

The Seafarers Log

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

READY THEN

Seafarers Mobilize For 'Part 2' Of Operation Iraqi Freedom

READY NOW



SIU crewed military support ships are being mobilized for the next phase of Operation Iraqi Freedom—and Seafarers are embracing their mission. In two photos at left, the SIU crewed TOTE vessel *Westward Venture* loads military cargo in Anchorage, Alaska. Directly above, the *USNS Regulus* is one of the vessels recently activated for OIF2. Page 3.

Photos by Al Grillo

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CIVMARS Crew Up USS Coronado



Members of the SIU's Government Services Division recently welcomed new shipboard jobs as the U.S. Military Sealift Command (MSC) accepted transfer of the *USS Coronado* (above) from the U.S. Navy. SIU Government Services Division Representative Chester Wheeler (above left photo) confers with MSC Representatives Bob Rosemeyer (center) and Jessie Ruth after completing the final habitability inspection aboard the vessel. Seafarer Fred Pryor (in photo above right) makes a point during a meeting with Wheeler in San Diego. Page 4.

TAX TIPS FOR MARINERS

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President's Report

Our Tradition Lives

During the SIU's earliest years, thousands of Seafarers played important roles in transporting troops, ammunition and other vital supplies for the Allied forces in World War II.



Michael Sacco

From start to finish, Seafarers were there—in the Atlantic, the Pacific, and wherever else duty called.

Nearly 2,000 SIU members lost their lives during the war, many of whom perished off the East Coast as unobstructed German U-boats sank ship after ship.

As the late SIU historian John Bunker once noted, "Despite this havoc, no SIU ship was held up for lack of a crew. Many crews steamed out to meet almost certain death."

Fast forward to today, and it's apparent that much has changed for the better. From shipboard technology to crew accommodations, from underway protection to post-war recognition, the modern merchant marine has come a long way.

What hasn't changed is our total commitment to serving as the nation's Fourth Arm of Defense—a hard-earned title born of our performance and patriotism in World War II. Seafarers have demonstrated their loyalty and reliability again and again—in Korea, Vietnam, the Persian Gulf War, Operation Enduring Freedom, Operation Iraqi Freedom, and in many other military support missions.

Now, we're delivering the goods in another key sealift mobilization—the second phase of Iraqi Freedom. As outlined by the U.S. Military Sealift Command, OIF2 promises to be a massive maneuver. It is projected to last through the first half of this year, and MSC has described it as the biggest sealift effort since World War II.

While OIF2 thankfully doesn't carry the danger of many previous campaigns, it's obviously still an important mission, to say the least, and not completely without risk.

Our members are ready. Across the country, Seafarers are shipping out and answering the nation's call. Their attitude is the same as ever: Just give us the cargo, and we'll deliver.

The U.S. Merchant Marine was justifiably praised at the highest levels of government after the all-out combat phase of Operation Iraqi Freedom. More than 2,000 brave SIU brothers and sisters sailed into harm's way during that stage of the campaign to liberate the Iraqi people. All of them did a fantastic job.

As we transition to the next chapter, America can count on the SIU to support our troops, wherever and whenever needed.

Political Action

Delivering materiel in times of conflict isn't the only important SIU tradition that's on the front burner these days. In this federal election year, political action remains one of our most essential tools.

As you probably know, along with the presidential election, all 435 seats in the U.S. House of Representatives and a third of those in the U.S. Senate are on the line in 2004. Important state and local elections are scheduled as well.

For Seafarers and the entire U.S.-flag fleet, political action is crucial. Because our industry is so heavily regulated, we must remain extremely active in promoting the U.S. Merchant Marine—not just in Washington, but throughout the nation.

In the months ahead, I encourage Seafarers to study the issues most important to our union and our industry. Participate in grassroots activities. Support pro-maritime candidates. And please continue your participation in SPAD, the union's voluntary political action fund.

SPAD certainly can't guarantee that we'll always get what we want, but it helps give us opportunities to present our issues. It's a proven, effective winner when it comes to making our voices heard. Without your support of the fund, that job would be virtually impossible.

Seafarers always have had a great understanding of how important political action is for their union and for the job security of our membership. Let's make sure every one of us translates that knowledge into action and continued support this year and in the future.

Maersk Line, Limited Honors U.S. Mariners

SIU-contracted Maersk Line, Limited is presenting more than 700 U.S. Merchant Marine Expeditionary Medals to American mariners, including hundreds of Seafarers. These awards honor mariners who sailed aboard Maersk Line, Limited-operated vessels directly supporting Operation Iraqi Freedom. They are given in conjunction with the U.S. Maritime Administration, which first authorized the medal for mariners who sailed during Operations Desert Shield and Desert Storm.

Much of the military cargo used for Operation Iraqi Freedom moved with the help of civilian mariners. Seafarers aboard vessels in Maersk Line, Limited's LMSR and prepositioning fleets, as well as the *Maersk Constellation* and *SSG Edward A. Carter* transported military equipment, ammunition, and other goods while guarding the safety of their vessels and the cargo on board.

Maersk Line, Limited has a large, diverse fleet of U.S.-flag vessels that continue to operate in



Seafarers, officers and Maersk officials are pictured aboard the USNS Dahl.

support of the war effort. "We are extraordinarily proud of these individuals," said John Reinhart, CEO of Maersk Line, Limited. "Their dedication to their work and their country is evident in their performance during a challenging time. It is an honor to be able to present them with this award."

The first 19 medals and certificates were presented Nov. 13 at the company's annual Masters and Chiefs Conference in Norfolk, Va. Additional awards were delivered

through the end of last year.

The company is headquartered in Norfolk and provides global shipowning and management service, transportation and logistics solutions, and information technology development and implementation services to U.S. government and commercial customers.

Overall, more than 2,000 SIU members sailed during the buildup to and all-out combat phase of Operation Iraqi Freedom. They crewed more than 100 U.S.-flag ships.



Aboard the USNS Red Cloud, Maersk Line, Ltd. CEO John Reinhart presents certificates to OS German Alvarez (left photo) and SA Wayne Shindler (right).



Sen. Breaux Announces Retirement at Term's End

John Breaux, the three-term Democratic senator from Louisiana and friend of maritime, has announced his intention to retire this year at the end of his current term.

"Throughout Senator Breaux's long and distinguished career," stated SIU President Michael Sacco upon hearing of the congressman's retirement plans, "he has led the fight for the maritime industry, from his days in the House as a member of the Merchant Marine and Fisheries Committee to his days in the Senate. Senator Breaux was one of the prime movers in passing legislation that has provided jobs for the Seafarers International Union and the rest of the industry. His shoes will not easily be filled."

Breaux, now 59, was the youngest member of Congress when he was elected to the House in 1972 at age 28, after graduating from the University of Southwestern Louisiana and earning a law degree from LSU in Baton Rouge. He was elected to the Senate in 1986.

"There comes a time in every career when it is time to step aside and let others step up and serve," said Breaux in announcing his retirement, "and for my family and me, that time has arrived."

Considered a moderate Demo-

crat and accomplished negotiator, Breaux consistently reached out across the aisle to the Republican Party on numerous issues, including health care, energy production, tax cuts and welfare. In fact, his willingness to work with Republicans led to an invitation to join President George W. Bush's Cabinet, which he declined.

In 2001, along with Sen. Trent Lott (R-Miss.), Breaux authored a letter to President Bush urging the administration to "maintain and grow the U.S.-flag merchant marine and U.S. shipbuilding industry."

Even before the terrorist attacks of Sept. 11, 2001, Breaux was working to address security deficiencies in the nation's seaports. After the tragic events of that day, he used his chairmanship of the Surface Transportation and Merchant Marine Subcommittee to lead port inspections. As a result of these on-site investigations of ports nationwide, he introduced the Ship, Seafarer, Container Security Act in 2002, which coordinates the Coast Guard and Customs Service with local port security officials to implement long-term solutions for seaport safety and security issues.

Breaux was one of few Democrats to support oil drilling in Alaska's Arctic National



Senator John Breaux

Wildlife Refuge (ANWR), a position defended by the SIU. And although the Senate has failed to pass the amendments to open ANWR to oil and gas development, Breaux and Alaska's two senators, Frank Murkowski and Ted Stevens, vowed to continue the fight.

Sen. Breaux has worked to keep the Social Security fund solvent and reform Medicare, both under President Bill Clinton and President Bush. Additionally, he was one of the two Democrats allowed by Republicans to help negotiate the final version of legislation resulting in the recently passed \$400 billion Medicare bill, including a prescription drug benefit. The measure included initiatives that the Louisiana senator had advocated for years.

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'We're Always Ready'

Seafarers Set for 'Part 2' of Operation Iraqi Freedom

As the U.S. Military Sealift Command (MSC) began mobilizing civilian-crewed ships for the second phase of Operation Iraqi Freedom, SIU members expressed the same determination to deliver the goods that they

demonstrated throughout the mission's all-out combat phase.

"It's our job. This is what we do for a living," stated **David Dunklin**, an unlicensed junior engineer sailing in support of military operations aboard the *USNS Altair*. "I was over there in the first part of the war, and it went very well. We made several trips to Kuwait and delivered a lot of

equipment. We'll get the job done this time, too."

