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The Seafarers Log

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OPERATION IRAQI FREEDOM SEAFARERS DELIVER!



At least 2,000 Seafarers sailing aboard more than 100 SIU crewed ships helped transport and supply coalition forces as the U.S. and our allies removed Saddam Hussein's regime in Iraq. Here, U.S. Army soldiers from the 4th Infantry Division unload a helicopter from the SIU crewed Ready Reserve Force vessel *Cape Victory* in Port Shuaiba, Kuwait. Pages 3, 12, 13.

U.S. Navy photo by Arlo K. Abrahamson



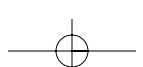
SUPPORTING OUR TROOPS — Clockwise, beginning at right, a U.S. tank rolls down the ramp of the SIU crewed *Cape Victory* in Kuwait; Seafarers aboard the *Northern Lights* wear protective gear as the ship survives a missile attack and many more alerts while unloading in Kuwait; the *USNS Shughart* loads in Beaumont, Texas; AB Kenneth Cooper distributes fire extinguishers on the *Cape Lobos*; AB George Mazzola stays alert aboard the *Cape Johnson*.



Photo by David Josar, Stars & Stripes



Photo courtesy of MSC



President's Report

War Spotlights MSP's Importance

The U.S. Merchant Marine's performance during Operation Iraqi Freedom has been, by all accounts, exceptional.



Michael Sacco

U.S. Maritime Administrator Capt. Bill Schubert said the U.S. Merchant Marine's effort during the war ranks as "the most impressive sealift in history."

Vice Admiral David Brewer, commander of the U.S. Military Sealift Command (MSC), said that the historic mission "would not have happened without" U.S. mariners, whom he described as "great Americans."

General John Handy, commander of the U.S. Transportation Command, wrote that in mobilizing for Operation Iraqi Freedom, U.S. mariners "in record time ensured our readiness to surpass any challenge that might lie ahead!"

Without question, SIU members along with our brothers and sisters throughout maritime labor delivered the goods. Even though I never doubted that we'd get the job done, it's still uplifting to see how strongly Seafarers responded to this challenge. When the balloon went up, our people were ready.

As Operation Iraqi Freedom moves into its next stage, it's apparent that many sealift operations still are ahead, even though the heaviest fighting is over. I believe our military leaders and troops deserve recognition for liberating the Iraqi people. And I'm heartened to see the well-deserved credit that has gone to the U.S. Merchant Marine, which once again delivered most of the materiel needed by our men and women in uniform.

Looking forward, the merchant marine's accomplishments in this war should serve as an overwhelmingly positive argument for immediately extending and expanding the Maritime Security Program (MSP). As many of you know, the 10-year MSP was signed into law in 1996, but its origins really go back to the first Persian Gulf War. In the wake of that conflict, Congress remembered the U.S. Merchant Marine's vital and unfailing role as America's fourth arm of defense. With plenty of input from a united industry, the legislators committed to the MSP—and America has been well-served by the program.

Anyone familiar with the MSP knows it's a winner. It's a bargain for the Defense Department. It helps ensure a pool of well-trained, loyal, skilled mariners who crew the strategic sealift ships in times of war. It gives our armed forces access to not only the nearly 50 modern, militarily useful, privately owned U.S.-flag vessels enrolled in the program, but also to the invaluable infrastructures of the ship operators who participate. It helps maintain the best, most cost-effective means of transporting supplies needed by our troops overseas. Even the enemies of the U.S. Merchant Marine don't dispute that it would cost the government many more billions of dollars to replicate the assets of the MSP and its associated Voluntary Intermodal Sealift Agreement (VISA).

Last year, I testified before Congress on behalf of the SIU and other U.S. maritime unions who are urging that the MSP be extended for an additional 20 years, with an expansion of the fleet to at least 60 ships. For a lot of reasons, no one can afford to wait until the last minute before renewing the program. The ship operators need time to ensure available tonnage. The mariners must be able to count on employment in our industry at decent wages and benefits during times of peace. The nation itself would be well-served by maintaining the U.S. maritime industrial base and American jobs. And the government, if it doesn't act in time to ensure the future of the MSP, will already be behind in planning for its replacement.

The U.S. maritime industry rarely is an issue you'll see on the cable news shows or in the local paper. But concerning the MSP, nothing could be more obvious.

Our nation needs a strong U.S. fleet, both in peace and in war. The U.S.-flag merchant marine helps ensure our national and economic security. We've proven it time and time again, including during Operation Iraqi Freedom. And a vital part of maintaining a strong U.S. fleet is extending and expanding the U.S. Maritime Security Program.

You can bet our nation will face more conflicts down the line, particularly as we continue the war on terrorism. Committing to a bigger, stronger MSP will help ensure that American troops have the goods they need without question—and that the United States continues to chart the course that others want to follow.

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New Life for 'The Big U'

Norwegian Cruise Line Also Buys S.S. Independence

Norwegian Cruise Line (NCL) last month announced it has purchased the *S.S. United States*, one of the country's most venerable ships built in the glory days of trans-Atlantic sea travel. NCL intends to convert the vessel to a state-of-the-art cruise ship and add her to the company's planned U.S.-flag fleet.

The company also revealed its purchase of the classic *S.S. Independence*, crewed for many years by Seafarers. The *Independence* was purchased at federal auction from the U.S. Maritime Administration, likely saving it from scrapping. The potential addition of the *Independence* as a fifth vessel in NCL's U.S.-flag operation is being evaluated, the company said in a news release.

According to NCL, a re-launched *United States* will add more than 1,000 U.S. maritime jobs and 5,000 shoreside jobs to the 3,000 maritime jobs and 17,000 shoreside jobs that NCL's U.S.-flag initiative with Project America is predicted to generate.

"NCL is now evaluating options for use of the ship under the U.S. flag and determining the extent of renovations needed to convert her to a state-of-the-art, modern cruise ship that will appeal to today's vacationer," the company said in its release. The ship, often referred to as "The Big U," is expected to offer mainland U.S. itineraries where cruises are not currently available.

The refurbishment of the hull and superstructure will be done at U.S. shipyards with the outfitting completed overseas.

"When we discovered this American icon was in jeopardy, we saw a unique opportunity and acted immediately. The ship is a classic, she was built in America and is eligible to operate in domestic service under existing law and regulation," said Colin Veitch, NCL's president and CEO. "The *S.S. United States* would be a phenomenal addition to our U.S.-flag operation down the road. We remain focused on completing Project America and successfully introducing our innovative U.S.-flag cruise ships in Hawaii, but we will now organize a project team to work with U.S. yards, naval



Photo courtesy S.S. United States Foundation
Pictured in Philadelphia, the *S.S. United States* is in line for refurbishment and relaunch.

engineers and architects to develop plans for what should be the fourth vessel in our U.S.-flagged fleet."

The announcement comes on the heels of NCL's recent commitment to begin a U.S.-flag operation in Hawaii. A new federal law will allow NCL to complete Project America as a U.S.-flagged and U.S.-crewed operation for inter-island Hawaii cruise service. NCL purchased the partially completed first Project America ship and substantial materials and related components for the second Project America ship from Northrop Grumman Ship Systems in September 2002. The legislative initiative was designed to recover

the U.S. investment in Project America, generating hundreds of millions of dollars in economic activity and tax receipts, and creating more than 20,000 U.S. jobs.

On its maiden voyage (1952), the *United States*, built in Newport News, Va., set a still-unmatched record by crossing the North Atlantic Ocean in three days, 10 hours and 42 minutes. Its service speed exceeded 35 knots and it was rumored to be capable of 50 knots. Designed by William Francis Gibbs, the ship is the longest passenger vessel ever built in the United States, at 990 feet, six inches.

SIU's Heindel Honored

SIU Secretary-Treasurer David Heindel (center) last month was honored in New York City by the Seafarers and International House for his work in behalf of merchant mariners. During the April 3 ceremony, Heindel, who also serves as vice chair of the Seafarers'



Section of the International Transport Workers' Federation, discussed mariners' rights and reiterated the need for transparency of ownership in shipping. Pictured at the event are (from left) SIU VP Atlantic Coast Joseph Soresi, Paul Hall Center for Maritime Training and Education VP Don Nolan, Heindel, SIU President Mike Sacco and SIU Assistant VP Contracts George Tricker. The Seafarers and International House is a Christian mission for mariners.

President Signs Supplemental Wartime Funding; Cargo Preference Laws Upheld

President George W. Bush on April 16 signed into law H.R. 1559, the FY 2003 Emergency Wartime Supplemental Appropriations Act, providing \$78.5 billion in supplemental monies to help fund military activity and Iraqi relief and reconstruction. It also includes a provision to ensure strict enforcement of U.S. cargo preference laws.

Sen. Mary Landrieu (D-La.), who initially introduced the measure (S.762) in the Senate that requires American aid be sent on U.S.-flag ships during Operation Iraqi Freedom, said, "My amendment will ensure that laws designed to protect the Merchant Marine are adhered to, except in cases of extreme emergency."

The legislation provides for U.S.-flag ships to support the military in carrying vital equipment and supplies to the Middle East region in support of Operation Iraqi Freedom, and later during the post-war rebuilding of that liberated country.

In addition to Landrieu, a group of bipartisan senators—Trent Lott (R-Miss.), Fritz Hollings (D-S.C.), Kay Bailey Hutchison (R-Texas), John Breaux (D-La.), Daniel K. Inouye (D-Hawaii) and Olympia Snowe (R-Maine)—voiced their support for the legislation, stating, "At a time when U.S.-flag ships and thousands of U.S. Merchant Mariners are carrying vital equipment and supplies to the Middle East region to

support our nation's military operations, it is vitally important that we recognize the contributions of the U.S. Merchant Marine to our national security."

Under U.S. cargo preference laws, 100 percent of shipments generated by the U.S. Department of Defense, and 75 percent of all food aid cargoes generated by the U.S. Agency for International Development (AID) are required to be shipped on U.S.-flag vessels, provided they are available at fair and reasonable rates. Fifty percent of all other AID cargo, such as reconstruction material bound for Iraq, is required to be transported on U.S.-flag ships.

The SIU joined with other U.S. maritime labor organizations and flag ship operators in forming a coalition of support for the continuation of cargo preference laws. In a letter to Sen. Ted Stevens, chairman of the Senate Appropriations Committee, the group stated, "These laws are an investment in our nation's defense. The U.S. Merchant Marine provides immense cost savings to the Defense Department. . . . It is essential that the cargo base these laws generate be maintained so that U.S.-flag vessels and their defense-ready civilian personnel remain on the sea lanes of the world—available to our military forces and always prepared and willing to serve the interests of the United States of America."

'Fourth Arm of Defense' Delivers

SIU Members Among 'Great Americans' Credited

In Operation Iraqi Freedom's Massive Sealift Effort

As Operation Iraqi Freedom transitioned from all-out combat to the uncertain process of establishing a new government in Iraq, this much remained certain: Throughout the war, without fail, the U.S. Merchant Marine has delivered the goods.

At least 3,000 civilian mariners—including more than 2,000 SIU members—mobilized for Operation Iraqi Freedom. SIU members crewed more than 100 vessels that delivered the troops, tanks, fuel and other materiel that helped coalition forces achieve swift and decisive victory in removing Iraqi dictator Saddam Hussein's regime.

Vice Admiral David Brewer, commander of the U.S. Military Sealift Command (MSC), stated, "The U.S. Merchant Mariner has played a vital role in support of Operation Iraqi Freedom. Most of the tanks, Army helicopters, trucks and vital ground equipment were delivered via ships manned by these great Americans. Operation Iraqi Freedom would not have happened without them."

In addition to MSC ships and at least one commercial vessel (the SIU-crewed *Northern Lights*), dozens of vessels from the U.S. Ready Reserve Force (RRF) were activated for the war. All of the activation deadlines were met, and Seafarers filled every SIU-contracted job. At the same time, the union met all of its obligations in the

commercial fleet.

U.S. Maritime Administrator Capt. William Schubert described the merchant marine's performance in Operation Iraqi Freedom as "the most impressive sealift in history. The men and women of the U.S. Merchant Marine have performed superbly and have once again made us proud."

Schubert also noted, "Our ships and mariners—teamed with the Military Sealift Command, the U.S. Transportation Command (TRANSCOM), and the Military Traffic Management Command (MTMC)—have provided 85 percent of the surge sealift requirements carrying the torch of freedom and have established a steel bridge of democracy from the United States to Iraq. Additionally, 21,000 TEUs of sustainment cargo have been carried aboard U.S.-flag vessels. The combat power you have seen every day on your television screens could not be massed without the critical surge sealift capabilities we have today."

The sealift effort proved immense and unprecedented in efficiency. U.S. Air Force Gen. John Handy, commander of TRANSCOM,



Left: Seafarers on the *Northern Lights* endured a missile attack and many other alerts in Kuwait, but remained focused on their jobs.

See pages 12-13
for more photos
from the war.

said that between January and early February, TRANSCOM delivered the same amount of materiel that took six months to transport to the Middle East during Operation Desert Storm. He cited the fleet of civilian-crewed large, medium-speed, roll-on/roll-off vessels (LMSRs)—added to the U.S. arsenal after the first Persian Gulf War—as a key factor in that success.

In a mid-March letter to SIU President Mike Sacco, Handy noted, "Once again, our nation has turned to its merchant mariners to project this country's might onto distant shores in order to preserve our freedoms and way of life. Today, your SIU seafarers have answered the nation's call, charged the gangways unhesitatingly and, in record time, ensured our readiness to surpass any challenge that might lie ahead!" (The complete letter was reprinted in the April issue of the *Seafarers LOG* and also is available on line at www.seafarers.org)

"The SIU and the entire U.S. Merchant Marine

lived up to our tradition and role as America's fourth arm of defense," said Sacco. "I couldn't be more proud of our SIU brothers and sisters."

Seafarers who sailed to the war zone reported smooth operations, albeit with plenty of scary moments in port. They also noted the excellent camaraderie between the civilian mariners and the military personnel on board.

"We got along great with the military people. It was fantastic," recalled Charles Garrett, who sailed as an assistant cook/utility aboard the *USNS Dahl*, operated by Maersk Line, Ltd. "A general with the 101st Airborne Division even gave me a service-medal coin to show his appreciation for the excellent service given to his men."

Recertified Steward Steve Dickson, proving that humor remained even as TOTE's *Northern Lights* survived a missile attack in Kuwait and numerous other alerts, noted that the U.S. Marines on board "are well-trained and polite. They have been learning shipboard lingo, such as the floor is called the deck, and the wall is a bulkhead, left is the port side and right is the starboard. They already know the salty language."

Reports from the *Northern Lights* reflect the serious dangers faced by civilian crews in the war. During an approximately 72-hour stay in a Kuwaiti port, the ship responded to at least 13 alerts for SCUD missile, gas and/or chemical attacks. At one point, a missile landed near the ship, moving the entire vessel in its berth but not causing any damage or injuries.

Following that episode, ship and military personnel remained in chemical, biological and radiological defense (CBRD) gear at all times.

Northern Lights Captain

Jack Hearn credited the entire crew with responding well under pressure, including Bosun John Glenn and ABS John Meier and K. Taylor.

Three SCUD alerts later, Chief Mate Cadigan noted that in deploying the cargo ramp, Glenn, Taylor, AB Ben Purganan, GUDE Abdul Ahmed and Electrician Dan Mitchell "always stayed on deck long enough to secure winches, forklifts and lines. Not once but three times during this ramp deployment. No complaints, no hesitation to go back on deck."

Hearn expressed pride in all of the mariners' perfor-

mances. "It is amazing that the ship's crew has adapted to wartime conditions within 48 hours," he wrote while the ship was in Kuwait. "There are no complaints of fatigue though the overworked crew has not slept peacefully for days. There are no complaints of danger though the attacks have been steady. Not one man has suggested leaving the port until the area is secure and deemed safe."

"I have an ordinary crew, regulars, and mostly seasoned in the rugged Alaska trade," Hearn continued. "Many of my crew are foreign-born, quite a few of Arabic heritage. I know they've done well, worked hard and given whatever they could to help this cause. This is where the crew of this ship wanted to be: right here with these brave men and women. As professional merchant mariners and as Americans, we feel honored to be here."



ABs Paulo Leite (left) and Art Moore change watch aboard the *USNS Fred Stockham* en route to the Middle East.



Heading out to help land a U.S. Navy helicopter aboard the *USNS Stockham* are (from left) Third Mate Ed McDonnell, GVA Hani Gharama, QMED Adam Noor and QMED Ernie Acosta.



Aboard the *Cape Lobos*, Third Mate Ian Jones (left) and AB Benny Spencer check new supplies on the life boats.

SIU Active in ITF Inspectors' Seminar

The SIU prominently was represented March 11-15 during the International Transport Workers' Federation's (ITF) Worldwide Inspectors Seminar in Limassol, Cyprus.

Some 170 delegates, ITF staff members and guests from 44 countries participated in the discussions that focused on the federation's ongoing worldwide campaign against runaway-flag shipping. Representing the SIU were ITF Inspectors Ricky Esopa of New York, Tony Sacco from Savannah, Ga., Arthur Petitpas of Baltimore, Scott Brady from Florida, Don Thornton of the Great Lakes region and James Deano from Louisiana. In addition to the SIU, the U.S. delegation consisted of representatives from three other maritime unions: the International Longshoremen's Association; the Masters, Mates and Pilots; and the International Longshore and Warehouse Union.

Stephen Cotton, secretary of the ITF's special seafarers' department, and ITF General Secretary David Cockcroft opened the five-day forum. The future development of teams of inspectors as the engine of the ITF runaway-flag campaign took center stage among the seminar's topics of discussion. Participants explored avenues through which the effectiveness of inspectors could be enhanced and how strategic campaigning could be utilized to buttress the fight against flags of convenience (FOCs).

