Life at Sea

This letter of appreciation is 30 years overdue.

I joined the SIU in 1967. From that period on, my life would never be the same.

My life took on a very positive approach, not only financially, but also it gave me a sense of adventure that is lacking in most professions today.

The men I met aboard ship became my teachers, not only in seamanship, but also in life—men like John Ibrahim, Phil Roshee, Gene Nicholson—sailors of distinction. Men like Bosun Scotty Burn and Bill Mortier, who could splice wire like it was string.

Many people were led to believe that seamen were ill-mannered and illiterate. But they were wrong. They didn't know that reading was probably the favorite pastime aboard ship. Most seamen could converse on a variety of topics.

The financial benefits of being a seaman were overshadowed by the sense of adventure.

I left the SIU in 1977 after getting my mate's license, but it was the foundation of my years with the SIU that made me a sailor in the old tradition.

Samuel P. Lesko  
Sarasota, Fla.

(Editor's note: Samuel Lesko retired from the MM&P in 1999.)

### 'Strong U.S. Fleet Vital to America'

This headline, from the January LOG, reminds me of Yogi Berra's "déjà vu all over again." The vision of a strong U.S. fleet has been seen for so many years that some people believe it will happen if they think about it long enough. This headline came right on the heels of laying up our last oceangoing passenger ship and adding more foreign-built vessels to our Maritime Security Program.

President Eisenhower said the U.S. never again should be caught relying on foreign shipping. President Johnson made an inaugural pledge to draft a realistic policy to revitalize America's merchant fleet.... President George W. Bush said, "I will seek to provide the conditions under which the American maritime industry can compete and grow in the 21st century."

These are just a few quotes from the top guys. Many lesser politicians have all had their say about a "strong U.S. fleet." It simply ain't gonna happen unless dedicated people get to the bottom of the problem and rebuild our maritime industry along economic lines.

Next year we will read in your paper: "AFL-CIO Maritime Trades Department: Strong U.S. Fleet Vital to America."

Cal Bourke  
Walnut Creek, California

### JFK and the Twin Towers

(Editor's note: The writer is the medical director at Occupational Health Services in Brooklyn, N.Y., a facility utilized by SIU members.)

The event will be remembered better than the date. It will be a date in history like November 22, 1963. Everyone remembers what they were doing and where they were when they heard the NEWS. On that date, John F. Kennedy was shot. I was in the library at Henry Grady High School in Atlanta. Everyone was crying, and the country was thrust into a state of shock.

This time it was different. Not only one person was brutally murdered on September 11, 2001. On this ignoble date, thousands were murdered amid airplane crashes, crumbling buildings and shattered lives. No one would have believed the story the preceding day. Two ordinary airplanes could topple the Twin Towers of the World Trade Center and a third airline could crash into the Pentagon. We would all say, "IMPOSSIBLE!"

It happened. I heard the news while listening to the "eye in the sky" traffic report on the way to work shortly before 9:00 a.m. The helicopter reporter interrupted his report to exclaim, "There appears to have been an explosion at the north tower of the World Trade Center." That this was not an accident was confirmed when about 20 minutes later a second plane crashed into the south tower. Shortly thereafter a third plane crashed into the Pentagon, and a fourth plane crashed in a rural area near Pittsburgh.

I am a physician in Brooklyn, New York. When I reached my office, the staff was listening to the radio and the patients were no longer interested in their medical appointments. Several of us went to the roof of the building to witness a scene of horror. The first plane appeared to have struck one of the buildings at about the 80th floor and the other at about the 60th floor. Plumes of fire and smoke were billowing from the site. I reached for my camera only to learn of its dead battery. While on the street returning with my new battery, people started shouting on the street and from surrounding buildings. There was crying and successive "Oh my God!" "Oh my God!" When I reached my perch on the roof of the building, I saw only a column of smoke and dust where the south tower formerly stood. I thought only the floors above the crash site toppled over. The news on the radio was unimaginable—the entire 110 stories of the World Trade Center lay in ruins. About an hour later the twin lay next to its mirror image. UNBELIEVABLE!

I heard the call for physicians to report to St. Vincent's Hospital to aid in treating thousands of expected injuries. As I am a runner and have jogged to the World Trade Center round trip from my office, it was difficult to rationalize the "I can't get there" excuse. I packed up two backpacks of medical supplies including surgical masks for the incredible amount of dust and smoke I could see from about three miles away. I then called my wife to advise her of my plans. She only voiced a religious objection to my excursion and made me promise that I, a descendent of the priestly family of Aaron (brother of Moses) who should not be in contact with bodies, would call our Rabbi and ask his opinion. I did call the Rabbi's office; the secretary said he was not in. I was now in compliance with my spouse's wishes.