"We're always ready and up to the task," said AB **Eugene Tuggle**, also sailing aboard the *Altair*. "We have to bring equipment as needed and bring stuff back, also. We have a very good relationship with the military personnel, and that's part of what keeps me coming back."

MSC last month announced that sealift operations for OIF2 "will occur at several U.S. and overseas ports over the next few months as approximately 240,000 U.S. military personnel rotate into and out of the Middle East. An estimated 23 million square feet of cargo will be moved by sea to support those troops over the next four and one-half months. That amount of cargo equates to more than 243,000



The Seafarers-crewed *Cape Edmont* transports materiel to Kuwait during the first phase of Operation Iraqi Freedom.



A U.S. military helicopter approaches the SIU-crewed *Wright* (left photo), then the pilot walks aboard (below) after a safe landing directed by Seafarers.



sport utility vehicles, which, if placed end-to-end would equal 710 miles, approximately the distance from Washington, D.C., to St. Louis. Roughly 21 million

square feet of cargo was delivered to U.S. forces ashore in support of OIF from Jan. 1 to May 1, 2003."

Continued on page 5

Paul Hall Center's Eglinton Reappointed to MERPAC

Bill Eglinton, director of training at the Paul Hall Center for Maritime Training and Education, has been reappointed to the U.S. Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC) for a term ending Jan. 31, 2006.

U.S. Department of Homeland Security Secretary Tom Ridge affirmed the appointment in a Dec. 12 letter to Eglinton. "You will serve as one of three members representing marine educators from other maritime training institutions," Ridge noted. "I greatly appreciate your willingness to serve on the Committee and am confident the Department will benefit from your ideas and experience."

MERPAC is composed of unlicensed and licensed mariners, shipping company officials, Coast Guard representatives, maritime training specialists and others from the industry. Collectively, the group advises the Secretary of Homeland Security (via the Coast Guard commandant) on matters concerning the training, qualification, licensing, certification and fitness of U.S. mariners.

Eglinton once served as chairman of MERPAC. He has exten-

sive experience in domestic and international forums pertaining to the training and certification of mariners.

"This appointment is an honor," Eglinton said. "MERPAC's work is important to the U.S. Merchant Marine, and I look forward to working closely with the other committee members and the Coast Guard."

According to MERPAC's web site, the committee "has been a valuable resource to the Coast Guard and its marine safety programs. Some of its many and varied accomplishments are:

- Developing recommended Basic Safety Training performance measures which contain a listing and description of tasks which must be successfully demonstrated before an individual can obtain a certificate attesting compliance with Basic Safety Training requirements of the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended (STCW).

- Developing performance measurement guidelines in 19 different categories for evaluating merchant mariner competence. These guidelines will be very important toward implementing STCW in the United States. This daunting task included every MERPAC member and more than 100 maritime industry volunteers who served on MERPAC work groups established to draft specific performance measures for specific competencies.

- Developing recommended standards for applicants wishing to serve as a qualified instructor and/or designated examiner who will train merchant mariners and assess their competency.

- Recommending



Paul Hall Center Director of Training Bill Eglinton previously served as MERPAC chairman.

an amendment to federal regulations which would require a practical demonstration of skills to augment written examinations or completion of approved courses to obtain a Coast Guard license

- Providing the Coast Guard with quick and timely feedback and a formal recommendation supporting the Coast Guard's objection to solo watchkeeping during the hours of darkness. MERPAC's recommendation was part of the U.S.'s official position presented at IMO, and the U.S. position carried the day.

- Providing the Coast Guard with quick and timely feedback and formal recommendations concerning regulations governing Tankerman-Person-in-Charge of Dangerous Liquid and Liquefied Gas Transfers. Many of these recommendations were incorporated into the Coast Guard's final rule and the accompanying policy guidance.

- Providing the USCG National Maritime Center with valuable feedback and recommendations to its Licensing Re-Engineering Team (LRT) Report developed to streamline the Coast Guard's merchant marine licensing and documentation process and improve customer service."

Jones Act Vessels Support U.S. Troops

At least two SIU-crewed ships that normally sail in the Jones Act trades recently were deployed in support of the second phase of Operation Iraqi Freedom.

The *Westward Venture* and the *Northern Lights*, operated by SIU-contracted Totem Ocean Trailer Express (TOTE), are overseas as part of the mission.

The *Northern Lights* also was chartered by the U.S. Military Sealift Command in February 2003 for wartime sealift operations.

Both the *Westward Venture* and the *Northern Lights* are Ponce Class ships that sail in the Alaska trade.

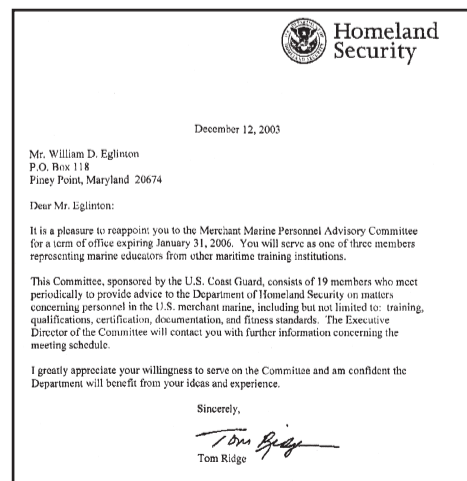
The Jones Act, a pillar of the U.S.-flag fleet, requires that cargo moving from one domestic port to another be carried aboard U.S.-crewed, U.S.-built, U.S.-owned vessels.

In promoting the Jones Act, the Maritime Cabotage Task Force (a coalition of 400 companies and other organizations across the nation, including the SIU) notes, "The arguments in support of the Jones Act are compelling ones: jobs, safety, environmental protection, efficiency, and national security, all provided at no expense to the U.S. taxpayer and without a dime of subsidy from the federal government."



Photo by Al Grillo

The SIU-crewed *Westward Venture* loads military cargo in Anchorage, Alaska for the second phase of Operation Iraqi Freedom. This is believed to have been the first time that MSC cargo was transported from Alaska.



Letter from U.S. Department of Homeland Security Secretary Tom Ridge notes Bill Eglinton's reappointment to MERPAC.

So Far, So Good for Pharmacy Agreement

The Seafarers Health and Benefits Plan's new agreement with Prescription Solutions took effect as scheduled Jan. 1. According to Plan officials, the transfer of all pertinent data from the Plan to the pharmacy management company went smoothly.

Individual identification cards already have been mailed to all eligible participants, while informational packages were sent to all ports. Initial reaction to the cards was very positive, according to port officials.

As reported earlier in the *Seafarers LOG*, the Seafarers Health and Benefits Plan in December entered into the agreement with Prescription Solutions to provide pharmacy benefits to all eligible participants. Under the agreement, the cost of prescribed drugs will be greatly reduced, resulting in a savings to the Plan and to participants.

Eligible members and dependents participating at Plan Level G will pay only small co-payments for certain prescribed name-brand drugs. In addition, maintenance drugs will be available through a mail order arrangement.

The program provides coverage for new as well as refill prescriptions filled at participating retail pharmacies and through the Prescription Solutions Mail Services Pharmacy. To use the program, members need only present their Prescription Solutions ID cards at any participating pharmacy.

When participants fill or refill prescriptions at participating pharmacies, pharmacy workers will enter members' ID numbers and other pertinent information into their computer system. This information automatically will be sent to Prescription Solutions, which will verify coverage and instruct the pharmacy to collect applicable co-payments from those having prescriptions filled. No additional claim forms or paperwork will be required.

Maintenance medications (required for prolonged or indefinite periods) are available through the Mail Service Pharmacy. Members' out-of-pocket costs will be less and/or the supply of medication will be greater if they choose to receive their covered medications through Prescription Solutions' Mail Service Pharmacy. Also, medications—generally up to a 90-day supply with lower co-pay—will be sent directly to participants' homes.

Additional information on using the mail service pharmacy is available by calling Prescription Solutions' Mail Service Customer Service at 1-800-562-6223.

Utilization of the network will eliminate any out-of-pocket costs for participants unless a name-brand drug is requested when a generic is available. If a participant chooses a name-brand drug over the generic equivalent, then a co-payment of \$20 is required at a retail outlet and a co-payment of

Prescription Services for Seafarers Health And Benefits	Brand Copayment	
	Generic Copayment	(If generic isn't available)
Retail Service (pharmacy)	\$0	\$0
Mail Service (maintenance drugs)	\$0 Minimum 90-day supply	\$0 Minimum 90-day supply
Maintenance Drugs filled at Pharmacy	\$15 for 30-day supply <i>Beginning with 4th month of retail purchase, co-payments go into effect.</i>	\$15 for 30-day supply <i>Beginning with 4th month of retail purchase, co-payments go into effect.</i>
		\$20 \$10 \$30 for minimum for 90-day supply \$30 for 30-day supply <i>Beginning with 4th month of retail purchase, co-payments go into effect.</i>

Visit the Prescription Solutions log-in page by starting at:
<http://www.seafarers.org/members/rxlog.xml>

\$10 monthly, or \$30 for a 90-day supply, will be required from the mail-order service.