Other areas elaborated on at length included port security, seafarers' rights and collaboration for mutual gain between shipowners and trade unions. Strategic campaigns against shipowners, how best to handle the media,



More than 170 delegates, ITF staff members and special guests from 44 countries participated in the International Transport Workers' Federation Worldwide Inspectors Seminar in Limassol, Cyprus. The seminar's discussions focused on the federation's ongoing worldwide campaign against runaway-flag shipping.

legal matters relating to the abandonment of mariners by shipowners, and inspectors' performance and reporting on the ITF "core system" were among the topics examined during workshops.

The ITF has run the FOC campaign against runaway flag shipping for more than 50 years. The campaign's goals include:

- Eliminating the FOC system and establishing a regulatory framework for the shipping industry based on the concept of a "genuine link" between the flag a ship flies and a place where it is beneficially owned and controlled.

- Attacking sub-standard shipping and seeking acceptable standards on all ships irrespective of flag.

- Protecting and enhancing the conditions of employment of maritime workers.

- Individually strengthening affiliated unions' solidarity in the FOC campaign.

ITF inspectors are the key force behind the FOC campaign, according to Esopa, who serves as the SIU's ITF assistant coordinator for the East Coast of the United States. Inspectors help ensure that agreements that shipowners sign are complied with, and they collect millions of dollars annually for mariners who have been cheated out of wages. Inspectors also sign ITF contracts with shipowners whose vessels are not covered.

"Meeting and talking with inspectors from around the world offers an invaluable opportunity to learn and devise new ways of dealing with problems mariners face," Esopa concluded. "Defending the rights of mariners is what drives us to move the campaign forward."

Tax Relief for Operation Iraqi Freedom Mariners

The U.S. Maritime Administration in late March reported that qualified merchant mariners serving on vessels under Department of Defense operational control in direct support of the United States Armed Forces have been determined by the IRS to be eligible for the benefits of section 7508 of the Internal Revenue Code. 26 U.S.C. §7508. This includes individuals (including the spouses of such individuals) serving in the combat zone as part of Operation Iraqi Freedom aboard Maritime Administration and Military Sealift Command owned or controlled vessels.

Section 7508(a)(1) permits the postponement of certain time-sensitive acts for individuals serving in support of the Armed Forces in a designated combat zone. In the event of service in a combat zone, a number of acts are postponed. Activities specifically mentioned include the filing of tax returns, the payment of income, estate or gift taxes (except employment and withholding taxes), tax claims filings or bringing suits for credits or refunds, filing any petition with the U.S. Tax Court, making a qualified retirement contribution to an IRA, or performing any other act listed in Revenue Procedure 2002-71. No penalties or interest will be imposed for failure to file a return or pay taxes during the extension period. Detailed information can be obtained by consulting Publication 3 Armed Forces' Tax Guide (2002 Returns). The Guide can be obtained by contacting the IRS or from the IRS website, www.irs.gov

This basic postponement period is for the period in the combat zone plus 180 days. If a person is injured from service in the combat zone, the dead-

line would be extended from the last day of any continuous qualified hospitalization, if that period is longer than the 180-day period in the preceding sentence. In addition to the 180 days, the deadline is extended by the number of days that were left to take action with the IRS when a person entered a combat zone. Mariners are advised to consult their tax professionals with respect to the impact of this relief with respect to their individual situations.

Only mariners serving in the combat zone are covered. As this issue of the *LOG* went to press, the combat zone for Operation Iraqi Freedom was defined as follows:

- Persian Gulf, the Red Sea, the Gulf of Aden, and the Gulf of Oman;

- That portion of the Arabian Sea that lies north of 10 degrees north latitude and west of 68 degrees east longitude; and

- The total land area of Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.

Section 7508 only temporarily stays these activities; it does not terminate them, reduce statutory periods or, in any manner, prejudice these actions after the postponement period is over. These benefits are afforded to the spouse of an individual qualified for the benefits without any requirement that the individual and spouse file a joint return.

Taxpayers within the United States may seek assistance by calling the IRS at 1-800-829-1040. Taxpayers outside the United States may call the IRS in Philadelphia, Pa., at (215) 516-2000 or via fax at (215) 516-2555 (these are not toll-free numbers).

Midnight Sun Enters Service



The newly delivered *Midnight Sun* (above and below) set sail April 22 from Tacoma, Wash. with SIU members filling the uncensored ranks. The *Midnight Sun* is the first of two new Orca-class, roll-on/roll-off vessels being built in San Diego for SIU-contracted Totem Ocean Trailer Express' (TOTE's) service from Tacoma to Anchorage, Alaska. It is 840 feet long and 118 feet wide. According to the National Steel and Shipbuilding Company (NASSCO), which built the *Midnight Sun*, the ship can carry highway trailers as large as 53 feet in length. The cargo decks are 360,000 square feet and able to carry up to 600 cargo trailers and 220 autos as well as oversized freight. The ship can sail at more than 24 knots.



SIU Solidarity with UFCW



Seafarers and SIU officials including President Mike Sacco (third from left) took part in a demonstration April 4 in New York City in support of United Food and Commercial Workers (UFCW) Local 1500. The SIU contingent included about 25 members and officials from New York and Philadelphia. The UFCW is working to protect the rights of employees at Whole Foods Market stores, a non-union outfit that is entering the New York-New Jersey market. The UFCW charges that Whole Foods "is suppressing workers' efforts to gain an organized voice on the job.... Scare tactics, false information and illegal delays are the core practices Whole Foods uses to silence its workers." Pictured at the rally are (from left) Seafarers Edwin Feliciano, Ken Frankiewicz, Mike Sacco, (behind Sacco) Brian Manion, David Ritchie, John Gallagher, SIU Rep Billy McLaughlin, Seafarer Josan Constantin and SIU VP Atlantic Coast Joseph Soresi. For more information on the campaign, visit www.wholeworkersunite.org.

MSC Activates 'Ship Status Hotline'

The U.S. Military Sealift Command last month announced that concerned family members of mariners serving aboard any MSC and government-owned or chartered ship can now check on a vessel's status and general location, toll-free.

"Our mariners' families are part of the MSC family, too," said Vice Admiral David L. Brewer III, commander of MSC and a strong supporter of the U.S. Merchant Marine. "We are proud to offer this information during these uncertain times."

Family members of mariners who dial (888) SEA-LIFT (732-5438) and press 2 will be put in contact with an MSC employee who can tell them in general

terms where the ship is operating and its general status.

This hotline also was available during the first Persian Gulf War. Admiral Brewer said he hopes that it can be used along with other forms of communication to keep family members informed.

MSC, the ocean transportation provider for the Department of Defense, operates about 120 civilian-crewed, noncombatant active ships around the world. MSC ship missions include the transport and afloat prepositioning of defense cargo, underway replenishment and other direct support to Navy ships at sea as well as at-sea data collection for the U.S. military and other U.S. government agencies.

Labor-Management Coalition Answers Agency's Call for Security Feedback

The U.S. Coast Guard on Dec. 30 began collecting public comments on the security upgrades associated with its pending implementation of the Maritime Transportation Security Act of 2002, the International Maritime Organization's recently adopted Amendments to the 1974 Safety of Life at Sea Convention (SOLAS), a new International Ship and Port Facility Security Code (ISPS Code) and a series of resolutions.

The Coast Guard has six months from the former date to gather public comments on the security upgrades and formulate rules that will affect the shipping, commercial cruise and oil industries among others. Temporary final regulations will be published in June, followed by the final regulation in November. After the regulations are finalized, the industries then will have six months to submit plans detailing how they will comply with the rules.

In response to this call for feedback, the SIU hosted a February meeting in Camp Springs, Md. of officials representing maritime labor and maritime management. Presided by SIU Secretary-Treasurer David Heindel—who also is vice chairman of the Seafarers' Section of the International Transport Workers' Federation—the conference served as a forum to discuss specific areas of concern on how the new rules would impact labor and the shipping industry. At the conclusion of the deliberations, a committee was appointed to draft correspondence to the Coast Guard outlining the group's concerns.

Following are excerpts from the letter, which is dated Feb. 28 and addressed to the Docket Management Facility, (USCG-2002-14069), U.S. Department of Transportation, 400 Seventh Street, SW, Room PL-401, Washington, D.C. 20590-0001:

We are a broad-based coalition representing the majority of U.S.-flag vessel owners/operators and maritime labor organizations in the deep sea, coastal and Great Lakes maritime trades, as identified below, that have elected to submit an industry maritime security consensus statement to the docket on this most important issue.

Our labor-management coalition understands that a "new normalcy" came into being in the aftermath of the September 11th terrorist attack against the United States, requiring increased efforts to protect our Nation's homeland, and specifically, our Nation's ports and waterways. Our coalition supports the efforts of the Coast Guard and the United States government in making our maritime transportation environment as secure as possible without disrupting commercial waterborne commerce or unfairly imposing stricter regulations on the U.S.-flag fleet.

With this in mind, we urge the Coast Guard to implement both domestic legislation and the international regime in a manner that is fair and equitable to American-flagged and crewed vessels. The coalition notes that the Coast Guard intends to implement Part B of the International Ship and Port Facility Security Code (ISPS Code) as a mandatory requirement for American vessels. However, Part B is recognized by the international community as recommended guidance for the implementation of Part A and would not be mandatory for foreign-flag vessels. It would therefore be unfair and inequitable to subject U.S.-flag vessels to a mandatory implementation of Part B. Accordingly, the coalition strongly opposes the agency's proposal to implement Part B on a mandatory basis for U.S. flag vessels.

As you know, approximately 95 percent of our Nation's imports and exports are carried on foreign-flag vessels manned by a plethora of multi-national crews. While many major foreign shipping lines operate responsibly and are managed by well-established and known entities, many other foreign vessels are registered under a flag-of-convenience nation and oftentimes their ownership is highly questionable and non-transparent. Anonymity appears to be the rule rather than the exception. Relatively speaking, these vessels, in our view, present the greatest risk to maritime security. According to a recent Organization for Economic Cooperation and Development (OECD) report, "this enables terrorists and would-be terrorists to remain intimately

involved in the operation of their vessels, while remaining totally hidden, through the use of relatively simple mechanisms that are readily available and legally tolerated in almost all jurisdictions." On the other hand, U.S.-flagged and manned vessels, whether in the domestic or international trades, are transparent, have a distinct loyalty to this country, are certainly not a threat, and, therefore should be viewed differently from their foreign flag-of-convenience counterparts. This transparency should be taken into consideration. In fact, the Coast Guard should afford U.S.-flag operators reasonable latitude in implementing both domestic and international measures. U.S.-flag operators should not be penalized for transparency while flag-of-convenience vessels are in essence rewarded for a lack of transparency.

In its (*Federal Register*) notice, the Coast Guard seeks comment on a number of individual questions dealing with many aspects of the implementation of the ISPS Code and the Maritime Transportation Security Act. In lengthy discussions, the labor-management coalition decided to offer its comments and views on issues of particular concern and on which consensus was achieved, as follows:

Vessel Security Officer: The ISPS Code and the MTSA specify that each vessel designate a vessel security officer and detail his/her duties, responsibilities, and competencies. Coalition members carefully evaluated the requirements of this provision and understand that these additional duties will be collateral in nature, as enunciated in the Coast Guard notice. In light of existing crew workloads from the implementation of the ISM Code and the STCW, the coalition recommends that record keeping be kept to a minimum and that maritime security requirements be incorporated into the ISM Code, where appropriate. Further, the coalition recommends that the vessel security officer be permitted to designate assigned collateral security duties to other officers or vessel personnel or share those responsibilities with the company security officer so that mandatory rest periods are in compliance with international conventions and national statutes.

Vessel Security Plan: As noted in the Coast Guard notice, the ISPS Code requires that vessel security plans be developed, taking into consideration the vessel security assessment and requirements for three MARSEC Levels. Coalition members view the vessel security plan as a sensitive document demanding confi-

dentiality and should be designated as Security Sensitive Information (SSI). We strongly recommend that vessel security plans be protected from Freedom of Information Act requests, including those from federal, state, and local entities and further advocate that approval of the vessel security plan mirror the process utilized for oil spill vessel response plans. Moreover, the vessel security plan should be approved through a centralized process, i.e., U.S. Coast Guard headquarters, unequivocally accepted by all Captains of the Port and all agencies, and supercede any state requirements. In our view, national security is a federal government responsibility and requirements for maritime security should come directly and solely from the federal government, preempting any state or other requirements.

Our coalition also supports the Coast Guard's intent to allow alternatives and equivalencies for vessels, as appropriate, and accepting industry standards for security requirements to be used as an equivalent or alternative for those vessels that are currently not required to meet SOLAS requirements. The maritime industry should also be permitted to develop generic plans based on vessel type or route and integrate vessel security plans into their safety management system. Moreover, the coalition advances that the operations of a number of non-SOLAS alternative compliant vessels, such as tug, towing, barge, harbor assist, and docking vessels, may not be adaptable to an individual vessel security plan. Therefore, the coalition recommends that these vessels be covered under a company fleet plan with vessel specific addenda similar to Vessel Response Plans. It is our view that all vessels need to be included under a maritime security plan be it company, vessel, port or facility. Finally on this issue, we foresee the need and therefore request the development of a mechanism permitting port security information and port security plans to be made available to vessel owners/operators so that the latter can generate and adequately maintain their vessel security plans with geographic specific Captain of the Port zone security requirements. This information should be available and accessible only to those entities developing vessel security plans....

Costs/Funding: Estimates to implement maritime security provisions as advanced in the ISPS Code and the Maritime Transportation Security Act of 2002 vary considerably among different maritime companies and the vari-

ous maritime sectors. However, one indisputable fact remains constant, i.e., implementing these requirements will initially add a substantial cost burden to vessel operations and yet another layer of paperwork and record-keeping. In addition to the preparation of vessel assessments and vessel security and response plans, the installation of new equipment, and training for vessel personnel, vessel owners/operators face a plethora of associated costs. Recognizing the extent to which vessel owners/operators will be required to establish security safeguards, we closely examined several enacted legislative initiatives to enhance maritime security to ascertain if any financial assistance/grants were provided to the vessel owner/operator to implement maritime security requirements. Regrettably, it appears that financial assistance/grants have not been forthcoming from the legislative arena specifically for the vessel owner/operator, although the provision of grants for port and facility security and state and local agencies required to provide security services were included in the Maritime Transportation Security Act of 2002. We respectfully request that agencies responsible for the allocation of these grants or other funding for maritime security exercise administrative flexibility in affording vessel owners/operators an opportunity to submit applications for grants to assist the maritime vessel sector in the implementation of the ISPS Code and the MTSA.

Seafarers' Identification: The coalition supports the continued efforts by the Coast Guard and Maritime Administration to negotiate an agreement for an international verifiable system of identification of seafarers at the International Labor Organization (ILO), as required by the MTSA, and to await the outcome of the June 2003 ILO conference prior to developing further seafarer identification domestic policy. The coalition also supports the work of the Transportation Security Administration, the Maritime Administration, and the Coast Guard in their efforts to implement requirements in the MTSA to develop and implement a Transportation Security Card to control access to secure areas on a vessel or facility. As we understand, these efforts are moving forward through work on a Transportation Worker Identification Credential System (TWIC). We have also reviewed the Coast Guard's notice entitled "Maritime Identification Credentials" clarifying its existing regulation relating to identification credentials that the agency considers acceptable for access to waterfront facilities and to port and harbor areas, including the vessels and harbor craft within them. The coalition believes that, at this point in time and the continuing efforts on both the international and domestic levels to develop seafarers' identify documents, the Coast Guard need not amend its policy notice to capture additional forms of identification.

Crew Shore Leave: Although not referenced in the Coast Guard notice for specific comment, the coalition strongly affirms its support for provisions within the ISPS Code—in its preamble and in Section 16.3.15—and in Resolution No. 11 adopted by International Maritime Organization Diplomatic Conference on Maritime Security that reinforce the essentiality of a seafarer's access to shore and access to the

vessel of representatives of seafarers' welfare and labor organizations. Widespread incidents have been reported where both U.S.-flag and foreign-flag merchant mariners have been denied access to shore at certain U.S. ports and terminals, even though the mariner holds credentials that the Coast Guard currently considers acceptable for access to waterfront facilities and port and harbor areas. Certainly, in this day and age and the potential for terrorist activity, the coalition does not condone unfettered access to vessels, ports and facilities. However, we advance that if the mariner holds credentials currently acceptable to the Coast Guard for access to a port or facility and is cleared by the Immigration and Naturalization Service, if a foreign crewman, then the mariner should be permitted access to shore. Shore leave is undoubtedly one of the most vital elements of a seafarer's well being in terms of living and working conditions and should not be irresponsibly denied. Therefore, the coalition strongly advances that port and facility security plans incorporate provisions within the ISPS Code and its accompanying Resolution 11 that call for crew shore leave and access to a vessel by certain properly credentialed individuals and organizations. The coalition further urges the Coast Guard to deny approval to those facility and port security plans that do not include these provisions. Lastly, on this issue, the coalition recommends that the cost associated with crew access to and from the vessel be borne by the port or facility. The coalition believes that if such access is not provided, small boat traffic (crew liberty launches) will be increased in and around the waterside of the vessel, exposing the vessel's safety and security. We recommend that a designated ingress and egress route to and from the vessel to the main gate be established.... (End of letter)

A copy of the correspondence, which also addresses numerous other maritime security issues, was mailed to Captain William Schubert, U.S. Maritime Administrator. In addition to the SIU, officials representing the following maritime labor and maritime management entities signed it: Alaska Tanker Company, American Automar, American Heavy Lift Shipping, American Maritime Congress, American Maritime Officers, American Overseas Marine, American President Lines, American Ship Management LLC, American Steamship Company, Central Gulf Lines, Crowley Maritime Corporation, Great Lakes Group of Companies, Hannah Marine Corporation, Horizon Lines LLC, Interocean Ugland Management Corporation, International Organization of Masters, Mates and Pilots, Keystone Shipping, Lake Carriers' Association, Liberty Maritime Corporation, Maersk Inc., Maersk Line Limited, Marine Engineers' Beneficial Association, Marine Firemen's Union, Maritime Institute for Research and Industrial Development, Maritime Trades Department, AFL-CIO, Maritrans Operating Company L.P., Matson Navigation Company, Ocean Ship-holdings Inc., Overseas Ship-holding Group, Pacific-Gulf Marine, Inc., Red River Shipping Corp., Sailors' Union of the Pacific, Seabulk International, Sealift Inc., Totem Ocean Trailer Express, Inc., Transportation Institute and Waterman Steamship Company.