I then went to the fire station next to my office only to find nobody home. Every available squad in the city had been called to the scene. Next I went into Dixon's Bike Shop and requested a bike, lock and helmet as I was going to the disaster to render medical aid. These items were happily supplied, despite my admonition of possibly not returning them. "Just go," I was advised. I loaded up my gear and took off for the Brooklyn Bridge. As my bike left the

curb, my bookkeeper, a recent refugee from Croatia to the freedom of America, accosted me with tears in her eyes, "We are with you and appreciate what you are doing. Good luck."

People covered with white dust and ash were coming from the city as I approached the bridge. I was directed to a bus transporting medical personnel at the foot of the bridge. Most of the people on this bus were attending a convention for emergency medical responders at the Brooklyn Marriott Hotel. They were from Canada, Iowa, North Carolina, Vermont and other serene sounding places. "Welcome to New York," I said.

The other side of the bridge was a war scene. Ash and dust two inches thick was scattered about the streets for blocks. Papers and building detritus turned the city streets into a giant junkyard.

We were transported to the courtyard of the Solomon Smith Barney Building on Greenwich Street, about four blocks from Building 7 of the World Trade Center complex. About six hours later, I watched as this building also collapsed to the ground, a victim of the twin tower collapse and uncontrolled fires. We had everything we needed at our critical care site. Our "MASH" unit included tables to use as beds, police tape tied to building columns for IV poles, Oxygen cylinders, bandages, burn dressings, and a large array of support personnel, including clergy and crisis counselors. There was only a shortage of survivors. Our critical care area did not have a single patient. More than 25 ambulances were waiting to transport our patients who never materialized. The city sent electricians to provide floodlights for our medical unit. Bottled water by the case was donated along with fresh deli. The facilities of the Smith Barney building were available for our use. An elderly neighborhood lady came to us with her combination shopping cart/walker to donate clean towels. Our medical unit remained puzzled. Where were all the survivors going?

After being "ready" for about eight hours, I was now ready to leave. I grabbed my now empty backpacks and rode my commandeered mountain bike back to Brooklyn over the Manhattan Bridge. The news reports answered my questions about survivors. There were very few presenting themselves four hours after this terror first struck. St. Vincent's Hospital, the primary designated receiving area, only reported two new patients from 10:00 p.m. the evening of the disaster to 4:00 a.m. the next morning.

The following day I learned that 12 firemen from the fire station next to my office were among the 300 missing fire fighters. I watched the horror on TV with the rest of the country. People plunging 80 floors to their deaths. Live video of both planes crashing into the Towers. What a nightmare! Five thousand people missing and presumed dead. Particularly disheartening was the interview with the CEO of Cantor Fitzgerald, a firm that lost 700 employees. The 1,500 children of this firm want to know where their daddies are. The wives want to know where the next paycheck is coming from. Now it is personal.

The country wants to know why. JFK advises, "Ask not what your country can do for you, but what you can do for your country." And the collective conscience of the country sings "God Bless America."

Arnold Berlin, MD FACP  
Clinical Assistant Professor of Medicine  
Weill Medical College of Cornell University

## 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.



## 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 May 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	May 13	June 7
	September 30	October 25
	October 28	November 22
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	June 24	June 28
	July 15	July 19
	August 19	August 23
	September 23	September 27
Bridge Resource Management (BRM) — Inland	July 1	July 5
	September 30	October 4
	October 21	October 25
	November 11	November 15
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	December 9	December 13
	May 6	May 10
	August 26	August 30
	GMDSS (Simulator)	May 20
July 8		July 19
October 7		October 18
November 4		November 15
December 2		December 13
Lifeboatman/Water Survival	May 13	May 24
	September 16	September 27
	October 14	October 25
Lifeboatman/Water Survival <i>(one week)</i>	June 10	June 14
	July 15	July 19
	August 19	August 23
	September 30	October 4
	October 28	November 1
Radar	June 10	June 19
	August 5	August 14
Specialty Trained OS	May 27	June 7

### 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

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16	October 25
	November 11	December 20
QMED - Junior Engineer	September 30	December 20
Welding	May 6	May 24
	June 10	June 28
	July 1	July 19
	August 19	September 6
	September 23	October 3
	October 21	November 8
Marine Electrical Maintenance I	November 18	December 6
	June 17	July 26

### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	May 6	May 17
	October 7	October 18
	December 2	December 13
Government Vessels	May 27	June 14
	July 8	July 26
	September 23	October 11
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	July 15	July 26
	December 2	December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 5	August 9
	September 23	September 27
	October 28	November 1
Basic Fire Fighting/STCW	May 13	May 17
	May 20	May 24
	May 27	May 31
	June 3	June 7
	June 17	June 21
	June 24	June 28
	July 1	July 5
	July 8	July 12
	July 15	July 19
	August 5	August 9
	August 12	August 16
<i>(more will be announced next month)</i>		
STCW Medical Care Provider	May 20	May 24
	August 12	August 16
	October 21	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.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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.

4/02



# Paul Hall Center Classes



**Able Bodied Seaman** — Seafarers who successfully completed the AB course March 1 are (in alphabetical order) Jeff Bruton, Bernard Clark, Mark Cooper, Hector Cumba, John Daunoras, Christopher Dunn, Trevorous Ellison, Sean Farra, Kenney Gaston, Willie Harrington, Travis Hosea, Harlan Hulst, Ronnie Jackson, Michael Knitter, David Lund, David Martz, Abraham Medina, James Morris, Isaac Spencer, Michael Thomas and Joseph Tier.



**Able Bodied Seaman** — Also in the course which graduated March 1 are (in alphabetical order) Jess Chalker, Christopher Dionio, Paul Gohs, James Hall, Jason Hudkins, Uverna Johnson, William Jordan, Anthony Lieto, Cesar Lopez, Keolamauloahawaiiolo Mowat, Robert O'Neal, Anthony Pace, Robert Stellon, Gary Toomer, Zachary Toye, Bruce Weathers and Jomo Young.

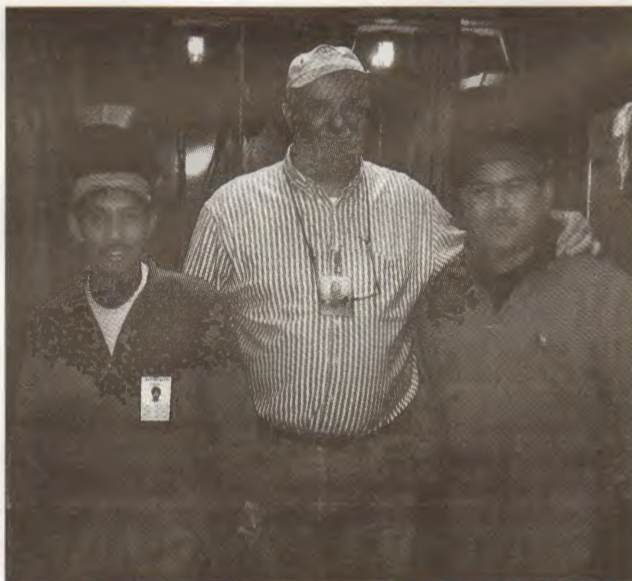


**Third Mate** — Upgrading Seafarers completing the third mate course in April are (from left, kneeling) Christopher Kalinowski, Eddie Townsend, (standing) John Shivers, Lee Gulley, Mark Stabler, Frank Gray, Stephen Blanchard, Stacy Harris (instructor), Edward Hervias, David Hawkins and William Buhrig.



**Government Vessels** — Graduating from the government vessels course Feb. 22 are (in no particular order) Andy Cukasiewicz, Richard Gould, Niven Hurlston, George Gauggel, Darnell O'Hara, Leander Garrett, Geoffrey Denesse, Mihail Bruck, Tavis Almer, Matthew Kloxin, Anthony Jones, Melvin Espailat, Jose de Souza Jr., Sidnei Barboza, David House, Dain Medow, Thomas Almodovar, Roger Abramson, Marvin Smith, David Wakeman, Brian Robison, Vicente Magbanua, Charles Lewis, Theresa Ballard, Barry McCaslin II, Samuel Garrett, Alex Przytulski, Edward Hoover, David Henson, Justo Lino, Erik Lingren and Randall Kramer.

**ARPA** — Upgrading SIU members who enhanced their skills in automatic radar and plotting aids in the course, which ended March 1, are (from left, front row) Phillip Inman, Stella Zebrowski, James Dixon, (standing) William Heu, Lee Henry and Bill Harvell.



**Welding** — Instructor Buzzy Andrews is flanked by his students in the welding class, which graduated Feb. 22. They are Jessie Bongolan (left) and Salvador Baclayon.