If a participant continues to use a retail outlet for a maintenance type drug—a drug that will be taken for an indefinite period of time as in the case of blood pressure medication and blood thinners—then, beginning with the fourth month of retail, the co-payment will be \$30 for name brand drugs, and \$15 for generic drugs and for name-brand drugs when a generic is not available.

Although the new program is operating, the Plan will continue to honor pharmacy claims submit-

ted for reimbursement from non-participating pharmacies for a three-month grace period. During this grace period, Prescription Solutions will attempt to enroll the non-participating pharmacy in their network. Should they be unsuccessful, however, reimbursements would be made in accordance with the network payment schedule if participants continue to use non-participating pharmacies after the grace period expires.

Prescription Solutions has more than 55,000 participating pharmacies in their network. Included in this list are: Carr's,

CVS, Eckerd, Rite-Aid, Safeway, Kroger, Publix, Giant and Walgreen's. Those with questions about this new prescription drug plan, or needing assistance in locating a participating pharmacy, may call Prescription Solutions Customer Service at 1-800-797-9797, Monday through Friday, from 6 a.m. to 9 p.m., and from 7 a.m. to 7 p.m., Saturday and Sunday, Pacific Standard Time.

The chart above shows the co-pay rates that will apply to all eligible members and dependents when using participating pharmacies.

Navy Ship Transfers to CIVMAR Fleet

Members of the SIU's Government Services Division on Nov. 14 welcomed new jobs for civilian mariners as the U.S. Military Sealift Command (MSC) accepted transfer of the *USS Coronado*—a command vessel—from the U.S. Navy.

Some 115 new jobs became available for Seafarers as a result of the historic move, which was made possible through a pilot program designed to integrate civilian mariners into the Navy's military function. The vessel transfer marks the first time that merchant mariners will crew a U.S. Navy combatant vessel under the command of an active duty flag officer.

"These are exciting times for both the merchant marine and the military," said SIU Government Services Division Representative Chester Wheeler. "Our people will be working side by side with active duty sailors on military vessels and sharing their respective areas of expertise. I'm certain the military will benefit as will SIU members."

The *USS Coronado* was built by Lockheed Shipbuilding and Construction Company in Seattle. Its keel was laid May 3, 1965, and the ship was launched July 30, 1966. It was commissioned May 23, 1970.

The *Coronado* was designed as an Amphibious Transport Dock (LPD), built to transport Marines and their equipment to the scene of an amphibious assault and move them ashore by landing craft and helicopters. The ship is one of seven fitted with additional superstructure for command ship duties.

First assigned to the U.S. Atlantic Fleet in the 1970s, the *Coronado* conducted extensive operations and deployed on numerous occasions to Northern Europe and the Caribbean and Mediterranean Seas.

In 1980, the vessel was redesignated an AGF (Miscellaneous Command Ship). Its first assignment was to relieve the *USS La Salle* (AGF 3) as the command ship for the Commander, U.S. Middle East Force, stationed in the Persian Gulf. Reassigned in October 1985, the *Coronado* relieved the *USS Puget Sound* (AD 38) as the command ship of Commander, Sixth Fleet. During its 10-month tour with the Sixth Fleet, it operated out of Gaeta, Italy, participating in operations in the Gulf of Sidra and strikes against Libyan terrorist support facilities.

In July 1986, the *Coronado* was relieved as the Sixth Fleet command ship and ordered to

Pearl Harbor, Hawaii to become the command ship for Commander, Third Fleet. Subsequently, the *Coronado* was relieved as the Third Fleet command ship and deployed to the Arabian Gulf to assume duties as the command ship for Commander, Middle East Force in January of 1988. Upon its return to Pearl Harbor in November 1988, the *Coronado* again assumed its duties as command ship for the Third Fleet.

The ship remained home-ported in Hawaii until August 1991, when it and the Third Fleet changed homeports to Naval Air Station North Island, in its namesake city of Coronado, Calif.

On Nov. 14, the *Coronado* was

transferred to the Military Sealift Command, becoming the first Command Ship ever to be assigned to MSC. The vessel subsequently was converted to accommodate civilian mariners. Afterwards, it returned to the fleet and resumed duties as the flagship of the Third Fleet.

Since its redesignation from LPD to AGF, it has undergone numerous modifications and today is the flagship of the Third Fleet.

Additional details about the habitability negotiations and the memorandum of understanding covering the *Coronado* will be published in an upcoming issue of the *Seafarers LOG*.

Coronado at a Glance

Keel Laid: May 3, 1965
Launched: July 30, 1966
Commissioned: May 23, 1970
Decommissioned: Nov. 14, 2003
MSC "in service": Nov. 14, 2003
Builder: Lockheed Shipbuilding and Construction Company, Seattle
Propulsion system: 2 boilers, geared turbines
Propellers: 2
Length: 567.5 feet
Beam: 84 feet
Draft: 23.6 feet
Displacement: 17,000 tons full load
Speed: 20+ knots
Armament: 2 20mm Phalanx CIWS, machine gun mounts
Aircraft: 2 light helicopters

New Rule Impacts MMD Renewal

The U.S. Coast Guard on Jan. 6, aiming to ensure the issuance of merchant mariner documents (MMDs) only to eligible seafarers, published an interim rule changing the application procedures for the Merchant Mariner Licensing and Documentation program.

The SIU is preparing a formal reply to the interim regulation.

A major change is that mariners seeking to renew current documents now must appear in person at a Regional Examination Center (REC) for fingerprinting during the renewal process. All applicants will undergo criminal and security checks, and new tamper-resistant documents will be issued. The rule went into effect immediately.

Another change stipulates that a mariner must report (in writing) a lost document, including the circumstances surrounding the loss.

Under the new rule, and according to *The Federal Register*, the Coast Guard will verify information provided on mariners' original MMD applications and conduct record reviews and safety and security checks of applicants in accordance with applicable law. The agency may reject an application for an MMD if the record review and safety and security check leads officials to determine that the applicant's criminal record or "character and habits of life" demonstrate that the applicant is not a "safe and suitable" person.

A safe and suitable person eligible for an MMD is defined in *The Federal Register* as one who, as determined by the appropriate Coast Guard official, possesses the character and habits of life to warrant the belief that their presence aboard vessels of the United States is not adverse to the securi-

ty of the United States.

In instances where an application is disapproved, the applicant will be notified in writing of the reason(s) for disapproval, unless the Coast Guard determines that such disclosure of information is prohibited by law, regulation, or agency policy, in which case the reason(s) will not be disclosed. No MMD transactions will be performed pending a decision on an appeal.

Although the new regulations immediately took effect, comments are being accepted until April 5, 2004.

The text of the interim rule may be viewed at:

http://www.access.gpo.gov/su_docs/fedreg/a040106c.html and at <http://dms.dot.gov>. At the latter address, click "simple search" and punch in the docket number (2003-14500).



The *Coronado* signals new jobs for members of the union's Government Services Division.

'High Threat' Alert Issued

MarAd Advises Caution in Wake of Homeland Security Announcement

The U.S. Maritime Administration on Dec. 21 issued an advisory (MarAd Advisory 03-06) in reaction to the Department of Homeland Security's (DHS) raising of the Homeland Security Advisory System (HSAS) from elevated (yellow) to threat condition high (orange).

The HSAS later was changed back to an elevated (yellow) threat condition.

Directed to operators of U.S.-flag and other maritime interests, the advisory outlined steps that affected entities and agencies should take in response to the heightened threat levels. Threat condition high denotes an imminent risk of terrorist attack. According to the advisory, the DHS has received a substantial increase in the volume of threat-related intelligence reports that

are possibly greater now than at any time since September 11.

The alert stated that the U.S. intelligence community believes Al-Qaida continues to develop plans to use aircraft as a weapon in suicide attacks in the United States and continues to study countries to determine those that have the least stringent aviation security measures. In addition, the acquisition, production or theft of chemical, biological, radiological or nuclear materials and subsequent dissemination is a top Al-Qaida objective, the correspondence said.

Under the advisory, public and private owners of maritime vessels and facilities were encouraged to take the following actions:

- review all vessel security plans,
- monitor restricted areas,

- control access to the vessel,
- monitor deck areas and areas surrounding the vessel,
- implement security look-outs and/or security patrols to ensure continuous monitoring,
- perform waterside boat patrols to ensure continuous monitoring,
- use divers to inspect the underwater pier structures associated with vessel berthing and loading/unloading operations,

including piers and docks, prior to vessel arrival and upon arrival, and in other situations where deemed appropriate,

- control the embarkation of persons and their effects, and
- supervise the handling of cargo, vessel stores, and bunkers.

The advisory urged maritime industry operators to maintain high levels of security and implement appropriate protective measures that correspond to threat condition orange under the HSAS.

Recipients of the advisory were encouraged by the DHS to report information concerning suspicious or criminal activity to local law enforcement, local FBI Joint Terrorism Task Force or the Homeland Security Operations

Center (HSOC). The HSOC may be contacted at (202) 282-8101. The transportation industry also can report information concerning suspicious activity to their local FBI office through the FBI website <http://www.fbi.gov/contact/fo/fo.htm> or to the National Infrastructure Protection Center (NIPC) at its website at:

<http://www.nipc.gov/incident/cirr.htm>

The alert said U.S. merchant vessels and cruise ships should be on a heightened state of security and closely monitor the national geospatial intelligence agency's (NGA) broadcast warnings and should review the emergency communication procedures for assistance in NGA Publication 117.