Historic Decision: Consolidation Petition Approved, East and West Coast CIVMARS Recognized as One

Cooperation and hard work between the union's Government Services Division and the U.S. Military Sealift Command (MSC) have yielded an historic decision that will benefit both CIVMARS and MSC.

On March 31, the Federal Labor Relations Authority (FLRA) issued a decision and order granting the union's and MSC's joint petition requesting consolidation of the east and west coast CIVMARS units. The union also requested and was granted recognition at MSC's headquarters level. This is the same level of recognition given to licensed employee unions.

"Our major goal is to secure one contract and bring wage parity to members on both coasts," noted SIU Government Services Division Vice President Kermet Mangram. "The FLRA's decision will allow that to happen."

The FLRA pronouncement accomplishes another goal in the memorandum of understanding signed by the union and MSC in June 2002. This MOU outlined a labor strategy with a sequence of goals including the negotiation of the collective bargaining agreement (CBA), the Civil Mariner Personnel Instructions (CMPI, MSC's workplace instructions and guidance) and wage parity for CIVMARS. Although this process is expected to take a long time to complete, the parties continue their work toward each objective.

As previously reported in the *Seafarers LOG*, this petition ensures that, when wage parity is implemented, no mariner will receive a lower base pay as a result of implementing wage parity for all CIVMARS. Once all the steps in the MOU have been completed, a mariner will receive the higher rate of pay for the posi-

tion in which he or she sails for the ship class to which he or she is assigned. If a higher rate of pay exists for a position on the West Coast, the East Coast mariner will receive the increase. The same will be true if the East Coast position is paid at a higher base pay wage rate.

Once wage parity has been achieved, MSC will implement an "any ship, any ocean" policy. As is currently done in the private sector, CIVMARS will receive assignments to ships sailing from either coast to any destination.

Negotiations are ongoing for both a new CBA and a revised CMPI. Until new agreements are signed, the current ones remain in effect.

"The ruling will allow the union to negotiate with more strength," noted East Coast SIU Government Services Division Representative Kate Hunt. "We'll have one CBA and CMPI. There were enough common interests to warrant coming together as one. I also believe there's no question it'll help MSC, because they

won't have to administer so many different rules."

She added, "The fact that both sides worked hard and the parties decided to file a joint petition says a lot about the strong working relationship we currently have with MSC."

The FLRA decision included criteria it used in ruling on the petition. To ensure the consolidation was appropriate, the authority had to decide whether the new unit would ensure a clear and identifiable community of interest among employees; would promote effective dealings between the union and the agency; and would promote efficiency of operations of the agency.

Included in the new unit are all civilian marine personnel employed by MSC whose position does not require possession of a U.S. Coast Guard license. By law, these positions are excluded: civilian marine personnel who must possess a Coast Guard license, West Coast supply department mariners, radio electronics technicians, chief radio

electronics technicians, and employees included in other existing bargaining units.

Mangram said it's possible that the West Coast supply department mariners eventually may be included in the unit. He also emphasized that the SIU "didn't want to exclude people from the unit, but the law is the law. We had no choice." Although these mariners are not members of the bargaining unit, SIU Government Services Division representatives are sometimes able to assist them, depending upon the issue involved.

Chet Wheeler, West Coast Government Services Division representative, noted that "although we still have a long way to go to accomplish all our goals, CIVMARS have shown the union great spirit and support. Communication between the union and the members is excellent. Overall, the FLRA's ruling is great news for CIVMARS—for the first time in MSC history, there will be one union representing the unlicensed employees."

CDC Issues Updated Alert As SARS Saga Continues

As part of the ongoing medical fight against Severe Acute Respiratory Syndrome (SARS), the Centers for Disease Control and Prevention, part of the U.S. Department of Health and Human Services, has issued an updated alert "for International Travelers Arriving in the United States from China, Vietnam, and Singapore." The CDC requests that "cargo vessels that have traveled in these areas should distribute the Health Alert Notice to all crewmembers and individuals on board, be particularly alert for this illness, and refer suspect cases to the nearest health authority."

According to the CDC, SARS is a respiratory illness that has recently been reported in Asia, North America, and Europe. "The illness usually begins with a fever (measured temperature greater than 100.4°F)," the agency reported. "The fever is sometimes associated with chills or other symptoms, including headache, general feeling of discomfort, and body aches. Some people also experience mild respiratory symptoms at the outset."

"After two to seven days, SARS patients may develop a dry, non-productive cough that might be accompanied by or progress to the point where insufficient oxygen is getting to the blood. In 10 to 20

percent of cases, patients will require mechanical ventilation."

The agency further noted that the incubation period for SARS is typically two days to a week, although isolated reports have suggested an incubation period as long as 10 days.

The CDC currently recommends that patients with SARS "receive the same treatment that would be used for any patient with serious community-acquired atypical pneumonia of unknown cause. Several treatment regimens have been used for patients with SARS, but there is insufficient information at this time to determine if they have had a beneficial effect. Reported therapeutic regimens have included antibiotics to presumptively treat known bacterial agents of atypical pneumonia. Therapy also has included antiviral agents such as oseltamivir or ribavirin. Steroids also have been administered orally or intravenously to patients in combination with ribavirin and other antimicrobials."

Editor's note: For the latest information on SARS, please try the following links on the CDC web site: www.cdc.gov/ncidod/sars, www.cdc.gov/travel/. The updated health alert is on line at http://www.cdc.gov/ncidod/sars/travel_alert.htm.

SIU-Crewed USNS Able Reaches Safety Milestone

SIU-contracted Maersk Line, Ltd. recently announced that their Seafarers-crewed vessel *USNS Able* had reached 1,500 consecutive days of operation without a lost-time accident. "This is a significant achievement, and is a result of safe working practices for more than four years," the company said in a communication to its vessels. "*USNS Able* often deploys to northern latitudes year round, and experiences some of the worst weather possible, which makes this achievement even more noteworthy."

"What does this achievement mean in human terms? Several hundred mariners have gone home

to their families safely and returned to work when their vacation was over, instead of when their wounds healed," the letter continued. "The vessel has not been deprived of the services of crew members due to injury. Our customer has received quality service, and has not had to have the vessel rerouted to remove an injured crewmember. The names of all the mariners who contributed to this achievement are too numerous to mention here, but you know who you are. If you have sailed aboard *USNS Able* during the last 4 years you are to be congratulated....*USNS Able* has set the bar high for all of us."

Retired Port Agent Joe Goren Dies

Joe Goren, a longtime official with the Marine Cooks & Stewards (MC&S) who retired in 1980, passed away Feb. 17. He was 82.

Goren, who grew up in Seattle, went to sea at age 17, joining the MC&S in 1938 on the West Coast. He sailed for the next 15 years, mostly as a chief steward and chief cook, and was a merchant marine veteran of World War II.

In 1953, Goren came ashore to work as the union's port agent in Los Angeles. He remained at that post for the ensuing 27 years, the last two of which followed the MC&S merger into the SIU in 1978. He retired to Rancho Palos Verdes, Calif., and for many years kept in touch with the union through the hall in nearby Wilmington, Calif.

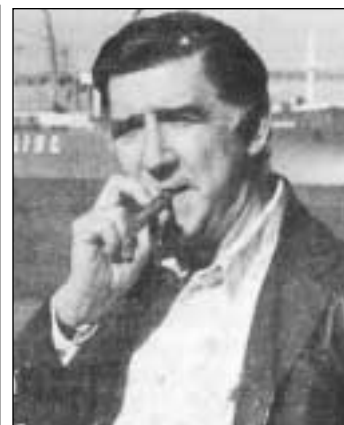
"He helped out very much with the merger, and he always worked hard and kept the best interest of the membership at heart," recalled George McCart-

ney, retired SIU vice president West Coast. "Joe was a friendly guy. He was very active in the labor council, the state (labor) federation and the port council. He was good for the membership."

In the mid 1950s, Goren served as the first president of the San Pedro Port Council (which later merged with the one in San Diego). He later became active in the American Merchant Marine Veterans.

Goren once remarked that the transition from port agent to retiree had its difficulties—mainly because he had been used to working at least six days a week, often for 10 hours a day or longer. "Retirement has been okay, but it has been a problem for an old work horse to slow down," he noted in the early 1980s.

Back in 1938, he probably couldn't have envisioned that his maritime career would last so long. During a 1996 inter-



Joe Goren served as MC&S port agent in Los Angeles.

view with the *Seafarers LOG*, Goren remembered that when headed for the Seattle waterfront as a teenager, "The adventure of it led me there—kind of wanderlust, I guess. Plus my father died when I was 15, and I wanted to make some income for my mother. But I sure didn't think I'd stick with it my whole life."

Notice

Unlicensed Apprentice Program

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

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

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



SIU President Mike Sacco (left photo, far left) led a U.S. maritime labor delegation which testified before Congress last summer about the benefits of the U.S. Maritime Security Program. One of the key advantages of the MSP is that the program helps retain a well-trained, loyal and reliable manpower pool of U.S. mariners like the Seafarer (right photo) pictured on the *Consumer's* gangway.

Study: Commercial Shipping Vital to Military Transport

Report Cites Benefits of '96 Maritime Security Program

The United States military would be unable to deploy and sustain its forces worldwide without using privately owned, U.S.-flagged commercial vessels, according to a recent report issued by the National Defense Transportation Association (NDTA).

The study by the Maritime Policy Working Group of the NDTA's Military Sealift Committee demonstrates that since signed into law in 1996, the U.S. Maritime Security Program (MSP) has become a pillar of the nation's strategic sealift and global response capability, providing mariners, vessels and intermodal systems to support the military in such missions as Iraq and Afghanistan.

"The findings of this report underscore the recent testimony by General John W. Handy, USAF, the current Commander-in-Chief, U.S. Transportation Command, before a panel of the House Armed Services Committee, in which he stated that we

simply cannot, as a nation, fight the fight without the partnership of the commercial maritime industry," said Vice Admiral Al Herberger, USN (Ret.) who chaired the Sealift Committee Working Group that prepared the report. "Our report agrees with General Handy's conclusion that the Maritime Security Program is the linchpin in this country's wartime U.S. commercial sealift capability."

The study also indicates that the MSP is the most economically practical solution for transporting military equipment and supplies. Using privately owned vessels provides the U.S. military with the most "bang for the buck" as the cost for each MSP vessel is only \$2.1 million per year, less than one-tenth of the estimated annual operating cost of providing the same capability using government-owned ships.

The U.S. military has estimated it would cost the taxpayer \$9 billion to replicate the capacity

made available to it through the MSP and its associated Voluntary Intermodal Sealift Agreement (VISA).

MSP ships sail under the U.S. flag, are crewed by U.S. mariners, are operated by U.S. companies and are subject to U.S. laws.

The MSP is set to expire in 2005, and as General Handy testified in October, the U.S. military is fully supportive of reauthorization of MSP and sees it becoming increasingly more important. The ongoing war on terrorism may push the demand for commercial sealift even higher as U.S. armed forces potentially engage in simultaneous operations in several theaters.

"The MSP is an unquestionable success and the private shipping companies that deliver the goods deserve our support—and our thanks," Herberger said.

SIU President Mike Sacco last year led a U.S. maritime labor delegation which testified before Congress on the need to extend and expand the MSP. Presenting a joint statement also signed by officials from the AMO, MM&P and MEBA, Sacco noted at last summer's hearing, "This program is critically important to the American workers we represent, helping to offset the higher cost of operating commercial vessels under the United States flag caused by the multitude of rules, regulations and tax obligations mandated by our government for United States-flag ships but not for their foreign competitors. As such, the reauthorization of this program is absolutely essential to ensure that the United States keeps and expands its privately owned fleet of United States-flag commercial vessels.

"It is the active, competitive, privately owned commercial fleet that provides the shipboard jobs during peacetime that ensures the United States will continue to have the trained American citizen merchant mariners available to crew the more than 150 government vessels that provide the surge buildup at the outset of military conflicts; and the American commercial vessels that provide the reliable, immediate sealift sustainment capability to support military operations overseas."

He further stated that it is "absolutely critical" for both the government and public to realize that "unless merchant mariners have employment in our industry at decent wages and benefits during times of peace, mariners will not be available in times of war or other international emergency. Without a strong American commercial merchant marine, the United States will lose the best and most cost-effective means of transporting supplies needed by our troops overseas. Without reliable commercial sealift, our nation cannot sustain sizeable military forces in combat."

In announcing the recent study, the NDTA pointed out that if reauthorization of the MSP fails or if the provisions of program participation are unattractive to commercial shippers, the U.S.-flagged liner fleet in foreign trades would disappear and force increased reliance on ships of foreign registry, entrusting precious

military cargo to non-U.S. crews in times of great crisis. Additionally, a decrease in these ships means slower response time to international conflict, and predictably higher costs to the U.S.

"Our military can't do it all alone," said the NDTA president, Lieutenant General Kenneth Wykle, USA (Ret.). "We need our commercial shipping partners and this study demonstrates the absolute importance and tremendous benefits of this program."

The study finds that the MSP maximizes the capability, readiness and reliability of U.S. strategic sealift through immediate assured access to intermodal capacity with the global reach required to deploy and support U.S. military forces worldwide. The program further permits immediate expansion of sealift capacity in an emergency as well as providing a reserve consisting of un-tapped U.S.-flag capacity. Additionally, the MSP ensures the availability of trained, STCW-certified mariners to crew U.S. government sealift assets.

Also, the study concludes that it is cost-effective to ensure the availability of MSP ships along with their corresponding intermodal systems for sustainment sealift. Another benefit is that the program ensures an intermodal system that is continuously modernized by its private sector commercial owners, without government assistance.

The Military Sealift Committee is one of the three modal committees within NDTA that provides a forum for discussions between military leaders and senior industry executives on issues involving defense transportation.

Organized in 1944, NDTA is a non-political, non-profit educational association dedicated to fostering a strong and efficient global transportation and distribution system to enhance economic growth and security. There are more than 7,800 active corporate and individual members in the association.

The NDTA report is available on line at www.ndtahq.com.

CIVMAR Briefs

Avoiding Excess Baggage Costs

Some mariners have reported to the union that they have encountered extra baggage costs when they check into certain airports. This is occurring in airports that are not considered international airports. To protect yourself against excess fees, call your air carrier and ask what the baggage limit is prior to your departure. If you find you may have excess baggage costs, you may call your Marine Placement Specialist (MPS) with this information. Your MPS may be able to add the fact that you need extra equipment to your orders and authorize additional funds. No authorization can be made without first speaking to your MPS.

Retirement Investing – TSP 'Open Season' Starts

For CIVMARS in the Army Corps of Engineers, MSC and NOAA, the Thrift Savings Plan (TSP) has begun its "open season" starting April 15 and running through June 30. Now is the time to increase your retirement savings and plan for your future. This year employees participating in the Civil Service Retirement System can contribute up to eight percent of their salary. CIVMARS participating in the Federal Employees Retirement System may invest up to 13 percent. All employees may make contributions up to \$12,000 in 2003. This limit is set by the federal tax code.

To receive all the matching funds you are entitled to receive from the government contribution to your pension, invest at least five percent. To get more information on the TSP, you may contact your Agency or access forms, calculators and specific information about investments at www.opm.gov.

United Seamen's Service Helps Crews Hit the Books

The United Seamen's Service (USS) and its affiliate agency, the American Merchant Marine Library Association (AMMLA), recently announced they have been supporting American mariners during Operation Iraqi Freedom by placing seagoing libraries on U.S.-flag and allied vessels. Since December 2002, the USS and AMMLA have placed more than 150 libraries on U.S. merchant vessels, including dozens of SIU-crewed ships.

AMMLA describes itself as being "the public library of the high seas since 1921." In 2001, the group distributed more than 170,000 books and magazines to U.S. merchant crews. The books "offer escape from routine, a chance to broaden education, and a pipeline to the events that shape our world," AMMLA said in a recent news release.

AMMLA supplies libraries to American and allied crews through direct mail and port offices across the country. The USS also offers library services at its 10 port centers worldwide.

According to the release, the cost of collecting reading material, assembling libraries and delivering them to ships is approximately \$75 per library, although AMMLA provides this service free of charge. Donations of books and money from the general public, maritime associations, and the mariners themselves make AMMLA services possible.

The organizations recently noted that additional books and financial help are "needed urgently" to continue providing library support for Military Sealift Command and Ready Reserve Force vessels. Books or donations may be taken or mailed to the USS/AMMLA office, 20 Exchange Place, Suite 2901, New York, NY 10005 or telephone (212) 269-0711 for pick-up of large book collections in the New York City area.

The USS is a voluntary agency providing health, recreation and welfare services for seafarers in foreign ports. It also serves members of the U.S. armed forces.

Seafarers Show Solidarity With Nurses' Association

Seafarers earlier this year demonstrated support for their striking brothers and sisters of the Hawaii Nurses' Association (HNA) as they walked the picket line near St. Francis Medical Center in Honolulu.

The strike—one of the largest health care job actions in recent years in the island state—commenced Dec. 2, 2003 at St. Francis and Kuakini Medical Centers. Nurses at The Queens Medical Center, Hawaii's largest hospital, joined in the action the following day. Altogether, about 1,400 nurses participated the work stoppage.

As has been the case in disputes at hospitals elsewhere throughout the U.S., the Hawaii-based care providers were demanding contracts that would restrict mandatory overtime and protect their benefits, issues they said ultimately would allow them to better serve patients.

Joining the nurses in solidarity to support their cause were SIU members SA Laverne Berasis, OS Shane Hayes, DM Beltran Pino, RMST Julie Teruya and SIU Honolulu Representative Frank Iverson. Answering the call to action, the SIU contingent walked the picket lines during the evening hours, according to SIU Honolulu Port Agent Neil Dietz.