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

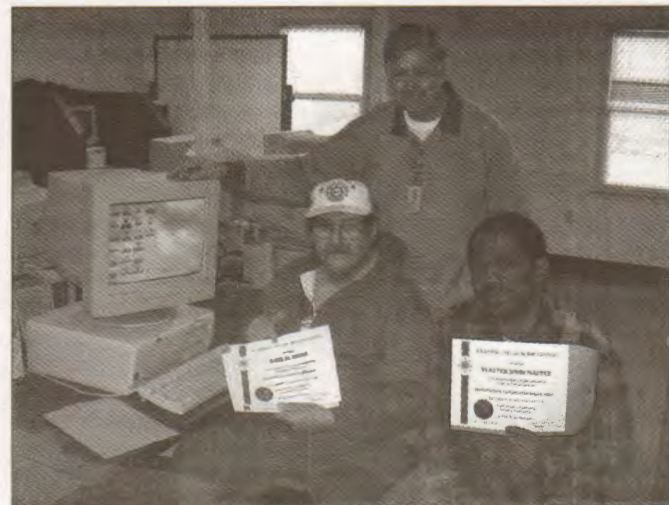
## Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates.

In the photo at left are (from left, front row) Phillip Wright, a deck department member who sails from Port Everglades, Fla. and Brian Robison, an engine department member from Hawaii. In the back row are their instructor, Rick Prucha, and steward department member Gerhard Schwarz from New York. Both Wright and Schwarz mastered the Computer Basics course as well as Windows 95. Robison completed Windows 95 and Beginning Excel.

Also with instructor Rick Prucha in the photo at right are (seated from left) Earl Hicks, who ships from Algonac, and Walter Napper, who sails from San Francisco. Both received certificates for completion of Windows 95 and Computer Basics.





# Paul Hall Center Classes



Amado Abaniel, Hanif Abdul-Hakeem, Mohamed Abdullah, Robyn Anderson, Robert Arana, John Bennifield, Joseph Brown, Richard Cavalier, Robert Coleman, Juan Colon, Angel Corchado, Emilio Cordova, Denis Cossio, Daniel Crawford, Douglas Davies, Ervin Davis, Richard Davis and Geoffrey Denesse.



## Basic Safety Training Classes

James Doyle, Jorge Ellis, James Fisher, Hector Ginel, Tawny Herron, Arthur Horner, Gregory Jackson, Paul Jagger, Claudia Kammeyer, Peter Littman, Warren Lombard, Harvey McClung, Michael McNally, Gloria Melliush, Ali Mohamed, Ramli Mohamed, Abdul Mufihi, Tracey Newsome, Charles Gooch and Thomas Kingsbury. (Note: Not all are pictured.)



Gavino Octaviano, Lester Pace, Jeffrey Parsley, Emmanuel Paul, Roger Phelps, William Powell, Osvaldo Ramos, Samuel Reed III, Philip Reynolds, Franklin Robertson, Roy Robinson Jr., Jimmie Robles, Gincezar Relogo, Luiz Ruiz, Allen Runnion, Hector Sanchez, Walter Schoppe IV, Cecil Scipio and Mark Smith. (Note: Not all are pictured.)



Jonny Cruz, Abraham Daif, John Dassel, Sam Fusco, Cristobal Garcia, Michael Gay, Hugh Gibbs, Robert Hardin, Samuel Harris, Jason Haase, John Hayes, Robert Henriquez, Ricardo Hernandez, Joseph Jenkins Jr., Harry Kimble Jr. and Abraham Lagasca.



Sjamsidar Madjidji, Ruben Manalansan, Adolfo Maramba, Louis Mastrototaro, Michael McWilliams, Kevin Nolan, John Palmer, Norberto Prats, Hasan Rahman, Reyes Ramos, Ronnie Richardson, Jayson Rosario, Anthony Lenard, Frederick Saffo, Joseph Saxon, Kevin Shelby, Marcio Silva, Phillip Sistrunk, Celedonia Roman, John Nelson and Kaare O'Hara. (Note: Not all are pictured.)



Toney Smith, Willie Smith, William Synan III, Jeffrey Treadwell, Bradley Troutner, Jorge Turcios, Rene Turcios, Stephen Valencia, Michael Warren, Billy Watson, Taylor Watson, Lauren Welch, Kevin Williams, Harry Williams Jr., Franz Winiker, Stanley Vane and David Gordius.