SIU VP Gorgey Appointed To Key Labor Position On Maritime Security Group

SIU Vice President Gulf Coast Dean Gorgey has been appointed as the primary voting labor representative to the Houston-Galveston Area Maritime Security Committee (AMSC), a group ultimately directed by the U.S. Department of Homeland Security.

Gorgey has worked with the AMSC for the past two years. He accepted the four-year appointment as primary voting labor representative late last year.

"It's exciting to serve on the committee, and we've managed, through a lot of hard work and teamwork by all the stakeholders, to figure out ways to make our port more secure while maintaining the flow of commerce," Gorgey stated. "It's also important to recognize that this appointment already has helped the SIU membership, because we were successful at the Kinder-Morgan Marine Terminal negotiating crew changes and shore leave for mariners for the first time since before September 11 (2001)."

Among other stipulations, the Kinder-Morgan agreement requires that a vessel captain or

agent provide 24-hour written notice of crew change; identify crew members and approved visitors; and supervise the crew change. The agreement took effect this year.

U.S. Coast Guard Captain Richard M. Kaser, Federal Maritime Security Coordinator, congratulated Gorgey in a letter dated Nov. 25, 2003.

"I have been extremely pleased with the steady progress the committee has made on numerous fronts over the last two years. Your contributions in this effort have been critical to the committee's success," Kaser wrote. "In fact, the AMSC's accomplishments and initiatives have served as a model for other ports throughout the United States."

Kaser described the AMSC's work as "an aggressive port security planning agenda that has undoubtedly enhanced the area's overall security. The committee has cultivated private and public sector relationships and initiated extensive dialogue that have led to numerous security-related work products.... The AMSC, as



SIU VP Gulf Coast Dean Gorgey

the port security planning committee for the ports of Houston, Galveston, Texas City, and Freeport, has an overarching goal of hardening the ports through comprehensive security planning while striving to maintain economic viability. In this effort, I look to you (Gorgey) to continue your invaluable committee work...."

Gorgey also serves as a vice president of the Texas AFL-CIO; as secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and on the executive board of the Harris County (Texas) AFL-CIO.

Operation Iraqi Freedom — Part 2

Continued from page 3

The agency added that much of the cargo in OIF2 is needed to help stabilize and reconstruct Iraq.

"Obviously it means jobs, and that's always a good thing," noted QMED-Electrician **Taylor Clear**. "We're going to get the job done, regardless of whatever it takes—whether we have to do it all at once, or three or four ships a month."

AB **Jim Romeo** described the new mission as "mandatory. It's important. I was in the Marine Corps at the end of Vietnam, so I appreciate the need to get supplies and personnel over there. People don't always think of logistics, but without it, we'd be in trouble."

"You do whatever you've got to do," he added. "We've got enough guys to crew up all the ships."

Unlicensed Junior Engineer **Woodrow Smith** said the opportunity to continue supporting

U.S. troops "is good for the membership. To me, it's a good thing we're out there together with the armed forces."

Dunklin mentioned that his father sailed during World War II and that, because of U.S. Mariners' high casualty rate during that war, "I can't equate what I'm doing with what my father did."

But SIU New Orleans Port Agent Steve Judd said that Dunklin and other Seafarers who expressed similar sentiments "are being modest, which says a lot about the membership. They're every bit as much the nation's fourth arm of defense today as during earlier times. The only difference is we have much greater security today."

During the first phase of OIF, more than 2,000 SIU members crewed 100-plus vessels in support of U.S. troops.

U.S. Maritime Administrator Captain William Schubert described OIF as the most efficient sealift operation in history.

Federation Aims to Boost Grocery Workers

The American Federation of Labor-Congress of Industrial Organizations (AFL-CIO) is stepping in to manage the national strategy for the ongoing California supermarket strike and lockout.

Reports say the umbrella organization of 64 national and international unions (including the SIU) on Jan. 20 assigned two of its veterans—AFL-CIO Secretary-Treasurer Richard Trumka and Ron Judd, a regional director for the federation—to boost the workers' campaign.

Trumka played a crucial role in resolving the West Coast port lockout while Judd orchestrated federation protests at the tumultuous World Trade Organization meeting in Seattle.

As reported earlier in the *Seafarers LOG*, about 70,000 grocery clerks from Kroger Co.'s Ralphs, Safeway Inc.'s Vons and Albertsons Inc. have been locked out or on strike since early October over contract differences, particularly the cost and scope of health care benefits for current employees and future hires. The United Food and Commercial Workers (UFCW) walked out at Vons and Pavilions Oct. 11. The next day, workers were locked out of Ralphs and Albertsons stores.

The supermarket chains have one con-

tract with the union, and they have been negotiating as a bloc. The stores have been operating with scabs since the strike commenced.

The federation hopes a new series of events will attract public support and drum up pressure on the grocery chains after official negotiations stalled in December and informal, secret talks broke off earlier in the month. The plan is to pressure the supermarket companies by hounding executives and directors with phone calls and visits, staging demonstrations across the country—including a "pray-in" outside the Northern California home of the chief executive of Safeway Inc.—and persuading major grocery-company shareholders, such as pension funds, to take stands in the union's favor.

Assistance from the federation comes after two recent, laudable attempts by the UFCW to get contract talks back on track. In mid-December, the UFCW offered what union officials described as substantial concessions on health-care benefits. The companies dismissed the proposal as inadequate. In early January, national and local UFCW officials met secretly in San Francisco with mid-level managers from the supermarket chains. Union participants said four days of meetings brought them no closer to a resolution.

Top AFL-CIO officials and representatives of 40 national labor unions on Jan. 17 discussed strategy and plans for fundraising during a conference call. More than \$600,000 was pledged, Trumka said. In addition, the International Longshore and Warehouse Union revealed during a Jan. 20 news conference that it plans to raise more than \$1 million for health benefits for the picketing grocery workers; the longshoremen's union will ask its members to pay an extra \$25 a month in dues for six months.

In another development, thousands of the striking grocery workers became ineligible for medical benefits Jan. 1 and must pay if they want insurance through March. Most lost their eligibility because they did not work sufficient hours in October and November as required by the health care trust fund rules, union officials said.

Workers have been given a one-time option to buy family coverage through March for \$365. Some employees, who work a smaller number of weekly hours, did qualify because of the low number of hours required under the plan. Other employees qualified because they secured part-time jobs at other union stores, including Gelson's and Stater Brothers.

But coverage is not guaranteed even for

those who opt to pay because the supermarket chains have not made full payments into the fund since the strike and lockout began. The union filed federal lawsuits last October against the three chains to keep them contributing to the health care fund. The lawsuit went to arbitration and a decision was expected late last month.

Elsewhere, two civil suits on Jan. 2 and Jan. 5 were filed by the union against Ralphs that allege the company is falsifying employment records to retain locked out workers in some stores. The lawsuit filed Jan. 5 is a federal suit that charges Ralphs falsely reported to the trustees of the clerks' health and pension benefits funds how many hours were worked by union members during the strike and lockout and how much money the grocer owed to the funds because UFCW members worked those hours. The reports were sent by mail, which the suit says constitutes mail fraud.

The UFCW on Jan. 2 filed a lawsuit in Los Angeles Superior Court alleging the Ralphs supermarket chain has been secretly hiring back selected workers under false names and Social Security numbers.

According to union spokeswoman Ellen Anreder and Barbara Maynard, the union had evidence from 50 to 100 striking workers who had secretly been hired back and then told to use fictitious names and Social Security numbers or those of their minor children.

What You Need to Know About Anthrax Vaccine

Editor's note: This information is reprinted (with permission) from a brochure distributed by the U.S. military to armed forces personnel. U.S. mariners sailing in support of Operation Iraqi Freedom are required to receive the same vaccines.

Anthrax Vaccine is Safe and Effective

- U.S. anthrax vaccine has been FDA-licensed since 1970.

- The National Academy of Sciences and six panels of civilian scientists confirm that anthrax vaccine works and is safe. (See www.nap.edu/catalog/10310.html)

The Threat from Anthrax is Deadly and Real

- Anthrax is a top choice for use as a biological-warfare agent.

- The most deadly form of anthrax, inhalational anthrax, is the form most expected on the battlefield.

- You can be infected with anthrax and not know it, until it's too late.

Frequently Asked Questions

Who should not get the anthrax vaccine?

Some people should not get anthrax vaccine or should wait if the following apply:

- Serious reaction to a prior dose raising concerns about safety of next dose

- Pregnancy
- HIV and immunosuppressed individuals
- Recovered from cutaneous skin anthrax

You can request an evaluation for a medical exemption from your provider. If you or your provider need assistance with medical exemption questions, the Walter Reed Vaccine Healthcare Center (VHC) is available for consultation services or referral for a second opinion.

What side effects can I expect?

A burning sensation often occurs immediately after getting anthrax vaccine and can last about a minute. Like other vaccines, anthrax vaccine may cause soreness, redness, itching and swelling at the injection site.