Apparently, the efforts of the St. Francis nurses and their backers achieved their objectives. The nurses at St. Francis reached a tentative agreement Jan. 16—just

hours after their counterparts at the Queens and Kuakini Medical Centers ratified agreements and returned to work with new three-year contracts. Four days later, the St. Francis nurses overwhelmingly ratified a new three-year pact which, among other things, featured 18 percent pay raises over the life of the contract, access to retiree medical insurance and no job cuts.

Commenting on the role SIU members played in supporting the nurses and the resulting upgrades in their new contract, Iverson said union members usually think of doing something for their own coalition when the chips are down. "This is a good example of solidarity at its best and what pulling together can achieve."

Sue Scheider, the HNA's union collective bargaining director, told news sources the strikes would have a lasting impact.

"While we achieved long-overdue major improvements to wages and benefits needed to keep sufficient, experienced nurses providing care to Hawaii's patients, we also accomplished additional safeguards addressing patient safety and professional nursing practice," she said.



OS Shane Hayes was one of the Seafarers who supported the nurses at Hawaii's St. Francis Medical Center during their recent strike. The nurses, members of the Hawaii Nurses' Association, ended their work stoppage Jan. 16.

SA Laverne Berasis walks the picket line in solidarity with members of the Hawaii Nurses' Association at the St. Francis Medical Center in Oahu, Hawaii.



Former SIU Member Werner's Novel Describes 'Coming Of Age at Sea'

Former Seafarer **Edgar Werner** concocts an entertaining recipe with his novel "A Company of Men."

Drawing upon his experiences as an SIU member in World War II—along with a mariner's penchant for telling a good story—Werner delivers a work that is at once captivating and easily read.

"There's a little bit of b.s. involved, but it was never meant to be completely factual," noted Werner, who lives in northern Virginia. "I believe that merchant mariners from any era will enjoy the story. It certainly was a good experience writing it."

The book's subtitle, "Coming of Age at Sea," concisely describes the overall theme. The year is 1943, and World War II rages. High school graduate Ralph Warman, eager to join the war effort, is accepted by the merchant marine despite being underage and possessing poor vision.

The tale begins along a pier in Charleston, S.C. where Warman signs on aboard an old cargo ship. For the next two months, he learns deck seamanship—and he grows up.

He nearly is washed overboard in a storm, and almost is killed by a deranged shipmate (who

clearly couldn't have anything to do with the SIU, even in fiction). Among the other mariners he finds loyalty, compassion, unflinching courage, and a code of ethics and behavior that is effective, however strange to him.

His introspection—his compromises and acceptances of reality—become the basis of his maturation to manhood.

Ashore, Dakar, in French Colonial West Africa, opens an entirely new world. One key sequence involves Warman and his newfound love, the beautiful daughter of the commandant of the French Foreign Legion unit stationed there. The affair is destined to be short-lived, with the girl and commandant making an unfortunate exit.

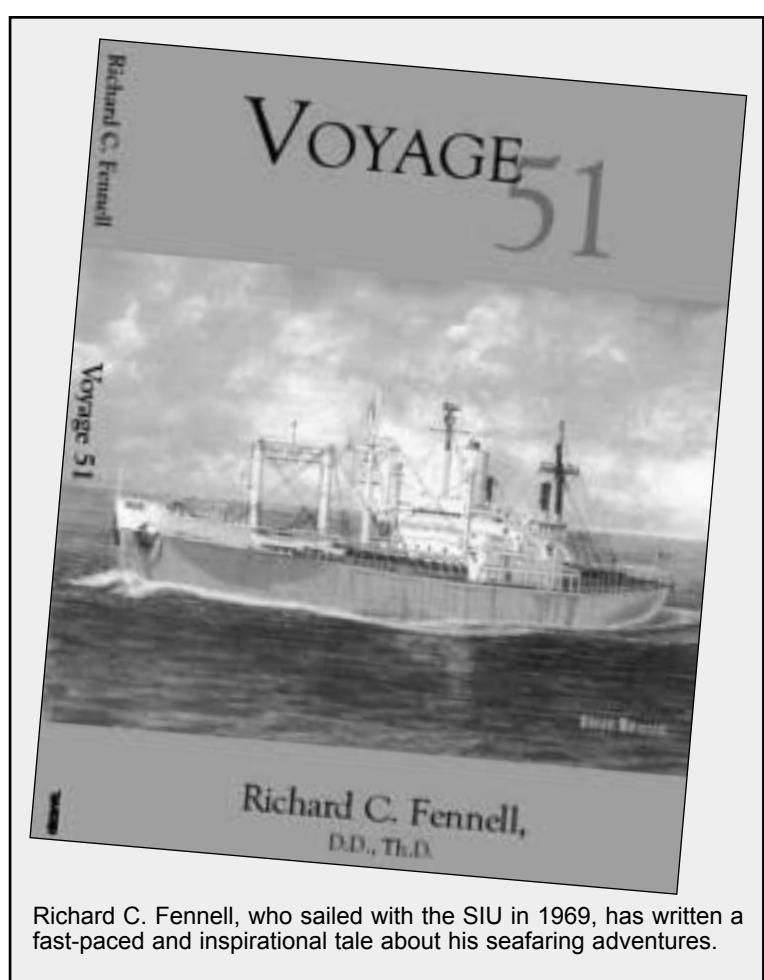
At the story's end, in the port of New York, as Ralph walks down the gangway to go home, he understands mariners and the realities and dangers of their lives. He feels proud that he has been accepted and respected as one of "A Company of Men."

The author sailed with the SIU from September 1943 until December 1946. After coming ashore, Werner devoted the next 40 years to science and teaching, along the way earning a doctorate in marine biology.

He began writing "A Company of Men" approximately five years ago. "I happened to have all my discharges and seamen's papers, so I went to the archives in Washington, D.C. and found folders from

each of my ships," Werner said. "I relived some of those days and really enjoyed it."

For more information about the book, call 888-280-7715 or visit www.1stbooks.com. "A Company of Men" is 327 pages and is available in paperback (\$17.00) and electronic versions (\$4.95).



Richard C. Fennell, who sailed with the SIU in 1969, has written a fast-paced and inspirational tale about his seafaring adventures.

Fennell's Fast-Paced Adventure Is Tribute To Merchant Marine

Voyage 51 tells the true story of author **Richard C. Fennell's** adventures as a merchant seaman aboard the *SS Steel Architect* on an exciting voyage to Asia.

Fennell was a member of the SIU from June 1969 through December 1969, during which time he served as a crew pantryman on the C3 cargo vessel.

The author, who grew up in rural Mississippi as the youngest son of a very religious mother and an alcoholic father, left home at the age of 16 to escape fear and abuse. *Voyage 51*, he says, tells of the incredible opportunity he was given as a young man, beginning at the SIU's training school in New Orleans, and also speaks to the enormous sacrifices made by the brave merchant seamen.

"This book is a tribute to our merchant marine fleet who willfully separate themselves from their families to provide a much

needed service to America," Fennell stated. "I would also like it to be an inspirational book for anyone challenged by traumatic experiences in their own lives."

Fennell takes the reader with him as he travels aboard ship to Africa, India and Pakistan and shares detailed accounts of his experiences and exciting adventures within these cultures.

He left the SIU to enlist in the U.S. Marine Corps. After serving in Vietnam and being honorably discharged as a Sergeant (E-5), he worked many years on supply vessels as a DDE-4000 hp engineer. He also earned a Doctorate of Theology and an honorary Doctorate of Divinity.

The 174-page paperback is available for \$13.95 by calling Trafford Publishing (toll-free) 1-888-232-4444 or online at: www.trafford.com.

Have You Heard?

Several months ago, the SIU launched a "new and improved" version of the union's web site: www.seafarers.org, which first went on line in 1997.

The site includes a home-page feature called Heard at Headquarters that aims to deliver timely, interesting news to SIU members and their families. This section normally is updated anywhere from once to four times per week. There are more than 60 news items in the Heard at Headquarters archive, also accessible from the home page.

Next time you're surfing the web, please check out www.seafarers.org and Heard at Headquarters.



Navigation Fundamentals: New Course Gets Under Way at Paul Hall Center

A new course—Navigation Fundamentals—has been added to the curriculum for deck department members at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

April 14 was the first day of class for three Seafarers—ABs **Michael Thomas**, **Ben Barnes** and **Charlene Edwards**—who enrolled in the 70-hour course taught by instructor Stacy Harris.

The curriculum is designed to introduce students to terrestrial navigation at a basic level. Students will be instructed in time, speed and distance relationships; compass theory; bearings; dead reckoning; running fixes; and set and drift. They also will learn the fundamentals of chart work. Additionally, Navigation Fundamentals is an excellent preparatory course for radar and lower-level licenses.

Barnes, who started his career with the SIU in New Orleans in 1990, said that this new course gives students a taste of what they need in order to be an officer in charge of a navigational watch.

Thomas, who joined the union in 1991 while working aboard the American Hawaii cruise ships, agreed, noting that this is the only setting in which to learn the basics of chart work, something that can't be done aboard ship.

Both give credit to their instructor, Stacy Harris, for making this "one of the finest courses offered at Piney Point."

While all three students in this first class are in the deep sea division, they believe inland members can benefit as well. "It is a must for any member who wants to pursue a license," they agreed.

ABs with no less than 360 days of sea service are eligible to enroll in the course. Basic and intermediate math skills are recommended.

The next sessions of Navigation Fundamentals are scheduled for June 9 through June 20 and August 4 through August 15. These classes and all other upgrading courses are listed in the *Seafarers LOG* every month.



With their instructor, Stacy Harris (right) are the first students in the new Navigation Fundamentals course (from left) Ben Barnes, Charlene Edwards and Michael Thomas.

Seafarers Rally in Solidarity



SIU members have always united in solidarity with other unions and groups, fighting for what is right and what is fair. Above, Seafarers and their families in Guam joined with hundreds of others last March 14 for a rally to get the island's political leaders to reconsider the budget cuts imposed on the island's public school system. Many of the speakers objected to the cuts made to public education and said other avenues must be found to reduce costs.



As Union Pacific and other railroad companies replace trained, professional engineers with remote control operations, communities are put at risk. That safety concern was the reason for the March 11 rally in front of the Federal Railway Administration (FRA) in Washington, D.C. in which Seafarers joined more than 300 Teamsters and members of the Brotherhood of Locomotive Engineers (BLE) and their presidents to show their concern and demand accountability from the FRA for the safety of our nation's railways. Above left, SIU members participate in the rally while, above right, BLE President Don Hahs and Teamsters President Jim Hoffa voice their opposition to remote control operations.

SIU Official Leo Bonser Retires After 38-Year Career

"It has been a great ride for me," said **Leo Bonser**, in speaking of his 38-year career with the SIU. Bonser, 57, retired April 1.

Born in Rochester, Minn., he began sailing with the SIU in 1965, first as an ordinary seaman aboard Sea-Land's *Gateway City* and later as an AB aboard Waterman Steamship Corp.'s *Yaka* and Isthmian's *Steel Worker*. He also later earned a limited master's license.

Bonser came ashore in 1967 and worked as an organizer in the port of New York. When the Seafarers Lundberg School of Seamanship opened that year in Piney Point, Md., he accompanied the first busload of trainees to the facility and became the bosun in charge of the young recruits.

In 1968, Bonser went to San Francisco as a patrolman and also worked on Hubert Humphrey's presidential campaign. After that, his services were enlisted by the SIU all across the country—as a union representative in Wilmington, Calif., Alaska and New York and then as port agent in Jacksonville, Fla. While in Wilmington, he was involved with the (unsuccessful) bid to organize Howard Hughes' deep-sea salvage vessel, the *Glomar Explorer*.

Bonser returned to headquarters in 1982, first as deputy administrator and then as administrator of the plans. He finished up his seafaring career in Piney Point.

Reflecting on his years with the SIU, Bonser said he derived great job satisfaction, especially in being part of a union-building team and in helping the trainees develop their potential as well-trained, successful merchant mariners.



Upon his retirement last month, Leo Bonser (left) accepts a ship's wheel from SIU President Michael Sacco for his many years of service to the union.

Upon his retirement, Bonser's career had come full circle. In 1967, after a 3½-month voyage to the Far East aboard the *Steel Worker*, Bonser and the ship's crew arrived in New York for a payoff by Patrolman Mike Sacco. And so, at a recent retirement party held for him in Piney Point, it was fitting that Mike Sacco, now president of the union, yet again presented Bonser with his thanks for a job well done, this time in the form of an SIU ship's wheel (with clock). He also received a plaque of appreciation from the school for all his contributions.

Bonser's son, Leo Jr., who has his master's license, recently worked as a mate aboard a gaming vessel in Indiana. His daughter, Jamie, is a student at Salisbury University in Salisbury, Md. Bonser and his wife, Nancy, continue to live in California, Md., where he hopes to have lots of time to enjoy racing his sailboat, flying airplanes and doing a bit of horseback riding.

Reprinted from past issues of the *Seafarers LOG*

1944

In an extraordinary session in Philadelphia, the executive board of the American Federation of Labor voted to support the SIU's position opposing the action of the War Shipping Administration and the Maritime War Emergency Board in reducing payments to seamen who are asked to take ships into hazardous waters. The SIU laid its case before the membership of the AFL executive board and requested support from that body. SIU told the council that 1,900 SIU members had been killed by enemy action since Pearl Harbor. The council then voted to support the Seafarers' position to work for reestablishment of the bonuses.

1975

Ending nearly 72 hours of uncertain captivity by the new Communist Cambodian regime, the entire 39-man crew, 28 of them SIU members, of the seized container ship *Mayaguez* were safely rescued Wednesday evening, May 14 by the naval destroyer *USS Wilson* shortly before military action was carried out by combined U.S. Marine and Air Force units against the Cambodians. Latest reports say that five U.S. Marines were killed, 13 are missing and 80

wounded....

The *Mayaguez*, en route from Hong Kong to Sattahip, Thailand loaded with 225 containers of cargo, was reportedly seized in international waters off the coast of Cambodia in one of the most traveled trade routes in Southeast Asia.

1992

Persian Gulf sealift operations, which at one point included 205 dry cargo ships and 22 tankers, ended in mid-April when the last vessel carrying U.S. military equipment was redeployed from Ad Dammam, Saudi Arabia, the Military Sealift Command announced recently. That ended a process which began in August 1990, immediately after Iraq's invasion of Kuwait. Since then, more than 15 million tons of cargo and fuel were transported to and from the Middle East aboard U.S.-flag vessels including Ready Reserve Force (RRF) ships, MSC-contracted vessels and privately owned commercial ships....

MSC described the total operations as "one of the most remarkable military transportation accomplishments in history. The success . . . demonstrated the nation's tremendous reliance on a highly responsive U.S.-flag fleet for logistics support in time of war."

THIS MONTH IN SIU HISTORY

National Maritime Memorial Day

May 22, 2003

Pause to remember those who paid the ultimate price for our freedom.

Servicing Ships In San Francisco



This shot of the *USNS Comet* and *USNS Meteor* was taken recently in the port of San Francisco. As one of 74 vessels in the Ready Reserve Force fleet, the *Comet* has since been activated for duty in the Middle East.

Ice conditions were very heavy this year when the *USNS Richard G. Matthiesen* (operated for the Military Sealift Command by Ocean Ships, Inc.) took part in Operation Deep Freeze, the annual fuel delivery to resupply the U.S. National Science Foundation's operations in Antarctica at McMurdo Station. Although U.S. Coast Guard icebreakers cleared a channel through McMurdo Sound, the tanker was unable to reach the pier, and fuel lines had to be rigged across 3.5 miles of frozen sea ice to pump several millions gallons of fuel, which will allow the station to operate through the long winter and to gear up for the next research season. The process of transferring the fuel took several days, which left time for AB Antjuan L. Webb to hop on a ski-doo and check out the sights (top photo) as well as visit with some of the local penguins (directly above), who came out to greet him. The vessel then returned to San Francisco.



Chief Cook Anthony Rivera (left) and Steward Steven Valencia are two of the crew members aboard the *ITB Moku Pahu*. Seafarers work in the steward department aboard the Matson vessel.



There's a lot to do aboard the *Horizon Expedition* upon arrival in the port of San Francisco. Bosun George Khan begins his tasks in the paint locker. The *Expedition*, a container ship, runs between Hawaii and the West Coast.

'Union Plus' Offers Consumer Benefits

Union Plus gives Seafarers and their families access to a number of cost-saving benefits programs.

Union Plus (formerly Union Privilege) is a non-profit entity created in 1986 by the AFL-CIO to provide union members and their families with valuable consumer benefits. Basically, the organization secures good rates for union members who are enrolled in the various programs, based on the potential collective purchasing power of all members of participating unions. In short, it's a case of strength in numbers.

The following is a list of Union Plus programs in which the SIU participates. For more information about a particular program, call the appropriate Union Plus telephone number or visit www.unionplus.org

Credit Card

This union-endorsed credit card may save you money. Features of the card include a competitive rate, no annual fees and a unique, valuable member advocacy program. Apply online at www.unionpluscard.com or call 1-800-522-4000.

Secured Credit Card

This is a special credit card that is designed to help you establish or reestablish your credit. Features include no application fees, a credit line equal to 100 percent of deposit and a 25-day grace period. Call 1-800-622-2580.

Mortgage and Real Estate

Buying, selling or refinancing a home can be made easier and more affordable through this offering. Program features include strike, layoff and disability assistance and an easy over-the-phone application process. The program also is open to your parents and children. Call 1-800-848-6466.

Life Insurance

Members may purchase term insurance at low group

rates and premium waver during layoffs. Call 1-800-899-2782.

Health Savings

This program makes it possible for members to reduce their out-of-pocket expenses on a variety of health care services such as prescriptions, vision care and more. Participants receive quarterly savings statements. Call 1-800-228-3523 for more details.