Ahmed Abdullah, Mousa Ali, Frank Anonsen, Guadalupe Banda, Joseph Barry II, Jon Beard, William Belcher, Donald Benjamin, Joseph Brown, Carlos Cacho, Eric Campbell, Jerry Chelle, Harry Claar II, Brett Clark, Charles Collier Jr., Bruce Collins, Charles Dail, Earl Dail, Donald Davis, William Davis Jr. and David Gordius. (Note: Not all are pictured.)



Thomas Smith, Jerry Squires, Chris Stearns, John Stolberg, Douglas Swets, Eric Taylor, James Tolan Jr., Luis Valerio, Ernesto Villanueva, Michael Vogell, Vernon Wallen, Deralle Watson, Jimmy White Jr., Stanley Williams, Wilbert Wood Jr., Kadatema Yague, Dean Yannuzzi and Kevin Young. (Note: Not all are pictured.)

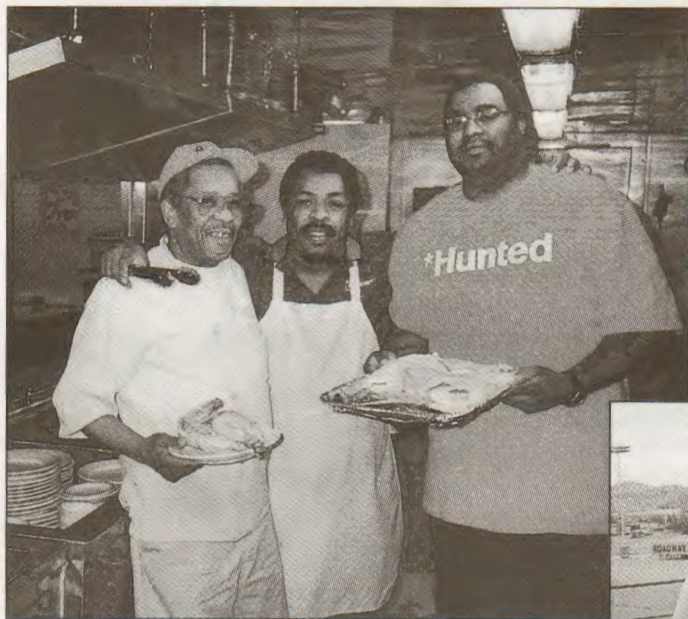




**Pension Fund Notifications:**

- MCS Supplementary Pension Plan - p. 10
- Great Lakes Tug & Dredge Pension Plan - p. 10
- Seafarers Pension Plan - p. 11
- Seafarers Money Purchase Pension Plan - p. 11

# SIU Shipping in the Bay Area



When you're feeling hungry, these are the men to see aboard the *Liberty Wave*: (from left) Steward/Baker Joseph S. Smith, Chief Cook Jorge Bernardez and Unlicensed Apprentice John Jackson.

Since the Gold Rush days of the 1800s, the San Francisco Bay area has continued to expand its varied operations to the point where, today, it can handle just about any type of cargo.

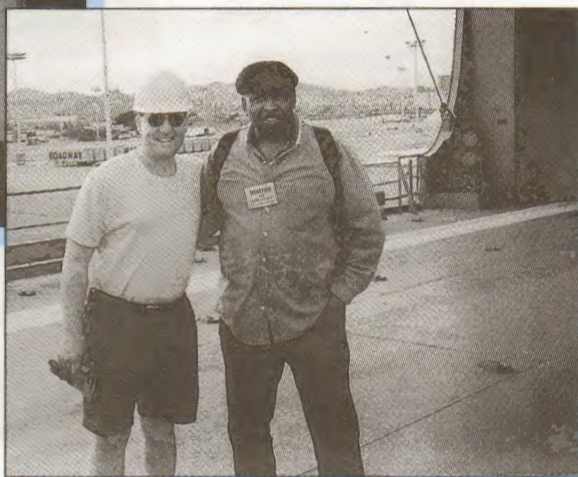
During a recent visit to a number of SIU-contracted ships, both in the port of San Francisco, itself, as well as across the bay in Stockton and Richmond, this diversification was in evidence.