Up to 30% of men and 60% of women report local reactions, but these reactions usually last only a few days. A lump at the site occurs commonly, up to 50% of the time, lasting for a few weeks.

Larger reactions occur in about 1-4% of vaccinees.

Beyond the injection site, 5% to 35% may notice such symptoms as muscle or joint aches, headaches, rashes, chills, low-grade fever or nausea. These symptoms usually go away in less than a week.

Any vaccine, like all prescription drugs, can cause serious reactions including those requiring hospitalization or medical care. Severe allergic reactions occur less than once per 100,000 doses.

How many shots will I get?

The FDA-licensed schedule for anthrax vaccine is six doses given over 18 months: 0-2-4 weeks, 6-12-18 months, plus annual boosters. It is important to stay on schedule and not to get a dose earlier than your due date. It is also important to continue the series once you start, even when returning from deployment.

Is this vaccine safe and effective?

Yes. Study after study shows people vaccinated against anthrax are as healthy as unvaccinated people. However, like all drugs, anthrax vaccine may rarely cause adverse reactions resulting in illness where a medical exemption is indicated.

America's best scientists, serving on a committee of the National Academy of Sciences, said that anthrax vaccine, "as licensed, is an effective vaccine for the protection of humans against anthrax, including inhalational anthrax, caused by all known or plausible engineered strains of B. anthracis."

What about long-term side effects?

This vaccine has been used for over 30 years. Like other vaccines, death or serious illness have rarely been reported after vaccination. Each case is carefully reviewed by CDC, FDA, and DoD, to make vaccinations as safe as possible.

If I have a health problem or adverse event after vaccination, what do I do?

First, if a health problem occurs following any vaccine, seek med-

ical care to take care of your immediate health problem! If your symptoms persist, you or your provider may contact the Walter Reed Vaccine Healthcare Center at (202) 782-0411. Then follow the information below to file a report with the Vaccine Adverse Event Reporting System (VAERS).

When do we file a VAERS report?

Adverse events after vaccination are reported to the Vaccine Adverse Event Reporting System (VAERS). VAERS forms are available at www.vaers.org or call (800) 822-7967. Health care workers and vaccine recipients are encouraged to report via the VAERS system any severe events that require medical treatment and/or interfere with work or recreation. VAERS reporting is required with reactions that cause hospitalization or loss of

work for 24 hours or more.

You or any healthcare provider (civilian or military) treating you may contact the Walter Reed Vaccine Healthcare Center (VHC) for assistance with preparing and submitting a VAERS report or vaccine adverse event consultation.

If I started anthrax vaccinations, but had doses delayed, do I have to restart the series?

No, you will not have to restart the series. You will simply pick up where you left off. This is consistent with national guidelines from the CDC's Advisory Committee on Immunization Practices.

The protection of each additional dose builds on the immune response to earlier doses and delays in timing do not interfere with the response. This is like climbing

steps on a ladder towards full protection.

What if I'm pregnant, breast-feeding or I'm planning on having children?

Good medical practice defers vaccination during pregnancy, unless clearly needed.... A study at Fort Stewart found that vaccinated women get pregnant and give birth at the same rate as unvaccinated women. Outcomes of pregnancies are comparable in vaccinated and unvaccinated women.

The Centers for Disease Control and Prevention (CDC) reports that vaccines are safe both for nursing mothers and their breast-fed infants.

There is no medical reason for vaccinated women or partners of vaccinated men to delay child bearing.

What You Need to Know About Smallpox

Editor's note: This information is reprinted (with permission) from a brochure distributed by the U.S. military to armed forces personnel. U.S. mariners sailing in support of Operation Iraqi Freedom are required to receive the same vaccines.

What is smallpox?

Smallpox is a very serious disease; it is contagious and sometimes fatal.

Smallpox is an infection caused by a germ called variola virus. About three out of 10 people infected with smallpox will die. Survivors are often scarred and, in rare cases, may be blinded.

Smallpox spreads slowly, usually by face-to-face contact for an hour or more with a contagious person. People with smallpox become contagious just before a rash begins and just after their temperature goes over 101°F (38.3°C). They stay contagious until all scabs from their rash fall off. The symptoms of smallpox begin with high fever, head and body aches, and sometimes vomiting. A rash follows that spreads and progresses to raised bumps that crust, scab and fall off after about three weeks, leaving pitted scars.

Smallpox can be spread by contact with inanimate objects (such as clothing, towels, linens), but this would be uncommon.

Smallpox can be prevented through the use of smallpox vaccine.

What is the smallpox vaccine?

Smallpox vaccine contains live vaccinia virus (not smallpox virus) to protect against smallpox. This same vaccine was given to millions of Americans, including Service Members during World War I, World War II, and until the 1980s.

FDA recently licensed a supply of smallpox vaccine made by Wyeth Laboratories called Dryvax®. Vaccine used for Service Members passes all tests required by the FDA.

The World Health Organization (WHO) used smallpox vaccine to eradicate natural smallpox from the planet. After a single smallpox vaccination, about 95% of people develop protection within 10 days.

Many people have never been vaccinated against smallpox. Other people probably have little immunity left from vaccinations given years ago.

Who should not get smallpox vaccine?

Except in an outbreak situation, some people should not get smallpox vaccine, including:

- People whose immune system is not working fully (due to disease, medication, or radiation), such as HIV/AIDS, cancer, transplant, immune deficiency.

- People diagnosed with eczema or atopic dermatitis, now or earlier in life.

- People with current skin conditions, such as burns, impetigo, contact dermatitis, chickenpox, shingles, psoriasis, or uncontrolled acne, until the condition clears up.

- Pregnant women.

- People with a household contact who meets any of the conditions above.

- People with serious heart or vessel conditions (such as angina, heart attack, artery disease, congestive heart failure, stroke, other cardiac problem).

- People with three cardiac risk factors (smoking, high blood pressure or cholesterol,

diabetes, family history).

- People taking steroid eye drops or ointment.

- Breastfeeding mothers.

- Anyone who had problems after previous doses or is allergic to the vaccine or any component.

Also please note:

- Women should avoid getting pregnant for 4 weeks after smallpox vaccination.

- People directly exposed to smallpox virus should get vaccinated regardless of health status (unless extremely immune suppressed).

What should I expect at the vaccination site?

If vaccination is successful, a red and itchy bump forms at the vaccination site in 2 to 4 days. Over the next few days, the bump becomes a blister and fills with pus. During the second week, the blister dries up and a scab forms.

The scab falls off after 2 to 4 weeks, leaving a scar. People vaccinated for the first time may have a larger reaction than those being revaccinated.

Anyone who does not get the expected reaction needs to be revaccinated. If you have a question or concern about the smallpox vaccination site, contact your primary-care manager or healthcare provider.

Virus is present on the skin at the vaccination site until the scab falls off. Be careful not to touch it, so you don't spread virus elsewhere, especially to the eyes, nose, mouth or genitalia.

Wash your hands frequently. Alcohol-based cleansers or soap and water are both effective.

If you develop chest pain, become short of breath, or have other symptoms within 2 weeks after vaccination, seek medical care. If you need medical care in the month after your vaccination, tell your provider you just got a smallpox vaccination. Tell any civilian employers, too.

What side effects should I expect?

Most people have reactions, usually mild, such as itching, swollen lymph nodes, sore arm, fever, headache, body ache, mild rash or fatigue. These symptoms may peak 3 to 12 days after vaccination.

In the past, about 1,000 out of every 1,000,000 vaccinated people experienced reactions that were serious, but not life-threatening. Most involved spreading vaccinia virus elsewhere on the body.

In the past, between 14 and 52 people out of 1,000,000 vaccinated for the first time experienced potentially life-threatening reactions, including skin reactions and encephalitis (inflammation of brain). From past experience, 1 or 2 people in 1,000,000 who receive smallpox vaccine may die as a result.

After the first 500,000 military smallpox vaccinations thru December 2003, few serious reactions occurred. Some first-time vaccinees had chest pain due to myo-pericarditis (inflammation in or around the heart). These cases ranged from mild to serious. One case of lupus-like illness may have been triggered by vaccination.

A few heart attacks, some fatal, have been reported. At this time, they are not believed to be caused by vaccine. DoD medically exempts people with heart conditions. Further investigation is underway.

We try to reduce the risk of side effects by

exempting people who should not receive this vaccine.

What can I do to prevent spreading the vaccine virus (vaccinia) to my household pets?

There is no evidence that vaccinia virus can infect cats, dogs, or other household pets, nor that pets can spread the virus to other people in the household. Take the usual protective steps (e.g., sleeves, bandages, hand washing) to keep vaccinia virus from reaching your pet.

How should I care for the vaccination site?

Three Key Points:

1. Don't touch your vaccination site.
2. If you touch it by accident, wash your hands right away.
3. Don't let others touch your vaccination site or materials that touched it.

Vaccine virus (vaccinia) is present at the vaccination site for about 14 to 28 days, until the scab falls off. This means other people can get infected if they come in contact with vaccinia virus from your arm. Minimize close contact with infants until the scab falls off. Or have someone else handle the infant.

Most vaccination sites can be left unbandaged, when not in contact with other people. Use an absorbent bandage as a touch-resistant barrier. When near others, wear sleeves to cover the site and prevent scratching. Dispose of bandages in sealed or double plastic bags. You may carefully add a little bleach to the bag, to kill the virus.