Auto Insurance Program

Under this program, low rates and many discounts are available for members who have good driving records and safety devices installed on their vehicles. Customer service is available 24 hours a day. For comparison quotes, go to www.unionplus.org or call 1-800-294-9496 to apply.

Education Services

Information about loans, scholarships, how to select a school, prepare for college entry tests, and much more is provided in this program. Visit www.unionplus.org or call 1-877-881-1022.

National Labor College Scholarship

This offering is designed especially for working adults who want to pursue a bachelor of arts degree while continuing their trade union work. For more details, call 1-301-431-5404.

Loan Program

Competitive-rate personal and home equity loans are available under this program. It can be ideal for debt consolidation. Apply online at www.unionplusloan.com or call 1-888-235-2759.

Accidental Death Insurance

Members can receive \$10,000 worth of workplace accidental death insurance at no cost. They also may pur-

chase "all-cause" accidental death coverage up to \$200,000. Call 1-800-899-2782 or enroll online at www.unionplus.org.

Family Savers Hotel Royal Plaza

Special leisure rates are available at the Hotel Royal Plaza in the Walt Disney World Resort. Call 1-800-248-7890.

Car Rentals

Union members can receive discounted rates on rentals. To find out more, visit www.unionplus.org; call Avis at 1-800-6985685, ID# B723700 or Budget at 1-800-455-2848, ID# V816100.

Union-Made Checks

Union-printed checks and return address labels that feature your union logo are offered under this program. Call 1-888-864-6625.

Flower Service

As an SIU member, you can save 15 percent when you send floral arrangements, wreaths or gift baskets. Visit www.unionplus.org or call 1-888-667-7779 to place an order.

North American Van Lines

Members can realize savings on interstate moves. Call 1-800-524-5533.

Your Credit Score

For \$11, you can get your credit score, credit report, and suggestions for improving your score. Visit www.unionplus.org.

Vacation Tours

Discount travel packages are available to worldwide destinations. This program is open to union members, retirees and their families. Call 1-800-590-1104 for more information.

Upgrading Class Features 3 Father-Son Pairs

"I'm just a son of a sailor, the sea's in my veins, my tradition remains"

Long-tenured musician Jimmy Buffett penned the above lyric, apparently acknowledging the customs of many mariners. Never mind that the rest of the tune isn't especially flattering—he at least hit the mark on legacies.

Recently at the Paul Hall Center for Maritime Training and Education, this tradition was prominent with three pairs of father-and-son Seafarers. All six work for Express Marine and recently attended the school for group training in the deck, engine and steward departments.

Hilton Foster Jr., 47, began sailing with the SIU in 1980. He chose the industry in part because he'd seen his father—also a merchant mariner—provide well for his mother, brother and him.

Today, Foster's son, **Jason**, 22, also sails with Express Marine. Jason graduated from the Paul Hall Center's unlicensed apprentice program in



Pictured at the school in Piney Point, Md. are (front row, from left) fathers Hilton S. Foster Jr., George L. O'Neal, Miles Ireland Sr., (back row) and sons Jason V. Foster, Mark L. O'Neal and Miles Ireland Jr.

1999. He switched to the inland division after one voyage each aboard the *Overseas New Orleans* and the *M/V Patriot*. Jason has now worked on tugs for two years.

Miles Ireland Sr., 55, and his

son **Miles Jr.**, 24, have spent their combined 34 years with towing companies. Miles Sr. began his career in 1972 with the Plymouth Towing Company before going to work for Express Marine in 1974. Miles Sr. is the

son of a World War II veteran and commercial fisherman, which led him to choose a career on the water. Miles Jr. chose the industry after seeing his father make a good living.

George O'Neal, 59, sailed

with the Coast Guard for 20 years before retiring from the agency in 1981. The following year, he started working aboard hopper dredges, clearing inlets and rivers from Maine to Brownsville, Texas. He later worked for the state ferry division of North Carolina before signing on at Express Marine last September, where he now works with his son, **Mark**.

"We are a seagoing family," George stated. "As we grew up on the water, I had numerous uncles and other family members working on dredges and tugboats throughout the east coast."

With two sons currently on tugboats and five nephews also sailing, the O'Neal family has over 300 combined years in the maritime industry.

Mark O'Neal, 35, said he proudly carries on the family tradition. He is spurred by his love of working on the water combined with the pride of following in his father's footsteps as well as those of his five uncles and other family members who've sailed.

Notice

NMU PENSION & WELFARE PLAN NMU VACATION PLAN

Trustee, Administration
and
Summary of Material Modifications
for the Year 2002

THE BOARD OF TRUSTEES – Co-Chairmen NMU Pension & Welfare Plan and NMU Vacation Plan

EMPLOYER TRUSTEES

Thomas Murphy, President
Marine Personnel & Provisioning, Inc.
1083 N. Collier Blvd, PMB #387
Marco Island, FL 34145
(941) 393-0435

UNION TRUSTEES

Rene Lioeanjie, Vice President-at-Large
Seafarers International Union of N.A. AGLIWD/NMU
1150 17th Street, N.W., Suite 700
Washington, DC 20036
(202) 466-7060

AMENDMENTS & OTHER ITEMS

NMU Pension, Annuity & 401(k) Plans:

During 2002, the Board of Trustees adopted several amendments of significant importance to the membership and the NMU Plans:

1. Qualified participants received a 2% increase in accrued Pension benefits as of December 31, 2002. Coupled with three previous 2% increases and the 10% adjustment in 1997, the long-term Pension benefits for the membership increased significantly.
2. Retirement was defined as withdrawal from all covered employment. Work aboard a fishing or touring boat of less than 6w0 feet was excluded. Any participant who started receiving a pension benefit after December 31, 2001 returning to work would have their pensions suspended until they return to retirement.
3. The 401(k) Plan was amended to reflect certain provisions of the Economic Growth and Tax Relief Act of 2001. These provisions include beneficial applications of catch-up contributions, hardship withdrawals, rollovers, etc.
4. The pre-retirement Participant & Spouse charge was eliminated.
5. A new and improved Claims and Appeals procedure was established.

NMU Welfare Plan:

During 2002, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans and a resolution that brought a new Claims and Appeals procedure into the Plan. Generally the amendments:

1. Est' ablished suspension penalties for fraudulent claims and authorized the Administrator to recover the fraudulent payments from future benefits.
2. Provided direction on "who pays first" in Medicare disability situations.
3. Extended the Viagra exclusion to July 31, 2003.
4. Established a cap of \$100,000 per incident/per person in ISOV cases.
5. Prohibits payment of a death benefit for Rivers Participants if a pension is payable by the Rivers Pension Plan.
6. Provide temporary eligibility for seafarers whose eligibility would otherwise terminate in mid voyage.
7. Allow retiring seafarers to continue their earned eligibility into retirement.
8. Clarify subrogation procedures in third party liability cases.

NMU Vacation Plan:

During 2002, the Board of Trustees adopted an amendment of significant importance to the membership and the Declaration of Trust to provide voluntary deductions for working dues and SPAD, a political action group.

Attn: Seafarers



IT TAKES A FOUR- LETTER WORD TO BE HEARD!



Seafarers Supply U

Cape Victory traverses rough seas en route to the Middle East.

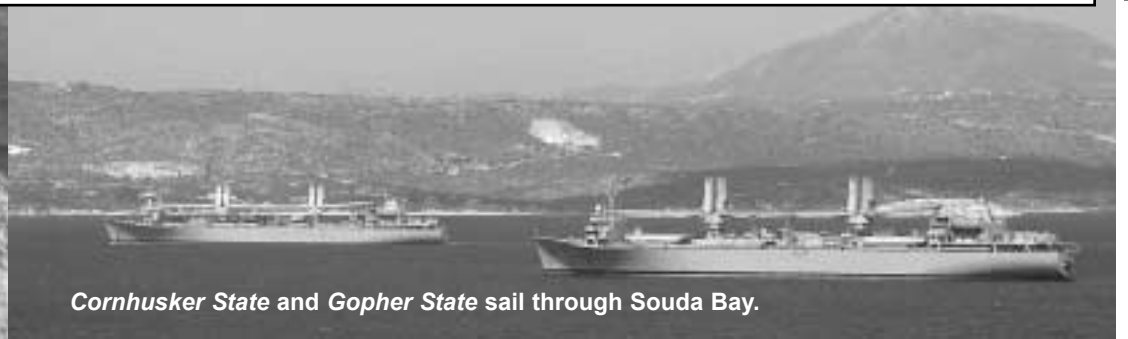


SIU members provided dependable, timely and efficient support for U.S. troops involved in Operation Iraqi Freedom as coalition forces toppled the regime of Saddam Hussein. More than 2,000 Seafarers mobilized for the war. At the height of the conflict, they sailed aboard 100-plus ships that transported U.S. troops and materiel to the Middle East.

Altogether, civilian-crewed, U.S.-flag ships—in conjunction with the Military Sealift Command, the

U.S. Transportation Command and the Military Traffic Management Command (MTMC)—have provided 85 percent of the surge sealift requirements for the war. Many SIU-crewed ships also have delivered thousands of containers of sustainment cargo.

The photos on these two pages show the essence of the SIU—reliably delivering the goods, sailing into harm's way to help ensure that American troops have the supplies they need.



Cornhusker State and *Gopher State* sail through Souda Bay.



Aboard the *USNS Stockham*, GVA Mohamed Fara dons protective gear.



Recertified Steward Steve Dickson and the rest of the crew on the *Northern Lights* experienced repeated missile and gas threats while unloading military cargo in Kuwait.



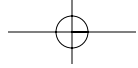
U.S. Navy SEALs approach the *Eric Gibson* during an exercise.



Bosun Jeremiah Harrington, AB Dinh Thong and their fellow Seafarers on the *Cape Lobos* work 16-hour shifts to properly activate the RRF ship.



Chief Cook Allen Van Buren shows his spirit on the *USNS Stockham*, which delivered materiel to the Persian Gulf for the Air Force and Marines.



AP Photo/Roberto Schmidt, POOL



AP Photo/John Moore



AP Photo/John Moore



AP Photo/Itsuo Inouye



AP Photo/John Moore

U.S. Troops in Iraq



USNS Bob Hope carries AH-64 Apache helicopters and other vital equipment.



AP Photo/Laura Rauch
Combat engineers with the 3rd Battalion, 7th Marines, 1st Marine Division are pictured in Baghdad.



SA Elde Cooper helps prepare the Cape Lobos during its activation.



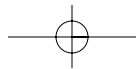
Chief Steward W.H. Watson III has the galley open for business on the Cape Lobos.



U.S. Marines provide security aboard the Eric Gibson.



AB Lucas Mejia is part of the "fire team" on the USNS Stockham.





Scenes from a Summer Vacation

IN Piney Point

As soon as you've driven through the gates of the Paul Hall Center for Maritime Training and Education in Piney Point, Md., you'll know your vacation has begun.

Comfortable accommodations, three delicious meals each day, a library, health spa, tennis courts, Olympic-size swimming pool, sailboats and miles of beautifully landscaped areas for peaceful walks or picnics are just some of the reasons for taking advantage of this unique benefit, which is available to Seafarers and their families for up to two weeks each summer at very reasonable rates (see below).

In addition to the facilities at the center, there are many other attractions in southern Maryland (where the center is located) just right for every-

one in the family—seafood festivals, arts and crafts fairs, antique shows, country auctions and many historical landmarks.

Some members use the Paul Hall Center as a base for day trips, since it's just a short drive to most places in the Washington, D.C., metropolitan area. Tour the home of George Washington at Mt. Vernon, walk among the heroes and patriots at Arlington Cemetery or visit the Bureau of Printing and Engraving to watch how our paper money is made. Catch an Orioles game at Camden Yards in Baltimore or set your watch for feeding time in the shark pool at the Baltimore aquarium.

Send your completed application form today—and happy vacation!

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

5/03

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

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

Date of departure: _____

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

UNION MEMBER VACATION RATES

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

Member	\$40/day
Spouse	\$10/day
Child	\$10/day

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

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2003

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	0	0	2	2	0	0	0	1	0	2
Baltimore	8	5	1	5	1	1	1	8	5	3
Guam	1	3	2	1	2	1	0	0	4	1
Honolulu	6	4	1	7	6	0	4	12	9	1
Houston	19	11	11	21	9	5	8	32	18	27
Jacksonville	27	28	10	26	12	6	9	50	37	17
Mobile	15	7	3	9	5	6	2	18	7	6
New Orleans	15	13	13	7	9	4	4	23	17	19
New York	25	14	19	15	10	5	6	49	22	31
Norfolk	18	13	7	13	13	3	3	24	15	9
Philadelphia	2	2	2	3	0	1	1	4	6	2
Piney Point	0	8	7	0	4	11	1	0	8	4
Puerto Rico	7	4	2	7	5	1	8	11	4	4
San Francisco	16	13	1	16	6	1	9	20	11	3
St. Louis	1	1	2	1	0	0	0	0	1	6
Tacoma	24	20	21	23	14	6	11	41	28	33
Wilmington	20	12	10	14	8	5	9	44	27	21
Totals	204	158	114	170	104	56	76	337	219	189
ENGINE DEPARTMENT										
Algonac	0	1	1	0	1	0	0	0	0	2
Baltimore	4	2	2	2	1	1	0	5	4	2
Guam	1	1	0	0	2	1	0	1	1	0
Honolulu	9	3	3	6	5	1	6	8	5	3
Houston	5	7	5	8	4	2	6	16	11	9
Jacksonville	16	20	7	14	12	6	2	35	28	8
Mobile	9	5	0	7	3	3	5	15	4	0
New Orleans	7	8	1	1	3	0	1	12	11	3
New York	8	14	8	2	8	3	1	20	19	10
Norfolk	5	5	5	4	2	2	2	11	12	5
Philadelphia	4	4	1	0	3	0	1	5	4	2
Piney Point	3	1	0	0	2	0	1	4	1	1
Puerto Rico	6	3	0	5	2	1	2	6	2	0
San Francisco	6	10	0	4	2	1	0	13	11	0
St. Louis	1	2	0	0	1	2	0	1	2	0
Tacoma	9	12	6	10	12	3	7	13	12	9
Wilmington	5	8	2	3	8	2	1	14	7	8
Totals	98	106	41	66	71	28	35	179	134	62
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	0	1	0	1	1	0	1	2	2	0
Guam	0	0	0	0	1	0	0	1	1	1
Honolulu	9	5	3	7	1	0	2	14	6	4
Houston	13	4	5	13	1	0	5	19	6	7
Jacksonville	15	10	4	6	2	1	5	28	14	4
Mobile	4	3	1	7	2	1	0	7	5	3
New Orleans	7	4	1	6	2	3	4	13	6	4
New York	20	3	2	8	0	2	3	30	6	4
Norfolk	5	6	5	9	7	4	3	7	6	8
Philadelphia	3	0	0	1	0	0	0	3	1	0
Piney Point	4	3	1	2	2	0	2	5	5	3
Puerto Rico	0	1	1	1	0	1	0	4	2	0
San Francisco	20	4	2	12	0	0	5	42	8	3
St. Louis	0	0	0	1	0	1	0	1	0	0
Tacoma	21	1	3	17	1	0	4	33	2	4
Wilmington	19	5	3	17	3	2	7	37	9	3
Totals	140	50	31	108	23	15	41	246	79	48
ENTRY DEPARTMENT										
Algonac	0	3	3	0	1	2	0	0	2	4
Baltimore	0	2	3	0	3	3	0	0	1	2
Guam	0	2	2	0	1	1	0	0	4	2
Honolulu	7	12	8	5	9	5	0	10	21	21
Houston	4	15	13	0	10	10	0	6	25	22
Jacksonville	3	8	13	1	8	6	0	4	14	30
Mobile	0	3	4	0	3	1	0	1	5	4
New Orleans	1	6	9	1	4	4	0	1	11	12
New York	5	21	12	2	13	5	0	9	51	38
Norfolk	0	10	14	0	4	9	0	1	15	12
Philadelphia	0	1	0	0	1	1	0	0	1	2
Piney Point	0	8	40	0	9	19	0	0	6	47
Puerto Rico	1	1	3	1	0	1	0	1	4	4
San Francisco	4	14	8	7	5	4	0	3	33	12
St. Louis	0	1	0	0	0	0	0	0	1	1
Tacoma	3	15	18	2	13	9	0	5	34	31
Wilmington	2	10	10	2	2	2	0	4	14	26
Totals	30	132	160	21	86	82	0	45	242	270
Totals All Departments	472	446	346	365	284	181	152	807	674	569

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

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

June & July 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: June 2, July 7
 AlgonacFriday: June 6, July 11
 BaltimoreThursday: June 5, July 10
 Boston.....Friday: June 6, July 11
 Duluth.....Wednesday: June 11, July 16
 GuamThursday: June 19, July 24
 Honolulu.....Friday: June 13, July 18
 HoustonMonday: June 9, July 14
 JacksonvilleThursday: June 5, July 10
 MobileWednesday: June 11, July 16
 New BedfordTuesday: June 17, July 22
 New Orleans.....Tuesday: June 10, July 15
 New York.....Tuesday: June 3, July 8
 NorfolkThursday: June 5, July 10
 PhiladelphiaWednesday: June 4, July 9
 Port Everglades.....Thursday: June 12, July 17
 San FranciscoThursday: June 12, July 17
 San Juan.....Thursday: June 5, July 10
 St. Louis.....Friday: June 13, July 18
 TacomaFriday: June 20, July 25
 WilmingtonMonday: June 16, July 21

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

Personals

GORDON ERICKSON
and
STEVE and THELMA FUGAZI

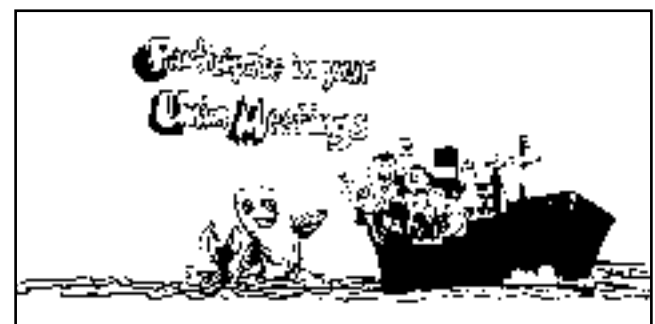
Please contact your friend and shipmate Lillian Delaney at 1137 Cedar Park, San Antonio, TX 78249; or telephone (210) 699-3839.