SIU representatives met with crew members aboard the *Admiral William M. Callaghan*, the *Cape Horn* and the *Cape Hudson* (all

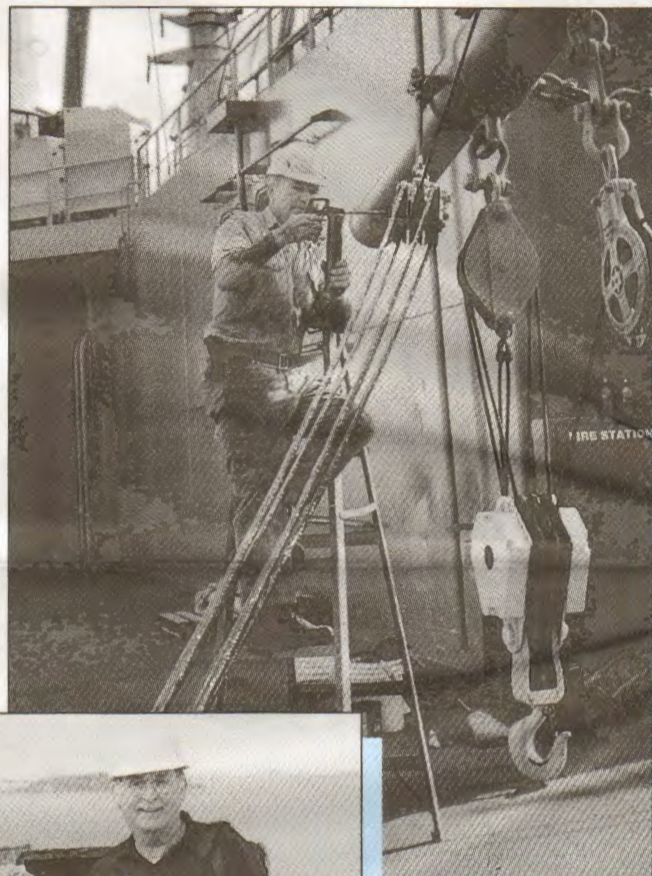
vehicle cargo ships in the Ready Reserve Force), the *Liberty Wave* (a grain carrier) and the *Coast Range* (a tanker).

Shipboard union meetings and payoffs provided a good forum for Seafarers to be brought up to speed on the latest news from within the union and the maritime industry.

These photos highlight a few of the activities on board those vessels.



Captain Peter Grealy (left) poses with SIU Rep Isaiah William aboard the *William M. Callaghan*.



Above: Bosun Paul Borg makes repairs to a block on the boom of the *William M. Callaghan*.



Crew members from the *Cape Horn* and *Cape Hudson* joined forces for a shipboard union meeting. From the left (standing) are SIU Rep Archie Ware, Electrician John Ropp, SIU Rep Isaiah William, Steward Cordell Braxton, Utility Messman Kenneth Huddleston, (kneeling) Utility Messman Edison Inuman, Chief Steward Clarke William and DMAC Eddie Harrison.

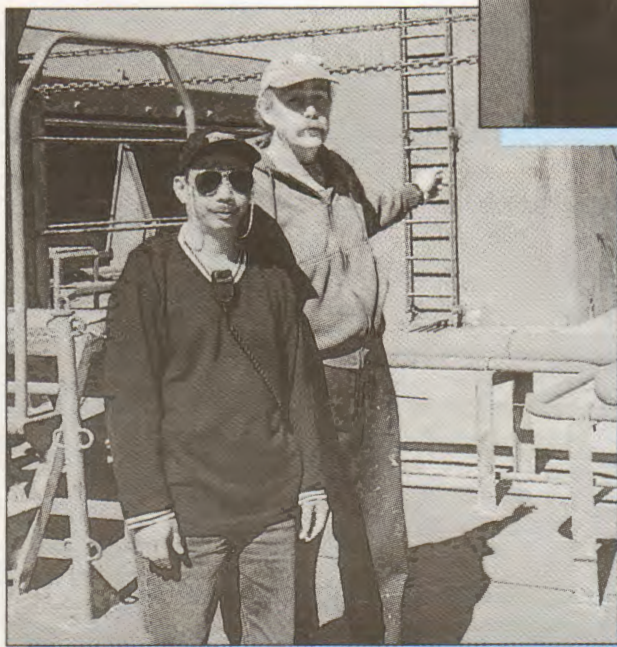
Right: Lowell Lemm (standing) is the electrician on the *William M. Callaghan*. With him is the 2nd engineer.



Below: Phillip W. Widmer, an unlicensed apprentice aboard the *Liberty Wave*, overhauls the steam line.



Working aboard deck on the *Coast Range* are AB Bernard (left) and Bosun John Mossburger.



Bosun Rudy A. Santos (left), just joined the *Liberty Wave* and is getting a tour of the Liberty Maritime vessel from the departing bosun, Jim Saunder.