Keep the site dry. Air will speed healing. Do not use creams or ointments; they will delay healing and can spread the virus. Wear long-sleeve clothing to protect the site. Launder clothing and linens that touch the site in hot water with soap or bleach.

Normal bathing can continue, but don't touch or scrub the vaccination site. Dry the site last, with something disposable, so a towel does not rub or spread virus elsewhere. Don't allow others to use that towel until laundered. Don't use public towels, unless laundry workers know you were vaccinated. Use a waterproof bandage if you exercise enough to cause sweat to drip. Avoid swimming and hot tubs.

Don't let your guard down at home! Take good care of your vaccination site. Keep this sheet. Read it again later. Be sure to ask questions.

For more information:

877-GET-VACC

www.smallpox.mil

www.anthrax.mil

vaccines@amedd.army.mil

www.seafarersorg/members

Revamped FOWT Course Preps Students For Endorsements, STCW Certification

The new U.S. Coast Guard-approved Fireman/Watertender and Oiler (FOWT) program at the Paul Hall Center for Maritime Training and Education prepares candidates to earn both the Fireman/WT and Oiler rating endorsements as well as STCW certification as a Rating Forming Part of the Engineering Watch.

This eight-week program consists of three course modules: Basic Auxiliary Plant Operations (four weeks), Basic Motor Plant Operations (two weeks), and Basic Steam Plant Operations (two weeks). Students are assessed via written examinations with a primary emphasis on practical marine engineering plant operations while in a support role, as well as a practical demonstration of job-related skills. Students are required to perform those tasks associated with the performance of their job duties as a watchstander, including routine maintenance performed while on watch.

The updated program makes extensive use of engineering plant simulators.

"The new program is not only designed to provide members the necessary training for Coast Guard rating endorsements and STCW certification, but also provides an excellent foundation for continued growth and development as a professional mariner working in the engine room," said Bill Eglinton, director of training at the Piney Point, Md. school.

The following is an overview of each module and its contents:

Basic Auxiliary Plant Operations Module

Consists of instruction and practical training in basic marine engineering, fire protection systems and emergency response procedures, miscellaneous systems, and auxiliary plant operations.

Topics in basic marine engineering include basic machines and mechanical energy transformations, thermal energy and combustion principles, fluid power using both hydraulic and pneumatic mediums, electrical energy and basic electricity, basic metallurgy and engineering materials, and piping system hardware.

Subjects in fire protection systems and emergency response procedures include the layout, arrangement, use and operation of fire detection and alarm systems, fixed CO₂ flooding systems,



Instructor Eric Malzkahn points out some of the engine simulator functions to Brandy White and other students in the FOWT class.

fixed and semi-portable dry chemical systems, fixed and semi-portable foam systems, and fire main and sprinkler systems.

The miscellaneous systems segment covers the layout, arrangement and operation of bilge and ballast systems, central priming systems, general service sea water and low temperature fresh water cooling systems, potable water and engine room fresh water service systems, sanitary flushing and sanitary drain systems, lube oil filling and transfer systems, and fuel oil filling and transfer systems.

Topics in auxiliary plant operations include the layout, arrangement, principles, operation and monitoring of distilling plants, oily water separators, sewage treatment plants, hydraulic power plants, electro-hydraulic steering



Corey Hann monitors a simulator screen on the second day of his FOWT course. The class blends practical training with classroom instruction.

gear, lube oil purification plants, fuel oil treatment plants, compressed air plants, auxiliary boilers, motor vessel steam plants, refrigeration plants, air conditioning plants, and electricity generating plants.

Auxiliary plant simulations consist of stand-alone plant simulations as well as those integrated with diesel propulsion plant and steam propulsion plant simulations.

Basic Motor Plant Operations Module

Consists of instruction and practical training in power transmission systems, diesel engines, diesel engine support systems, plant automation, reduction gears, propulsion shafting and associated bearings, and propellers. Topics in power transmission systems include the layout and arrangement of gear, chain and belt drives; solid and flexible couplings; brakes and clutches; and principles of lubrication, lubricants and bearings.

Topics in diesel engines include the layout, arrangement, construction, principles, operation and monitoring of slow and medium speed propulsion diesel engines, medium speed generator diesel engines, high speed auxiliary and emergency generator diesel engines, and diesel-electric drives.

Subjects in diesel engine support systems include the layout, arrangement, operation and monitoring of starting systems, fuel oil service systems and fuel injection equipment, charge air and exhaust systems, fresh water and sea water cooling systems, lubricating oil systems and crankcase

ventilation systems.

Issues covered during plant automation include the layout, arrangement and operation of engine operating controls, diesel engine governors, process control systems, automation sequencing, self-protection and alarms.

Topics in reduction gears include the layout, arrangement, operation and monitoring of reversing and non-reversing reduction gears and propulsion clutches.

Course material in propulsion shafting includes the layout, arrangement, operation and monitoring of propulsion shafting, thrust bearings, line shaft or spring bearings, stern tube bearings and strut bearings.

Subjects in propellers include the layout, arrangement, operation and monitoring of fixed pitch and controllable pitch propellers and controllable pitch propeller servos.

Motor plant simulations consist of stand-alone plant simulations as well as those integrated with auxiliary plant and electricity generating plant simulations. Both slow speed and medium speed diesel propulsion plants are modeled. Additionally, the motor plant simulation program offers a complete mockup of an engine control room including propulsion plant, auxiliary plant, and electricity generating plant prime mover operating consoles as well as a main switchboard.

Basic Steam Plant Operations Module

Consists of instruction and practical training in the steam and water cycle, marine power boilers, turbines, condensers, air removal equipment, condensate and feed heating equipment, steam plant systems, plant automation, reduction gears and propulsion shafting, and casualty control. Topics in the steam and water cycle include steam generation, steam expansion, steam condensation, the preparation and introduction of feed and the thermodynamic properties of steam.

Matters addressed in marine power boilers include the layout, arrangement, construction, principles, operation and monitoring of single and divided furnace boilers, controlled and uncontrolled superheat boilers, non-automated and automated boilers, and steam-to-steam generators.

Subjects in turbines include the layout, arrangement, con-

struction, principles, operation and monitoring of main and auxiliary turbines, and condensing and non-condensing turbines.

Material covered in condensers includes the layout, arrangement, construction, principles, operation and monitoring of main and auxiliary condensers.

Topics in air removal equipment include the layout, arrangement, principles, operation and monitoring of main and auxiliary air ejectors, vacuum pumps, and de-arating feed tanks.

The condensate and feed heating equipment segment covers the layout, arrangement, operation and monitoring of low pressure and high pressure feed heaters, air ejector and gland exhaust condensers, and boiler economizers.

The steam plant systems section includes the layout, arrangement, operation and monitoring of steam systems, condensate systems, condensate drain systems, feed systems, sea water circulating cooling systems, fuel oil service systems, forced draft and exhaust systems and lubricating oil systems.

Plant automation addresses the layout, arrangement and operation of boiler and turbine operating controls, turbine governors, process control systems, automation sequencing, self-protection and alarms.

Course content in reduction gears and propulsion shafting includes the layout, arrangement, operation and monitoring of reduction gears and propulsion shafting, thrust bearings, line shaft or spring bearings, stern tube bearings, strut bearings and propellers.

Subjects in casualty control include the appropriate corrective reaction to boiler low, high and out-of-sight unknown boiler water level casualties as well as a boiler economizer fire casualty.

Steam plant simulations consist of stand-alone plant simulations as well as those integrated with auxiliary plant and electricity generating plant simulations.

In all phases of instruction, proper watchstanding techniques are emphasized. Proper relieving of the watch, conducting of machinery space rounds, taking log readings, using operating plant guides, consulting engineering watch supervisors, seeking clarification when in doubt, using and updating machinery status boards, communicating effectively, and handing over of the watch are all emphasized and are an integral part of the assessment process. Safety awareness and the proper response to engineering plant and shipboard emergencies are strongly emphasized.

Seafarers Rescue 3

The Seafarers-crewed *Lykes Discoverer* recently rescued three people on the high seas near Bermuda.

At 2040 hours on Dec. 22, the *Discoverer* was contacted by a U.S. Coast Guard aircraft and advised that the agency had located what they believed to be the fishing vessel *Sea Gypsy*, a boat that was overdue on a voyage from Newfoundland to Bermuda with three persons aboard. At the time of the communication, the *Discoverer* was located some 25 miles away from the *Sea Gypsy's* position.

After instructing his crew to establish continuous communications with the Coast Guard aircraft and prepare the vessel to take persons on board, *Discoverer* Capt. Scott Putty set course for the *Sea Gypsy*. At about 2210 hours, crew members from the *Discoverer* had the smaller boat in sight and Putty began maneuvering his vessel into position to take her alongside.

Some 40 minutes later, after safely securing the *Sea Gypsy*, *Discoverer* crew members passed out lifejackets to the three distressed mariners aboard the boat. They later were brought aboard the *Discoverer* and their boat was abandoned.