**ANYONE REMEMBERING
SIDNEY ROTHMAN**

Deborah Jelicks is putting together a family tree for her son and would like to hear from anyone who remembers her father, Sidney Rothman, and can provide any information about him. Rothman (born 1928; died 1981) shipped as a chief electrician. He sailed from 1944 to 1981. Jelicks, his only daughter, was 12 years old when he died. If anyone has any reminiscences of Sidney Rothman, please get in touch with Deborah Jelicks at 7525 Mallard Street, New Port Richey, FL 34654; telephone (727) 844-0195; or e-mail: Ourgodgift@aol.com.

TRAINEE CLASS #325

Ted Schopf, who was a graduate of class #325 (January-April 1981) would like to get in touch with fellow classmates. You may contact him at his e-mail address: ted@andyandbox.com.



**Seafarers International Union
Directory**

Michael Sacco, President
John Fay, Executive Vice President
David Heindel, Secretary-Treasurer
Augustin Tellez, Vice President Contracts
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Kermett Mangram,
Vice President Government Services
René Lioeanjie, Vice President at Large
Charles Stewart, Vice President at Large

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

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

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

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

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

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

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

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

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

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

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

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

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

NEW ORLEANS
 3911 Lapalco Blvd., Harvey, LA 70058
 (504) 328-7545

NEW YORK
 635 Fourth Ave., Brooklyn, NY 11232
 (718) 499-6600
 Government Services Division: (718) 832-8767

NORFOLK
 115 Third St., Norfolk, VA 23510
 (757) 622-1892

PHILADELPHIA
 2604 S. 4 St., Philadelphia, PA 19148
 (215) 336-3818

PINEY POINT
 P.O. Box 75, Piney Point, MD 20674
 (301) 994-0010

PORT EVERGLADES
 1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
 (954) 522-7984

SAN FRANCISCO
 350 Fremont St., San Francisco, CA 94105
 (415) 543-5855
 Government Services Division: (415) 861-3400

SANTURCE
 1057 Fernandez Juncos Ave., Stop 16
 Santurce, PR 00907
 (787) 721-4033

ST. LOUIS
 4581 Gravois Ave., St. Louis, MO 63116
 (314) 752-6500

TACOMA
 3411 South Union Ave., Tacoma, WA 98409
 (253) 272-7774

WILMINGTON
 510 N. Broad Ave., Wilmington, CA 90744
 (310) 549-4000

NMU Monthly Shipping & Registration Report

MARCH 2003

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	3	0	2	0	0	5	0	10	0
Houston	10	2	1	8	0	0	11	7	8	23
Harvey, LA	4	2	1	6	0	0	3	7	5	18
New York	20	4	6	8	0	4	10	9	9	21
Norfolk	1	0	0	3	0	0	0	0	0	0
San Pedro	10	0	0	4	3	0	17	139	32	0
Tacoma	2	1	1	2	0	0	1	31	12	4
Totals	49	12	9	33	3	4	47	193	76	66

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	0	0	0	0	0	1	1	0	1
Houston	5	0	2	0	0	2	4	2	3	19
Harvey, LA	1	0	0	1	0	0	0	7	2	6
New York	6	1	0	2	0	0	3	20	9	13
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	6	0	0	1	0	0	5	44	65	0
Tacoma	1	1	0	0	0	0	1	20	4	6
Totals	19	2	2	4	0	2	14	94	83	45

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	1	1	0	4	0	0	1	0	3	0
Houston	1	0	1	0	0	0	1	6	1	9
Harvey, LA	1	1	2	2	0	1	2	4	1	3
New York	2	1	1	2	0	0	3	12	5	10
Norfolk	0	0	0	0	0	0	0	1	0	0
San Pedro	4	0	0	0	0	0	2	44	33	0
Tacoma	1	0	1	0	0	0	1	7	3	2
Totals	10	3	5	8	0	1	10	74	46	24

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	0	0	0	0	0	1	7	18	0
Houston	4	3	6	2	0	4	4	9	31	43
Harvey, LA	0	0	3	0	0	0	0	4	0	16
New York	4	3	7	0	0	2	6	32	49	94
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	3	5	0	3	0	0	6	137	81	0
Tacoma	0	0	2	0	0	0	1	2	10	14
Totals	11	11	18	5	0	6	18	191	189	167

Totals All										
Departments	89	28	34	50	3	13	89	552	394	302

PIC-FROM-THE-PAST

This photo was sent to the LOG by Pensioner **Robert Gorbea** of Brooklyn, N.Y. It was taken aboard a Bull Lines vessel.

Bosun Dan Alvino is pictured in the back row, third from left. Gorbea does not recall the names of the others; anyone recognizing himself or others may contact Gorbea at the SIU hall in Brooklyn.

If anyone has a vintage union-related photograph he or she would like to share with the LOG readership, please send it to the Seafarers LOG, 5201 Auth Way, Camp springs, MD 20746. Photographs will be returned, if so requested.





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.

Twenty-one Seafarers are announcing their retirements this month. On this page, the *Seafarers LOG* presents brief biographical accounts of their careers.

DEEP SEA



FAISAL ALSHAIF, 62, was born in Yemen. A veteran of the U.S. Navy, he began his career with the Seafarers in

1967 in San Francisco. Brother Alshaiif was a member of the steward department and upgraded his skills in 1997 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last worked on the *Sea-Land Defender*. Brother Alshaiif is a resident of Los Angeles.

WILLIAM BLANKENSHIP, 62, began his career with the SIU in 1963 in the port of Wilmington, Calif. Brother Blankenship's initial voyage was on the *De Soto*, a Waterman Steamship Corp. vessel. The engine department member last went to sea on the *CSX Pacific*. Brother Blankenship was born in Missouri and still resides in his native state.



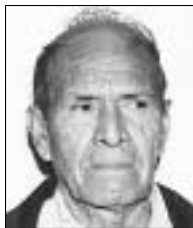
RICHARD CASUGA, 62, joined the Seafarers in 1963 in San Francisco. The Oakland, Calif. native worked in the steward department and was a frequent upgrader at the Paul Hall Center. He completed steward recertification training in 1998. Brother Casuga last worked aboard the *Sea-Land Defender*. He makes his home in Haywood, Calif.



ROBERTO DIAZ, 55, hails from Puerto Rico. He started his SIU profession in 1968 in the port of New York.

Brother Diaz's initial sea voyage was on the *Summit*. The deck department member shipped as a bosun and updated his skills often in Piney Point, Md. and completed the bosun recertification course in 1993. He last shipped on the *Crusader*. Brother Diaz calls Caguas, P.R. home.

JAMES LEE DRYDEN, 61, launched his career with the Seafarers in 1961 in the port of Wilmington, Calif. Brother Dryden first worked aboard Waterman Steamship Corp.'s *Yaka*. The California-born mariner sailed in the engine department and upgraded his skills three times at the Paul Hall Center. Brother Dryden lives in Long Beach, Calif.



ANTONIO ESCOTO, 65, joined the SIU in 1962. Brother Escoto first sailed on Waterman Steamship Corp.'s *Arizona*. He shipped in the deck department and last worked on the *HMI Defender*. Brother Escoto is a resident of Wilmington, Calif.

DONALD FLUNKER, 68, was born in the Philippines. Brother Flunker launched his career with the Seafarers in 1972 in Seattle. A member of the steward department, he initially sailed on the *Del Oro*. Brother Flunker upgraded his skills in 1988 and 1997 at the Seafarers training school in Piney Point, Md. His last trip was on Matson Navigation's *R.J. Pfeiffer*. Brother Flunker calls Gilbert, Ariz. home.



ROBERT K. HAMILTON, 65, joined the Seafarers in 1990 in the port of New York. Brother Hamilton first went to sea aboard the *OMI Ranger*. Born in New Jersey, he shipped in the deck department as a bosun. Brother Hamilton enhanced his skills on three occasions at the Paul Hall Center. He last sailed on the *Paul Buck*. Brother Hamilton resides in Brooksville, Maine.

ERNEST HOITT, 65, began his SIU career in 1965 in the port of New York. A U.S. Air Force veteran, he initially went to sea on the *Del Mar*. The steward department member was a frequent upgrader at the Seafarers training school, completing the steward recertification course in 1987. Brother Hoitt last worked on the *Liberty Glory*. Reserve, La. is his home.



STANLEY LaGRANGE, 51, started his career with the Seafarers in 1972 in the port of Piney Point, Md. Born in New Orleans, the deck department member last worked on the *Green Island*, a Waterman Steamship Corp. vessel. Brother LaGrange lives in Mandeville, La.

JOHN M. McCOY, 64, joined the Seafarers in 1970 in Seattle. A veteran of the U.S. Navy, he first worked aboard Waterman Steamship Corp.'s *Yaka*. The San Diego-born mariner worked in the deck department. Brother McCoy last went to sea on the *Anchorage*. He makes his home in Seattle.



MUSTAFA OSMAN, 63, began his career with the Seafarers in 1966 in the port of New York. The engine department member initially went to sea aboard the *Platte*. Brother Osman upgraded his skills often at the Seafarers training school in Piney Point, Md. He last worked on the *LNG Leo*. The Arabian-born mariner now makes his home in Houston.

SABINO PACHECO, 65, hails from Puerto Rico. He joined the SIU in 1978 in New Orleans. Brother Pacheco first sailed on a Delta Steamship Lines vessel. He worked in the engine department and last went to sea aboard the *Discovery*. Brother Pacheco lives in his native commonwealth in the city of Santurce.

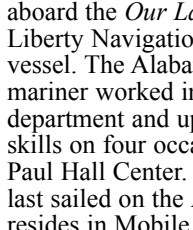


JUAN PONCE, 69, launched his SIU career in 1972 in the port of New York. Brother Ponce first shipped on the *Longview Victory*. Born in Puerto Rico, he worked in the engine department. Brother Ponce upgraded his skills in 1975 and 1977 at the Paul Hall Center. He last went to sea on the *Sea-Land Commitment*. Brother Ponce is a resident of Brooklyn, N.Y.

CHARLES R. RHYNES, 67, commenced his SIU career in 1987 in St. Louis. Born in Missouri, Brother Rhynes is a U.S. Navy veteran. His first ship was the *1st Lt. Baldomero Lopez*. Brother Rhynes worked in the deck department. He last sailed on the *Sgt. William R. Button*. Brother Rhynes lives in his native state in the city of Republic.



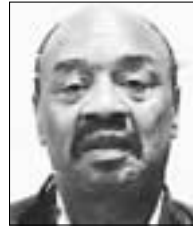
JOSEPH D. SAXON, 55, joined the SIU in 1964 in the port of Mobile, Ala. Brother Saxon's initial trip to sea was aboard the *Our Lady of Peace*, a Liberty Navigation Trading Co vessel. The Alabama-born mariner worked in the engine department and upgraded his skills on four occasions at the Paul Hall Center. Brother Saxon last sailed on the *Breton Reef*. He resides in Mobile.



EDWARD STOELZEL, 47, started his SIU career in 1973 in the port of Piney Point, Md. The Massachusetts native's first voyage was on a Hudson Waterways Corp. vessel. Brother Stoelzel worked in the deck department and sailed as a bosun. He upgraded his skills at the Paul Hall Center, completing the bosun recertification course in 1999.



Brother Stoelzel last shipped on the *Overseas Chicago*. He calls Kent, Wash. home.



GEORGE VORISE JR., 75, was born in Maringouin, La. He started his SIU career in 1970 in the port of Wilmington, Calif. A U.S. Navy veteran, he first sailed on Waterman Steamship Corp.'s *Noonday*. Brother Vorise worked in the steward department and was a frequent upgrader at the Paul Hall Center. He completed steward recertification training in 1999. His last voyage was aboard the *Sea-Land Atlantic*. Brother Vorise is a resident of Jacksonville, Fla.

JAMES R. WILSON, 63, started his SIU career in 1968. His initial voyage was on an Anchorage Tankship Corp. vessel. Brother Wilson shipped in the deck department as a bosun and upgraded his skills often at the Paul Hall Center, completing the



bosun recertification course in 1991. The Oklahoma native last sailed on the *Sea-Land Innovator*. He lives in Houston.

INLAND

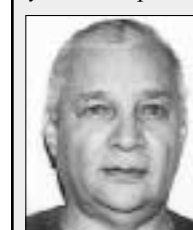
BILLY JOE ACUP, 65, started his career with the Seafarers in 1964 in St. Louis. A native of Cape Girardeau, Mo., he shipped as a pilot. Boatman Acup last worked on a vessel operated by Gateway Harbor Services. He now makes his home in Cahokia, Ill.



JIMMIE L. SMITH, 65, began his SIU career in 1973 in the port of Norfolk, Va. The Pinetown, N.C. native worked primarily aboard vessels operated by Allied Towing and shipped in the deck department. Boatman Smith upgraded his skills at the Seafarers training school in 1992. He makes his home in Belhaven, N.C.

MANUEL M. BANS, 61, joined the NMU in 1970. Born in Portugal, Brother Bans first sailed aboard the *Keytanker*. A member of the engine department, he upgraded his skills in 1976. Brother Bans last shipped on the *Chemical Pioneer*.

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



JUAN J. BONILLA, 66, launched his career with the NMU in 1978. Born in Honduras, his initial voyage was out of the port of Boston aboard the *Gulfcrest*. Brother Bonilla worked in the engine department and upgraded his skills in 1986 and 1998. He last went to sea aboard the *Mormacsky*.

HAROLD INSELL, 60, began his profession with the NMU in 1965. Brother Insell first went to sea



aboard the *American Explorer*. A native of Port Arthur, Texas, he shipped in the steward department. His last voyage was on the *Chesapeake Trader*.

CESAR PEREZ, 65, donned the NMU colors in 1967. A native of Puerto Rico, he initially went to sea on the *Mormacaltair*. Brother Perez enhanced his skills in 1989. He last sailed aboard the *Green Wave*.



JESE PADRO, 65, hails from Puerto Rico. He began his NMU career in 1978. Brother Padro initially went to sea out of the port of San Juan aboard the *Marine Chemical Transporter*. A member of the deck department, he last worked on the *Fredericksburg*.



In addition to the members listed above, the following NMU brothers and sisters went on pension effective the dates indicated

Name	Age	Date
William Barnes	58	March 1
Florencio Echevarria	63	March 1
Alfred Fafard	55	Feb. 1
Richard Heva	61	Feb. 1
James Mc Daniel	54	April 1
Raymond Plummer	71	April 1
Saturnini Serrano	77	April 1

Final Departures

DEEP SEA

ANGELOS ANTONIOU



Pensioner Angelos Antoniou, 91, passed away Jan 28. Brother Antoniou joined the SIU in 1951 in the port of New York. His first ship was the *Salem Maritime*. Born in Greece, Brother Antoniou worked in the deck department as a bosun. His final voyage was on the *Golden Monarch*. A resident of Boston, Mass., Brother Antoniou started collecting compensation for his retirement in 1977.

THOMAS COMMANS



Pensioner Thomas Commans, 76, passed away Feb. 6. He started his career with the Seafarers in 1976 in the port of Norfolk, Va. A U.S. Navy veteran, the Mississippi native worked in both the deep sea and inland divisions as a member of the deck department. His final voyage was aboard the *Sea-Land Defender*. Brother Commans started receiving his pension in 1994. He resided in Fountain Valley, Calif.

ESTEBAN CRUZ

Pensioner Esteban Cruz, 91, died Nov. 2. Born in Puerto Rico, he joined the Seafarers as a charter member in 1939 in the port of Baltimore, Md. Brother Cruz's initial trip to sea was aboard the *Robin Mowbray*. The deck department member last worked on the *San Juan*. Brother Cruz began receiving retirement pay in 1978 and lived in his native commonwealth.

HARRY DENGATE

Pensioner Harry Dengate, 82, died Feb. 14. Brother Dengate was a veteran of the U.S. Navy. He joined the Seafarers in 1952 in the port of New York. The Charleston, S.C. native worked in the engine department, last sailing on the *Cape Edmont*. Brother Dengate started receiving stipends for his retirement in 1985 and lived in Sea Level, N.C.

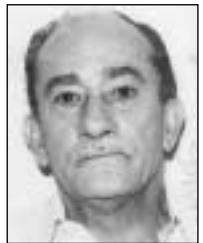
JOSEPH DICILLO

Pensioner Joseph Dicillo, 82, passed away Dec. 23. Brother Dicillo commenced his career with the Marine Cooks & Stewards (MC&S) in San Francisco. Born in Ohio, he worked in the steward department. Brother Dicillo, who made his home in San Francisco, began receiving pension payments in 1978.

FRED DUCHMAN

Pensioner Fred Duchman, 78, died Feb. 12. Born in Louisiana, he began his career with the SIU in 1953 in the port of New Orleans. The steward department member was a resident of Meraux, La. His final voyage was on the *Overseas Aleutian*. Brother Duchman started receiving retirement compensation in 1989.

SIGILFREDO FERRER



Pensioner Sigilfredo Ferrer, 85, passed away Jan. 25. Brother Ferrer began his career with the Seafarers in 1944 in the port of New York. He first went to sea aboard the *Robin Shrew*, a Sinclair Oil Corp. vessel. Born in Hatillo, P.R., Brother

Ferrer sailed in the steward department. He began receiving his pension in 1978. Brother Ferrer lived in his native commonwealth.

CARL LOWERY



Pensioner Carl Lowery, 77, passed away Feb. 6. A veteran of the U.S. Army, Brother Lowery began his career with the SIU in 1949 in Tampa, Fla.

The Turner, Ga. native shipped in the deck department and last sailed on the *Sea-Land Adventurer*. Brother Lowery lived in his native state in the city of Carrollton. He began receiving his pension in 1988.

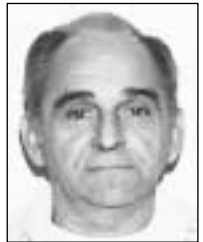
PAUL LUCKY



Brother Paul Lucky, 42, died Jan. 2. Born in Alabama, he launched his SIU profession in 1982 in the port of Piney Point, Md. Brother Lucky's

first voyage was aboard the *LNG Taurus*. He worked in the deck department as a bosun and last went to sea on the *Overseas Juneau*. Brother Lucky lived in Mobile, Ala.

JOSEPH MOSAKOWSKI



Pensioner Joseph Mosakowski, 81, passed away Feb. 19. Brother Mosakowski began his career with the Seafarers in

1951 in the port of New York. Born in Pennsylvania, he was a veteran of the U.S. Army. Brother Mosakowski worked in the deck department. His final voyage was on the *Tamara Guilden*. Brother Mosakowski began receiving compensation for his retirement in 1982 and lived in his native Philadelphia.

ROBERT RUFFNER



Pensioner Robert Ruffner, 62, died Feb. 1. He joined the SIU in 1961 in the port of New York, first sailing aboard the *Robin Locksley*. The Winchester,

Va. native worked in the deck department and last shipped on the *LNG Taurus*. Brother Ruffner started receiving retirement compensation last year. He made his home in Jacksonville, Fla.

JAMES TUCKER



Pensioner James Tucker, 90, died Feb. 25. Brother Tucker was born in Bibb County, Ga. He started his career with the Seafarers as a charter member, having joined the union in 1938 in the port of Baltimore. He sailed in the deck department and also worked as a port official in New Orleans; Baltimore; Mobile, Ala.; and Charleston, S.C. He retired in 1971 and made his home in Warsaw, N.C.

WHEELER WASHINGTON

Pensioner Wheeler Washington, 58, passed away Jan. 26. He joined the



Seafarers in 1965 in New Orleans. A U.S. Army veteran, Brother Washington initially shipped for the SIU aboard the *Walter Rice*.

The Alabama-born mariner shipped in the steward department and last went to sea on the *Merlin*. Brother Washington lived in his native Mobile and started receiving compensation for his retirement in 1999.

RONALD ZACK

Brother Ronald Zack, 70, died Jan. 15. He started his SIU profession in 1999 in Seattle. Brother Zack initially went to sea aboard the *USNS Bellatrix*. The Glidden, Wis. native shipped in the engine department. His final voyage was on the *Green Mountain State*. Brother Zack resided in Bremerton, Wash.

INLAND

WILLIAM BROADUS



Pensioner William Broadus, 83, passed away Feb. 15. Boatman Broadus joined the SIU in 1956 in the port of Mobile, Ala.

Born in Alabama, Boatman Broadus worked in both the engine and deck departments. He began collecting retirement stipends in 1984 and resided in Mobile.

RICHARD FERRINO

Pensioner Richard Ferrino, 77, passed away Feb. 1. He joined the SIU in 1956 in Galveston, Texas.



Boatman Ferrino worked primarily for Galveston Wharves Shipbuilding during his career. The Monterrey, Mexico native worked as an electrician and resided in Galveston. He started receiving compensation for his retirement in 1990.

RAILROAD MARINE

FRANK DUROCHER



Pensioner Frank Durocher, 81, passed away Jan. 27. Born in New York, Brother Durocher was a veteran of the U.S. Army. He donned the SIU

colors in 1960 in the port of New York. He first worked on a Wheeling Steel Corp. vessel. Brother Durocher shipped as a member of the deck department. He last sailed on a New York Dock Railway Co. vessel. The Brooklyn, N.Y. resident started receiving his pension in 1982.

WILLIAM NEWBY

Pensioner William Newby, 83, died Jan. 24. Brother Newby joined the Seafarers in 1960 in the port of New York. A U.S. Army veteran, he initially worked aboard a Pennsylvania Railroad of Norfolk vessel. The New Jersey-born mariner worked in the deck department. His final voyage was aboard a Pennsylvania Central Transportation Co. vessel. Brother Newby lived in Jersey City, N.J. and in 1982 began collecting retirement stipends.

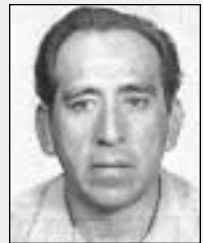
Editor's Note: The following brothers and sisters, all former members of the NMU and participants in the NMU Pension Trust, have passed away.

CLAUDE BROWN



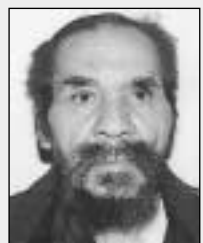
Pensioner Claude Brown, 76, passed away Feb. 23. Born in Natchez, La., Brother Brown donned the NMU colors in 1945. His initial voyage was out of Port Arthur, Texas aboard the *Gulf Maid*. Brother Brown shipped in the engine department and last sailed on the *Texaco Rhode Island*. He began receiving his pension in 1974.

MARIANO GUARNELO



Pensioner Mariano Guarnele, 78, died March 3. Brother Guarnele launched his NMU career in 1943. He initially sailed out of the port of Galveston in 1943. A member of the deck department, Brother Guarnele last went to sea aboard the *Texaco Florida*. He retired in 1987.

WALTER S. JONES JR.



Pensioner Walter S. Jones Jr., 79, passed away March 11. Brother Jones joined the NMU in 1944. The Illinois-born mariner initially sailed aboard the *American Defender*. Brother Jones' final voy-

age was aboard the *Excalibur*. A member of the steward department, he started receiving compensation for his retirement in 1967.

NATHAN KITCHENS



Pensioner Nathan Kitchens, 84, died March 14. The Oklahoma native began his career with the NMU in 1937. Brother Kitchens initially went to sea aboard the *Youngstown*. He worked in the engine and deck departments and began collecting stipends for his retirement in 1967.

WILLIAM MARRISSETT



Pensioner William Marrisett, 79, passed away March 19. Brother Marrisett commenced his career with the NMU in 1944. He first sailed aboard the *Key Hole*. Born in Clarke County, Ala., Brother Marrisett shipped in the steward department. His last voyage was on the *Endeavor*. Brother Marrisett began receiving his pension in 1995.

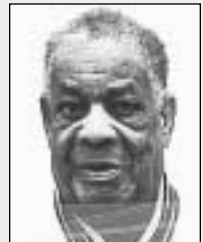
GUERRINO MAUROVICH

Pensioner Guerrino Maurovich, 77, died Feb. 8. Brother Maurovich started his NMU profession in 1964. His initial sea voyage was aboard the *Ranger*. Born in Croatia, he sailed in the engine department.



Brother Maurovich began receiving retirement compensation in 1971 and last shipped aboard the *James Lykes*.

PHILLIP SMITH



Pensioner Phillip Smith, 62, passed away March 4. He began his career with the NMU in 1955. Brother Smith's first trip to sea originated out of the port of Baltimore. A native of the U.S. Virgin Islands, he worked in the steward department. A pensioner since 1981, Brother Smith last sailed aboard the *Texaco New York*.

EDWARD TRAINOR



Pensioner Edward Trainor, 75, died March 11. Brother Trainor joined the NMU in 1945 in Boston. He first sailed aboard the *Nathan Clifford*. Born in East Boston, Mass., he worked in the engine department and upgraded his skills in 1947. Brother Trainor started collecting retirement stipends in 1973. His last trip to the sea was on the *Mormactrade*.

EMANUEL WASHINGTON

Pensioner Emanuel Washington, 67, passed away March 19. Brother



Washington first shipped under the NMU colors aboard a Victory ship. The Louisiana-born mariner worked in the steward department. Brother Washington last shipped on the *Ruth Lykes*. He began receiving his pension in 1992.

In addition to the foregoing members, a number of other NMU brothers and sisters passed away recently. Their names, ages and dates of death follow:

Name	Age	DOD
Fletcher Archibald	82	3/6
Moses Ballard	77	3/5
Germano Baptista	69	3/3
Emilio Barot	89	3/3
Neftali Cascante	86	3/9
Pedro Cruz	87	2/16
Stanley Delahanty	74	2/24
James Flanagan	74	3/8
Alexander Gwin	78	2/12
William Harris	81	1/14
Alfredo Hobot	86	3/14
Jean Jennings	69	3/13
Richmond Leaks	86	2/16
Konstantin Marinis	83	3/11
Leroy Miller	75	3/20
Warren Minnard	67	3/18
Ricardo Morales	93	2/5
Theodore Preston	75	3/8
Richard Racine	80	3/6
Luis Rodriguez	85	12/11
Emmett Scott	93	3/6
Hermínio Seda	86	1/14
Ernest Sholtes	83	2/27
Easton Skinner	90	2/26
Luis Vincent	74	3/19
Fred Williams	77	3/16

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.

CAPE JACOB (Amsea), Feb. 16—Chairman **Justin E. Savage**, Secretary **Lauren J. Oram**, Educational Director **Lawrence T. French III**, Deck Delegate **John S. Zabielski**. Chairman reminded Seafarers to make sure z-cards are current and all other paperwork in order. He thanked everyone for good job offloading ship. Educational director stressed importance of upgrading skills—including many new courses—at Paul Hall Center in Piney Point, Md. “A smart seaman is a better seaman,” he said. Treasurer announced \$364 in ship's fund. No beefs or disputed OT reported. Communications received from HQ regarding clarification of wages for handling bombs. Hats off to steward and chief engineer for arranging trip ashore in Kuwait. Next port: Diego Garcia.

ENDURANCE (USSM), Feb. 10—Chairman **Romeo L. Lugtu**, Secretary **Jaime A. Castillo**, Educational Director **Tesfaye Gebregziabher**, Engine Delegate **Emanuel Paul**, Steward Delegate **Enrique A. Garrido**. Chairman reported good weather during voyage. He informed Seafarers of necessity of possessing Chinese visa in order to sign on board any USSM vessel that calls on China. He also stressed importance of contributing to SPAD for job security. Educational director talked about great opportunities available at Paul Hall Center. Applications available aboard ship. No beefs or disputed OT reported. Steward department given vote of thanks for good food. Next port: Los Angeles.

EXPLORER (USSM), Feb. 23—Chairman **James L. Carter**, Secretary **William R. Burdette**, Educational Director **Nicholas A. Vieira**, Engine Delegate **John S. Penrose**, Steward Delegate **Keynon M. Bragg**. Chairman announced payoff Feb. 26 in Los Angeles. He talked about memorial service held for Bosun **Skip Yager** during voyage, which was attended by all hands. As fitting tribute, he recited poem “I Am Free” and said, “The SIU has lost a good man.” Secretary said vessel awaiting 2003 budget from USSM. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported. Request made for more modern entertainment system in crew lounge and for clarification of 22-month ruling, as well as guide for those keeping track of time on and off ship. Suggestion made to read good articles on retirement and money purchase pension plans, both in recent LOG. Next port: Oakland, Calif.

HORIZON ANCHORAGE (Horizon Lines), Feb. 9—Chairman **Dan P. Fleeharty**, Secretary **Manuel V. Basas**, Educational Director **William M. Pinkham**, Deck Delegate **William Cruickshank**, Engine Delegate **Mike Kifle**, Steward Delegate **Nasser Ahmed**. Chairman announced payoff Feb. 11 in Tacoma, Wash. Coast Guard to board at pilot station for homeland security check. Educational director advised

everyone to confirm z-cards and other documents needed for shipping are up to date. He also encouraged all hands to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. All communications posted on board for crew members to read. Request made for everyone to pitch in and keep inside passageways clean. Vote of thanks given to steward department for good job. Next port: Anchorage, Alaska.

HORIZON CHALLENGER (Horizon Lines), Feb. 2—Chairman **Roy L. Williams**, Secretary **Brandon D. Maeda**, Educational Director **Clive A. Steward**, Deck Delegate **John M. Walsh**, Steward Delegate **John L. Foster**. Chairman announced payoff Feb. 11 in Houston. Due to recent activation, crew members may remain on board longer than 120 days. Secretary reported on new CBRD training at Paul Hall Center. It provides basic knowledge in preparing for possible attack. Educational director stated all Seafarers must remain aboard ship until properly relieved. He encouraged everyone to upgrade skills at Piney Point. No beefs or disputed OT reported. Recommendation made to reduce time required to be eligible for pension benefits. Request made for new TV for crew lounge. Vote of thanks given to chief electrician for installing satellite system; chief cook for great meals; Wiper **Barbosa** for keeping public spaces neat and clean. Next port: San Juan. P.R.

HORIZON ENTERPRISE (Horizon Lines), Feb. 7—Chairman **Roger J. Reinke**, Secretary **Francesca R. Rose**, Educational Director **P. Douglas Hanley**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Charles E. Johnson**, Steward Delegate **Dominico N. Dacua**. Chairman announced ship to arrive Feb. 10 in Tacoma, Wash. Payoff will be held after clearing Customs and Immigration. Crew members reminded of heightened security in port; all IDs will be inspected at gangway. Secretary noted correspondence regarding tours of duty posted on bulletin board, including information on waiving of 120-day shipping rule for members wanting to stay on board during current crisis. Port agent was asked to send more information about mariners whose ashes are scattered at sea since obituaries have not yet been written up in *Seafarers LOG*. Educational director stated Paul Hall Center course schedule is included in each month's LOG and recommended upgrading often. He also noted that application forms for scholarship program are available from bulletin board and advised everyone to make sure z-cards and other shipping documents are up to date. Treasurer stated movies were purchased in Hong Kong with money from ship's fund and are in library for everyone's enjoyment. No beefs or disputed OT reported. Suggestion made that day-off sheet for payoff be posted at a date closer to arrival so crew members have more of an idea as to how long ship will be in that port. Thanks given to steward department for

great meals and keeping house clean. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

INTEGRITY (USSM), Feb. 16—Chairman **Eddy E. Stwaerard**, Secretary **Stephanie L. Sizemore**, Educational Director **Peter G. Murtaugh**, Deck Delegate **Alexander Nicholson**, Engine Delegate **Carlos Bonfont**, Steward Delegate **Jorge L. Ellis**. Chairman announced arrival Feb. 23 in New York (Howland Hook, Staten Island). Secretary thanked crew for helping maintain clean ship. Educational director encouraged crew members to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. New dryer installed in crew laundry. All hands reminded to use work clothes machines for dirty coveralls. Steward department thanked for “keeping the bellies and cookie jar full.” Next ports: Charleston, S.C.; Miami; Houston.

ITB PHILADELPHIA (USS Transport), Feb. 24—Chairman **John R. Nichols**, Secretary **Gene W. Von Flotow**, Educational Director **Jose M. Ramirez**. Chairman announced plans for satellite TV system. Secretary stated method for food ordering being fine-tuned to ensure better delivery and service of stores. Educational director advised Seafarers to upgrade skills and endorsements at Piney Point for job security. No beefs or disputed OT reported. Request made for additional copies of crew lists and meeting minutes forms. Next ports: New Orleans; Port Everglades, Fla.

KENAI (ATC), Feb. 25—Chairman **Alvin T. Martin**, Secretary **Dorothy M. Odoms**, Educational Director **Kevin Sullivan**, Deck Delegate **Richard A. Szabo**, Engine Delegate **William J. Darby**, Steward Delegate **Self Salvation**. Chairman spoke about importance of contributing to SPAD. Educational director encouraged everyone to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Steward requested new deep-fat fryer for galley and for ship's vendors to supply vessel with fresh fruit and vegetables. Crew also asked for new furniture for lounge, new mattresses and DVD player. Suggestion made to reduce time needed to collect retirement benefits.

LIBERATOR (USSM), Feb. 17—Chairman **Joel G. Miller**, Secretary **James E. Harper**, Educational Director **Elwyn Ford**, Engine Delegate **Abdul H. Mohamed**, Steward Delegate **John Bennett**. Chairman talked about importance of contributing to SPAD. Secretary urged Seafarers to check expiration dates on all shipping documents. No beefs or disputed OT reported. Suggestions made to increase dental and medical benefits and reduce age requirements for pension eligibility with an increase in monthly benefits. Clarification requested on tour completion forms for relief crew members and new ruling regarding rotary shipping. Recommendation made for Paul Hall Center to offer investment and financial classes. New chairs requested for crew lounge and e-mail hook-up in all crew quarters. Chief Cook **Bennett** praised for fine job. Next port: Long Beach, Calif.

MAERSK ALASKA (Maersk Lines), Feb. 18—Chairman **James W. Saunders**, Secretary **Allan D. Bright**, Educational Director **Kenneth J. Smith**, Deck Delegate **Wilbur Lewis**, Steward Delegate **Pablo C. Rochez**. Chairman reported on interesting trip to Africa and thanked fellow crew members for job well done. Educational director talked about

upgrading and educational courses available at Piney Point and how the school can help Seafarers in their careers. He also advised everyone to read *Seafarers LOG* each month for items of importance about SIU and maritime industry. No beefs or disputed OT reported. Request made for new VCR and antenna in crew lounge. Communications received from headquarters about staying aboard ship longer than 120 days. Will get additional information from port agent in next port—and port of payoff—New Orleans.

ing opportunities available at Paul Hall Center. No beefs or disputed OT reported. Deck delegate sent letter to headquarters regarding OT and penalty rates. Thanks given to ABs, especially daymen, for jobs well done; to steward department for good food; and to electrician for fixing switches and light in galley.

OVERSEAS NEW ORLEANS (OSG), March 23—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Steward Delegate **Timothy J. Dowd**.

A View from the Bridge



Recertified Bosun Jamie Miller takes the wheel aboard Amsea's *Green Mountain State* as the Ready Reserve Force vessel is moved from Portland, Ore. to Tacoma Wash.