Rescued from the *Sea Gypsy* were Capt. Whitfield J. Brathwaite and his two-person crew—Joseph A. Brathwaite and Alphonse A. Barrow. All three had credentials from Barbados.

Once aboard the *Discoverer*, Capt. Brathwaite informed his liberators that he and his shipmates had been adrift for four days. Their vessel lost power and they were unsuccessful in their repeated attempts to restart any generators, the captain said. They had been without food for several days. All were fed, given shelter and afforded phone calls to their families.

Putty commended the work of Bosun **Matthew Sagay** and that of the other crew members during the rescue.



Richard Rowland (left) and Terrance Colbert familiarize themselves with the simulator.

Seafarer Shepard's Tales Are No Bull

"What's the difference between a sea story and a fairytale?" asks author and SIU member **Earl G. (Bullet) Shepard**. "A fairytale starts out with Once Upon a Time, and a sea story starts out with This Ain't No Sh*t!"

In his new book, aptly titled "This Ain't No Sh*t!," Shepard offers a collection of satiric stories about his life as a merchant mariner.

Shepard has sailed for 31 years and began writing his life experiences "a couple years ago." His book is a collection of humorous stories intended "to bring smiles and evoke laughter."

In describing the book, Shepard notes, "A variety of nautical tales has emerged. From Roscoe the monkey who almost took my ears off as I waited

for a date, to an abusive so-called captain being blown off a toilet seat, these stories may make you laugh until your sides hurt. Others will make you wonder why these men go to sea!"

The book begins when Shepard is 18 years old, following his father's footsteps into a seafaring career, and takes readers up to the present.

Shepard sails as an AB/tankerman and dedicates this book to his daughter, Dawn.

The 498-page book is published by 1st Books Library. It is available on the web at www.1stbooks.com for \$18.25 in paperback and for \$5.95 in electronic format.

Shepard is the son of the late Earl "Bull" Shepard, one of the SIU's founders.

Former SIU Member Writes Volume About Life in the Merchant Marine

Tell someone you are a school-teacher, and you will hear, "That's a noble profession. What grade do you teach?" But tell someone you are in the merchant marine, and you will get the deer-in-the-headlights look. "I thought the merchant marine went away in World War II."

Michael Rawlins knows. After leaving the world of broadcasting for a life on the water, he joined the SIU in 1990, graduating from trainee class 465. He continues today as an officer in the AMO, currently aboard a ship in Iraq.

According to Rawlins, "Most people are not quite sure what the merchant marine is, so they try to relate to it on the only level they know—old swash-buckling books and movies. I wanted to give a perspective of someone with years on the water—to combine history with some good ol' sea stories."

And that he does. This book is the story of a young man leaving the rural Midwest for a life at sea and a world of travel, and has a cast of colorful, eccentric characters. But more than just wild sea stories, "The Last American Sailors" (subtitled "A Wild Ride in the Modern Merchant Marine") looks at the historical events that have brought about the change in a once glorious industry.

What kind of hold does the ocean have on these men and women who keep heading back out to sea? Is there really a girl in every port? Do you go to lots of exotic ports? Aren't you afraid of falling overboard? "The Last American Sailors" answers these questions and more.

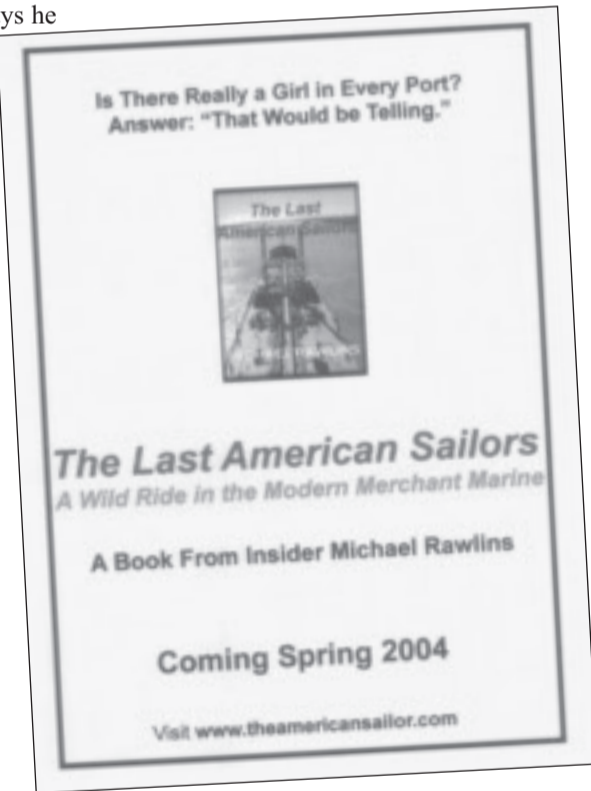
Rawlins reminisces about his



Michael Rawlins writes about what he knows best—life in the U.S. Merchant Marine.

days as a trainee. "I'll never forget marching around the school at dawn on those bone-chilling Piney Point winter mornings," he states. And although he currently holds a second mate's license, he says he will always remember his roots.

Michael Rawlins combines history with some good old sea stories in this book, due out in the spring.



"In fact, originally the book was titled 'The Last American Sailor,' singular. This seemed too much about the author, too much like a bio, so I added the 's.' The real stars of the book are the people I sailed with—the Brotherhood of the Sea."

The book, which has been designated "Editor's Choice" by the publisher, iuniverse, and will be featured in the winter edition of the Copperfield Literary Review, is due out in the spring in San Francisco, Rawlins' home port for many years. He will then embark on a book signing tour to Nevada, Utah, Illinois, Missouri and Maryland.

When not at sea, Rawlins makes his home in the Southwest desert.

Colorful Book Spotlights Inland Tugboat Industry

"Tugboats 'n Towlines: The Men and Women Who Give Them Life" by Warren Salinger focuses on the American tugboat industry. It offers insights on the roles these vessels and their crews play in the world and its global economy.

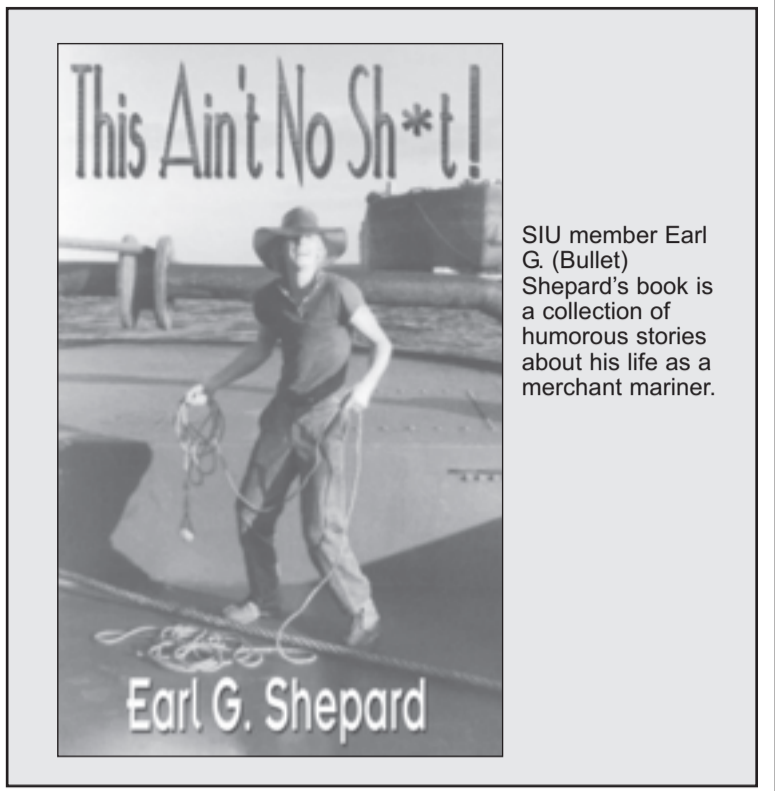
The 128-page book features tugs of varying sizes, and describes the many fascinating aspects of the tugboat industry. It represents the culmination of visits made by Salinger to 30 United States seaports on all three coasts and Lake Michigan. Included are eight of the United States' top 20 seaports in terms of tonnage handled.

The work—while containing some 200 full color photos of tugs—really is about the men and women who work on the vessels rather than the boats themselves. It contains the insights of some 80 individuals who granted interviews to shed light on the American tugboat community. Additionally, the work offers a great deal of data about the boats, ports and river systems

Brent Dibner, editor of *Tugbits*, the newsletter of the Tugboat Enthusiasts Society of America, calls "Tugboats 'n Towlines: The Men and Women Who Give Them Life" "the best-written treatment of the American tugboat industry I have ever seen and a great addition to maritime literature."

The book is available directly from the publisher (Twin Lights Publishers, Inc.) at info@twinlightspub.com, telephone (978) 546-7398, web site www.twinlightspub.com.

Seafarers who want to purchase a copy of the work may do so at a 20 percent discount off its retail price. To take advantage of this offer, members must call the publisher at the above number and identify themselves as SIU members when placing their orders.



SIU member Earl G. (Bullet) Shepard's book is a collection of humorous stories about his life as a merchant mariner.



Great Lakes Towing is one of the SIU-contracted companies whose crews and boats are featured in the book.