PFC EUGENE A. OBREGON (Waterman Steamship Corp.), Feb. 23—Chairman **Bernard G. Hutcherson**, Secretary **Patrick D. Helton**, Educational Director **Daniel P. Gibbons**, Engine Delegate **Maximo D. Dising**, Steward Delegate **Carlos A. Rosales**. Chairman announced payoff Feb. 26 in Jacksonville. Coast Guard inspection will include fire and boat drill. Anyone needing refresher on duties at lifeboat station should check with him. Educational director informed members of HAZMAT training Feb. 24 aboard ship. No beefs or disputed OT reported. Thanks given to steward department for great menus and cleanliness of crew spaces.

CLEVELAND (Sealift, Inc.), March 15—Chairman **Ralph Moore**, Secretary **Miguel E. Vinca**, Deck Delegate **Denis Caples**, Engine Delegate **Clayton Brantly**, Steward Delegate **Artis Pilgrim**. Chairman advised crew members to renew z-cards if needed. Secretary urged everyone to separate plastic items from regular trash and thanked all hands for helping keep mess hall clean. No beefs or disputed OT reported. Request made for drinking water and crew reminded of no smoking rule while in crew lounge. Steward department given vote of thanks for good food. Next ports: Peru; Houston.

INNOVATOR (USSM), March 16—Chairman **Mauro G. Gutierrez**, Secretary **Jose M. Bayani**, Educational Director **David G. Gordius**, Deck Delegate **James D. Morgan**, Steward Delegate **Benedict N. Opaon**. Chairman announced payoff on arrival March 19 in Los Angeles. He asked those getting off to clean cabins and leave keys for next person. Secretary thanked all departments for helping maintain cleanliness inside ship house. Educational director encouraged crew members to take advantage of free upgrad-

Chairman talked about letter received from headquarters regarding staying longer aboard ship due to Iraq war. He mentioned new z-cards and advised everyone to check with port agent. He and educational director both advised everyone to make best of future by upgrading skills at Piney Point and importance of reading LOG each month. No beefs or disputed OT reported. Crew members reminded not to put food into bags for garbage or paper and that one of two washing machines is for soiled work clothes only. Next port: Tampa, Fla.

ROVER (Intrepid Ship Mgmt.), March 2—Chairman **Wayne D. Casey**, Secretary **Mark A. Flores**, Educational Director **John E. Conn**. Chairman announced docking March 5 in Galveston, Texas for work on ship. Will then go to Pasadena, Texas to load for trip to East Coast. Treasurer stated \$1,857 in ship's fund. New movies to be purchased along with storage shelf. No beefs or disputed OT reported. Suggestion made to have more crew members in each department. Request made for new furniture for crew lounge. Everyone asked to help steward department keep mess hall, pantry and laundry areas clean (and to check pockets before putting clothes in washer). Vote of thanks given to steward department.

SAMUEL L. COBB (Ocean Ships, Inc.), March 2—Chairman **Michael E. Brown**, Secretary **Cesar dela Cruz**, Educational Director **Henry M. Cagal**, Engine Delegate **Jose Garcia**. Chairman announced payoff March 4 in Honolulu. Secretary proud of teamwork aboard ship. Educational director recommended everyone take advantage of upgrading courses offered at Paul Hall Center. Suggestion made for contracts department to look into pay raise and higher vacation pay. Requests made for new curtains and chairs in crew mess. Crew thanked for hard work.

Letter to the Editor

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

Help Restore Victory Class Ship

The *S.S. Red Oak Victory* was rescued from the Benecia Mothball Fleet four-and-a-half years ago by the Richmond (Calif.) Museum of History and later was named by Congress as a part of the Rosie the Riveter National Historic Park, which was established in 2001.

Our ship was launched in 1944 in Richmond, participated in World War II, Korea and Vietnam and was then in mothballs for 32 years. The vessel is now being restored entirely by volunteers and, hopefully, will sail within a year or two.

As a non-profit corporation, we are able to offer tax benefits to all donors of cash or material. For volunteers, we offer good old Navy coffee with donuts most every day and a hot lunch on Tuesdays. With such largesse to offer, we hope to attract many more volunteers in all departments. We have a necessary cadre of highly skilled retired captains, chief engineers, bosuns, etc., but we need as many additional "hands" as we can get. Experience is helpful but not necessary; we can do the training. Age is not really a factor either, as we range from the mid-forties to the early eighties, and our non-sailor crew consists of an airline captain, a dentist, a college professor, an airplane machinist, a police captain, a UPS driver, a building contractor, etc. One day a week is the usual work stint, though we have some working two days or more.

The job is big, but no contribution is too small.

Rolly Hauck, Restoration Manager
S.S. Red Oak Victory
P.O. Box 1267
Richmond, CA 94802
(510) 237-2933; www.redoakvictory.org

Give Credit to Mariners Involved in War Effort

I would like to recognize an overlooked group of Americans playing a key role in our war against the Iraqi regime. Currently there are more than 3,500 U.S. Merchant Mariners serving aboard military support ships in the war zone (as designated by the Defense Department).

Franklin Delano Roosevelt dubbed the U.S. Merchant Marine "the fourth arm of defense" after its heroic performance in World War II. Our mariners, an all-volunteer service, suffered a casualty rate second only to that of the Marine Corps during WWII. In fact, the merchant marine has played a vital support role in our nation's conflicts dating back to Revolutionary times.

After the Persian Gulf War, Colin Powell said, "American Seafarers provide an essential service to

the nation, as was demonstrated so clearly during Operation Desert Shield and Desert Storm... We are a maritime nation. We must be able to project power across the sea. This means that not only do we need strong Navy, but also a strong maritime industry as well."

I strongly believe that the basic unit of our society is the family—that without strong families we can't have strong communities, and without strong communities we can't have a strong nation. Working as a unit should be our goal in supporting all we achieve. We should band together as families and communities and as a nation and send our support to all forces: Army, Navy, Air Force, Marines, Coast Guard and Merchant Mariners.

Shout pride, patriotism and courage to our troops, loudly so all can hear we love our troops and we support them.

I close today by saying thank you to all of our troops and veterans for their service to our country and for our freedom. I thank the maritime unions—including the Seafarers International Union, which has more than 2,000 mariners sailing in this conflict—for standing up for our mariners and supporting them.

God be with our troops, our mariners and all of America.

Lori Carraway
Martin, Kentucky

(The writer's husband, Gary, is an AB in the SIU.)

School Embodies 'American Ideal'

In Alaska I feel like I am in the best place in the world. I feel the same way when I am at the school (the Paul Hall Center for Maritime Training and Education). This must be the greatness of the American Ideal.

But it is individually great Americans who make this possible. I am reminded of this as I see you effectively communicating with everyone and I imagine that what I don't see is you doing other things for the great institutions that are important also.

We have said thank you to our instructors for each class. So, this letter is to say "thank you" to you for the wonderful seamanship school experience. With people from every department, work area or office, I have perceived the finest spirit and intent.

It is wonderful to be in such a concentration of heroes.... My eager fulfillment of SIU contracts will follow—and so may my hopes to return to the school be also realized.

Steve Odoi
Dutch Harbor, Alaska

(The writer was among the first participants in a job-training program involving the SIU, the Paul Hall Center and the nonprofit recruiting and referral agency SEA Link, Inc. that started earlier this year. This letter first was sent to SIU President Mike Sacco because the union negotiates with contracted employers for contributions and support of the school.)

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment to 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.

Celebrating Birthdays at Sea

James Willey, chief steward aboard the *Overseas Joyce*, is always making birthday cakes for fellow crew members, as in the photo at right, where he presents a cake to Bosun Roger Tupas. So it was quite a surprise when the ship's crew and officers acknowledged his birthday with a banner signed by all.



Well known for his beautifully decorated cakes, *Endurance* Chief Steward Russell B. Beyschau (left in each photo) presents one to 3rd Mate Eugene Spalding (photo at far left) and one to Bosun Romeo Lugtu (center in photo at left). With them is Capt. Kevin McHugh.

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. through the end of the year. 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 26	June 20
	July 7	August 1
	August 18	September 12
	September 29	October 24
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	May 5	May 9
	June 23	June 27
	May 12	May 16
	June 2	June 6
Bridge Resource Management (BRM) — Inland	May 12	May 16
	June 2	June 6
Bridge Resource Management (BRM) — Unlimited	June 2	June 6
	May 12	May 30
Celestial Navigation	July 7	July 25
	June 30	July 11
GMDSS (Simulator)	August 4	August 15
	May 12	May 23
Lifeboatman/Water Survival	June 23	July 4
	August 4	August 15
	September 15	September 26
	October 27	November 7
Radar	June 9	July 20
	July 14	July 25
Specially Trained Ordinary Seaman (STOS)	July 7	July 18
	August 25	September 5
	October 13	October 24
	December 1	December 12
Navigation Fundamentals	June 9	June 20
	August 4	August 15

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning March 31.

Recertification		
Bosun	October 6	November 3

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	May 5	June 13
	July 14	August 22
	September 8	October 17
	November 3	December 12
Welding	June 9	June 27
	July 14	August 1
	September 8	September 26
	October 6	October 24
Engine Utility (EU)	November 3	November 21
	June 23	July 18
	August 11	September 5
	September 29	October 24
QMED Junior Engineer	November 17	December 12
	September 22	December 12

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting/STCW	May 12	May 16
	June 23	June 27
	August 11	August 15
	August 25	August 29
	September 15	September 19
Fast Rescue Boat	October 27	October 31
	May 26	May 30
Government Vessels	May 19	May 23
	June 30	July 4
	September 1	September 5
	October 20	October 24
Tanker Familiarization/Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	November 3	November 7
	June 2	June 13
	July 21	August 1
	September 8	September 19
	October 27	November 7

Academic Department Courses

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

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone _____ Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days 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 OL, AB and JE applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 637 — Unlicensed apprentices who graduated from class 637 are (in alphabetical order) Tyler Adams, Miguel Baerga, Raul Colon-Matos, Gregory Davis, Elliott Del Aguila, Joseph Herker, Aidan Helt, Matthew Hobbs, Damien Law, Edward Majesky Jr., Matthew Metty, Anthony Mohler, Felix Osorio, Britt Richardson, Theogene Riggs, Hector Serrano-Reyes, Ben Skuban, Nicholas Smithling, Jared Taylor, John Truss and Carl Williams. (Note: Not all are pictured.)



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistant cargo (DL) course March 28 are (in no particular order) Hayward Pettway, Jose Boza, Richard West, Daniel Breyer, Robert Bakeman, Louis Holder, Barry Freeman, Mikhail Kozlov, Green Hoskins, Charles Sneed, Jason Springer and Karel Sumilat. Their instructor, Jim Shaffer, is at far right.



Lifeboatman/Water Survival

— Earning their lifeboatman/water survival endorsement April 11 are (in alphabetical order) Seddick Ali, Tenereo Capal, Daniel Carman, Nikunj Christian, James Long, James Kasha, Michael Munoz, Joey Pauley, Rey Ramos, Vernice Redd and Kervin Velazquez. (Note: Not all are pictured.)



STOS — Receiving certificates for completion of the STOS course Feb. 21 are upgrading Seafarers (in alphabetical order) Shawn Allen, Leon Curtis, Adel Gabel, Matt Gibson, Terry Igot, Ryan Johnston, Mohammad Khan, Jorel Lewis, Brendan Murphy, Morgan Piper, Zerek Seltz, Jason Simon and Rodolfo Zena.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement March 14 are (from left, kneeling) David Hammitt, John Botz, Pedro Banusing, Robert Storrs, (second row) Richard Trovillo, Steven Odoi, Lance Pihlman, Douglas Perry, Walter Grabarczyk, (third row) Gregory Knapp, Wesley Slattery, Phil Martin, Glen Galloway, Chris Bryan, Charles Harvey and Kenneth Baxter.



STOS — Receiving certificates for completion of the STOS course March 14 are upgrading Seafarers (from left) Abdulmokne Ghaleb, Jose Palacios, Tom Ward, Charles Bibbs, Mario Suazo, Stacy Harris (instructor), Ali Ali and Waldemar Okulowicz.



Tankerman PIC Barge — Graduating from the tankerman PIC Barge class Feb. 28 are (in alphabetical order) Secundino Arzu, Dennis Blackman, Robert Cohen, Irvin Crutchlow, Earl Ebbert, Daniel Fowers, Barry Freeman, Ramona Gayton, David Hudgins, Geoffrey James, Ray Johns, Mikhail Kozlov, Melvin Pettit, Cle Popperwill, Rudy Puerto, Michael Thomas, Vincent Thompson, Mike Toyner and Vincent Valdere.



STOS — Completing the STOS course April 11 are (from left) Robert White, Michael Santangelo, Donavan Peterson, Jerry Wilder, Stace Morse and James High.

Paul Hall Center Classes



Welding — These upgrading Seafarers successfully completed the welding course March 28. They are (in alphabetical order) Sergio Ayala, Daniel Fowers, Christopher Graham and Anthony Hoy. Their instructor, Buzzy Andrews, is second from left.



Radar — Under the instruction of Mike Smith (far left) are students who completed the radar course April 4. They are (in alphabetical order) Robert Arble, Charlene Edwards, Jose Lopez, Stephen Pollock, Philip Reynolds and Michael Thomas.



GMDSS — Graduating from the GMDSS course March 21 are (in alphabetical order) Benjamin Barnes, Irvin Crutchlow, Daniel Englund, Gordon Scott, David Somers, Mark Stabler, Michael Thomas and Edward Wilisch. Their instructor, Brad Wheeler, is at far right.



Bridge Resource Management — Completing the Bridge Resource Management course March 14 are (from left) William Eoff, James Albert, Barry Freeman, Rimvydas Ourbonas and their instructor, Herb Walling.

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.



AB — Receiving their certificates for completion of the AB class ending March 28 are upgrading students (in alphabetical order) Jonathan Carter, Raymond Elsner, Matthew Gibson, Christopher Kemper, Stanley Kordinak, Richard Mace, Paul McDonell, Robert McLendon, Joseph Merriweather, Brent Midgette, Iver Nore, Jayson Ray, Celedonio Roman, Douglas Thompson, Matthew Thompson and Timothy Tyree. Their instructor, Bernabe Pelingon, is at far right.



Tanker Familiarization/Assistant Cargo (DL) - Alaska Fishermen — Completing the tanker familiarization/assistant cargo (DL) course March 28 are (in no specific order) Steven Odoi, Robert Storrs, Richard Trovillo, Douglas Perry, Walter Grabarczyk, David Hammitt, Chris Bryan, Charles Harvey, Gregory Knapp, Wesley Slattery, Kenneth Baxter, Glen Galloway and Pedro Banusing. Their instructor, Jim Shaffer, is at far right.

Basic Safety Training Classes



From the left: John Kannuck, Tirso Cruz, Demetrius Simmons, Oswaldo Lopez and Dave Martin (instructor).



Seddik Ali, Daniel Englund, Joseph Herbert, Robert Hess, Heinz Laue, William Hoolahan, Jim Hughes, James Kasha, Howard Klein, Cosmo Mezzina, Mohamed Mosed, Kevin O'Brien, Henry Paquin, Rey Ramos, David Ritchie, Juan Rosario, Jose Segura, Christopher Styron, Steven Wasch, Lance Zollner, Steven Corachan and Michael Murphy.



Daniel Camara, Wallace Cumbest, Lawrence Curnow, Gerald Hyman, Jeffrey Kony, Richard Mace, Erik Marlowe, Paul McDonell, Robert McLendon, Ahmed Mussa, Christopher Nolan, Thomas Pappas, Todd Peden, George Pino, Jeffery Roddy, Douglas Thompson and Nicholas Vieira.



Vacation at Piney Point
 Looking for a great spot for your family vacation this summer? Check out the facilities at Piney Point!
 See page 14 for more information.

Lakes Crews Complete Fitout As Weather Finally Cooperates



Steward Osvaldo Sanchez
Saturn



Wheelsman Jim Smith (left) and AB Darren Lahaie participate in safety drills aboard the *American Republic*.



SA Steve Lukowski
Adam E. Cornelius



AB John Stolberg
Saturn



DEU Dean Parks
H. Lee White

As icy conditions finally gave way to warmer temperatures, hundreds of SIU members were sailing aboard vessels on the Great Lakes by mid-April. The SIU-crewed *Southdown Challenger* was among the last of the Seafarers-contracted ships to fit out; it sailed from Milwaukee on April 15.

A few weeks earlier, it may have seemed as if the weather never would improve. By some estimates, ice on the Lakes was the worst since the late 1970s. As a result, even though the Soo Locks opened March 25, the first ship didn't pass through until about 38 hours later.

"Fitout started in late March, and almost all the boats are out now," said Don Thornton, SIU port agent in Algonac, Mich., on April 16. "Water levels are lower than last year, but the employment situation for SIU crews is normal. It's essentially business as usual for the membership."

SIU-crewed vessels transport grain, cement, salt, limestone, taconite, iron ore, coal and other cargoes on Lakes Ontario, Erie, Huron, Michigan, and Superior, their connecting waters and the St. Lawrence River. The shipping season normally lasts 10 months.

Water levels remain an important issue. A scientist with the Corps of Engineers recently told reporters that from March through August, Great Lakes water levels likely will be anywhere from nine inches to a foot lower than in 2002. The lost depth translates into lighter loads and more frequent arrivals, as companies try to compensate for smaller cargoes by scheduling more trips.

According to

the Lake Carriers' Association, a trade organization representing U.S.-flag vessel operators on the Great Lakes, dry-bulk cargo movement on the Lakes totaled 162.3 million net tons in 2002, a decrease of 1.4 percent compared to 2001 and a drop of 6 percent compared to the 5-year average. Iron ore shipments were up from the previous year.



Left:
 SIU Rep Lonnie Partridge (left), Bosun Tim Burke
Saturn



2nd Cook Penny Pollard
H. Lee White



DEU Ken Johnson
H. Lee White



AB Ronald Vandercook
H. Lee White



SIU Rep Lonnie Partridge (left), Bosun Bill Mulcahy
H. Lee White



AB Lawrence Dudek
H. Lee White



Right: AB Chad Johnson
Saturn