Memorial for Brother Smith



SIU Pensioner Francis "Bert" Smith, 70, was remembered by family and friends last month during a memorial service (right) at the Seafarers Haven cemetery, located near the Paul Hall Center in Piney Point, Md. Brother Smith (pictured at left, in the Philadelphia hall) passed away Oct. 15, 2003. The Philadelphia native sailed with the SIU from 1966 until his retirement in 1995. Brother Smith served in the U.S. Army during the Korean War. With the SIU, he sailed in the deep sea and inland divisions, working in the engine and deck departments. A number of family members and friends, including several SIU officials, attended the memorial service Jan. 5.



DOT Announces 'E-Seal' Test Results

The U.S. Department of Transportation last month reported that electronic seal technology is maturing and may be applied to container security, according to a study released Jan. 7 by the Cargo Handling Cooperative Program (CHCP).

Electronic seals, or e-seals, have been proposed as a way to improve security and track cargo movements worldwide. However, e-seals would likely have to be standardized in order to be widely used, and the study did not find any one type suitable for use as a standard.

The CHCP, a partnership between the Department of Transportation's Maritime Administration and private industry, compared five electronic security seals proposed for use on inter-

modal freight containers. The study found that the technology will continue to improve, and that it is critical to allow for growth in performance in application to the industry.

"There's an urgent need for effective technology in this area," said U.S. Secretary of Transportation Norman Y. Mineta. "By testing e-seals in the laboratory, at terminal gates, on the road, and in a simulated rail environment, we are making significant steps toward ensuring the safety of cargo containers throughout the nation."

The seals tested were All Seal by All Set Tracking, DataSeal by Hi-G-Tek, eSeal by eLogicity, MacSema + Navalink by CGM, and SmartSeal by Savi.

The e-seals have container

information and can show if the seal has been subjected to tampering. The tested seals can be "read" by direct contact or on a specific radio frequency, which varies with the type of seal. For a system using e-seals to be efficient, seals would likely have to be "read" by one kind of reader, using one standard radio frequency. "For e-seals to be useful, there will have to be an accepted international standard," said Maritime Administrator Capt. William G. Schubert. "Any real-life solution must also provide real improvements in security and efficiency without unduly burdening operators. These results show that the intermodal freight community needs to take into consideration design and operations issues before any sin-



Capt. William G. Schubert
U.S. Maritime Administrator



Norman Y. Mineta
U.S. Secretary of Transportation

gle e-seal solution can be standardized."

The work of the cooperative was supported by the Space and Naval Warfare Systems Center of San Diego, California, and the

Center for Commercial Deployment of Transportation Technologies (CCDoTT) at the California State University, Long Beach. The report is available online at www.marad.dot.gov.

Letters to the Editor

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

Good Calls

My wife and I simply want to say "thank you" for the many years of pleasurable service the union has given us, especially the friendly help on the telephone.

Captain Richard J. Conner
Boyetown, Penn.

Many Thanks

I am 85 years old and wish to thank the Seafarers Plans and all Seafarers who've helped me and my family over the years. I sailed from July 30, 1946 to December 6, 1981. I sailed on 50 ships, plus or minus, and went to that many countries, too. I walked the strike lines in 1946 and I made two round-the-world trips.

I never can thank the SIU enough for all they have done for me.

Lester J. Moore
Livingston, Texas

'If You Don't Like It...'

How many of you who work for a paycheck have run into a situation like this or know someone who has?

■ You need a day off to take an aging and infirm parent to the doctor, but your boss says no.

■ The boss tells you to go punch out so he won't be responsible for overtime pay, but says you have to come back and finish a job.

■ You train a new employee and that person immediately gets the higher paying position that you are qualified for.

In all of the above cases, or in any other arbitrary or unfair work situation, you may be told that "if you don't like it, you can go work someplace else."

These scenarios are not far-fetched. Communication, energy, hotel and retail corporations have committed these and many other unfair labor practices. What's worse, they've gotten away with them for years. The one thing they all have in common: unorganized workers!

Employees who don't have

union representation often give their company's management a docile, pliable and, in many cases, fearful work force. Each employee can be dealt with as management sees fit. Favoritism, harassment, arbitrary policy changes and indiscriminate layoffs or firings are all common tools of management when labor lies down.

However, when workers unite and organize, these conditions change. Unfortunately, the reality is that in today's work environment, many companies will fight viciously to keep their employees from organizing.

The question is: Why? What does management have to fear from organized labor? The average American corporate CEO makes 117 times the salary of an hourly worker employed by the company. Corporate board members get similar salaries. Along with the inflated executive salaries come perks that include large stock options, "golden parachute" retirement and severance packages that pay even if the company fails, homes and "loans" that never have to be paid back. Investors and major stockholders want 15-20 percent short-term returns on their money. All of this is paid out of the corporation's profits.

Organized workers help ensure, through collective bargaining, that a fair share of the profit goes to those whose labor produces the goods or services that generate the earnings. Management's fear is sharing the wealth. In their view, treating their work force with dignity and giving them a greater share of the profits through higher wages, benefits and job security amounts to "bad business."

It's no secret that workers who decide to organize face an uphill battle. Many companies spend millions of dollars on union busters. These "union avoidance consultants" train front line supervisors in how to identify and harass organizing leaders. On their advice, management will hold mandatory meetings, in order to force-feed employees many myths, half-truths and outright lies about unions.

Nevertheless, committed and educated union activists can overcome these obstacles. Here are some of the union "urban legends" management will put out and the truth behind them.

1. "Unions are dinosaurs. They aren't necessary anymore."

Anyone who believes this has never heard of Enron, Global Crossing or K-mart. A contract with any of these giants could have put union officials in a position to keep the company honest. Even if they couldn't prevent the failures, they could have seen to it that those who lost their jobs got the severance pay and benefits they deserved before the board members ran off with the company treasury.

2. "Our company treats employees like family. We don't need a 'third party' to interfere."
All of the companies mentioned above made a point of telling employees that they were part of a "family." Unions are not "third-parties." Unions are you, the employees, standing together and acting collectively.

3. "Unions are corrupt, and they only want your dues."

Human beings run unions. For every individual guilty of corruption in any union, there are many thousands of decent, hard-working people in unions advancing the cause of work with dignity and living wages.

Also, dues are needed to pay operating costs and salaries. Elected committees monitor costs and set salaries. Unions are democratic organizations that can be changed from within. Any eligible member can aspire to any union office and work to help ensure the union remains true to its membership. If union negotiators get you a contract that raises your annual salary, provides for paid overtime, includes health and life insurance, creates a pension plan and pro-

vides job security, then doesn't paying dues make sense?

The list goes on but the picture of what organized labor can do for a company and community is very different from what management often would have you believe. Workers who have secure jobs with good wages, benefits and job security are happy, more productive and help the company improve its product or service. They can be as active in helping cut costs and making an operation more efficient as any corporate bean counter if given the opportunity.

Communities that support organized labor benefit as well. Workers who earn more buy homes and shop for higher-end consumer goods. This drives local economies and creates more jobs. Higher wages and home ownership increase tax bases, allowing local governments to provide better service and build better schools. Secure, living-wage jobs benefit everyone in a community, not just company employees.

So the next time you hear the "If you don't like it, leave" refrain, don't leave. Remember that dignity and respect in the workplace are worthwhile goals that can be achieved through solidarity and perseverance. Organize, unionize and change your company and community for the better!

AB Billy Bushey
Aboard the *USNS Kilauea*

New Bill For WWII Mariners

We have found a U.S. Congressman, Bob Filner of the California 51st Congressional District, who has recognized the efforts of our committee to secure recognition for World War II merchant marine veterans and will

help secure "just compensation" for those of us surviving.

After much discussion with Congressman Filner and his staff, we have modified the bill completely, from title to contents. Here are the major changes:]

■ Title has been changed to Combat Merchant Mariners Adjustment Act of 2004.

■ Eligibility has been modified to any service "in harm's way," in the period from Dec. 5, 1941 through Dec. 31, 1946 (the same period as all other G.I. bills of World War II).

■ Compensation has been modified to \$1,000 per month, tax-free.

■ Widows will be recognized. Any surviving wife of a qualified veteran shall be eligible to receive the same benefit as the veteran....

We will advise when the bill is introduced and a number has been assigned. What you can do then to help ensure passage of the Combat Merchant Mariners Adjustment Act of 2004 is, write telephone, fax or email your representative and the senators from your state, and send a copy of the correspondence to Congressman Filner to show your support. Write an extra letter or two to the editor of your local newspaper. Get the bill mentioned on your local television or radio station.

Ask your congressmen to not only support our bill, but to become a cosponsor. We will have a senator introduce the bill in the Senate at the same time, as a companion bill....

Ian T. Allison, Santa Rosa, Calif.
and
Henry Van Gemert, Palmetto, Fla.
Co-Chairmen, Just Compensation Committee

Editor's note: The committee consists of representatives from the American Merchant Marine Veterans (AMMV).

IMPORTANT NOTICE

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

Under federal law, a participant and his or her dependents have the right to elect to continue their Plan coverage in the event that they lose their eligibility. This right is granted by the Consolidated Omnibus Budget Reconciliation Act, better known as "COBRA." The COBRA law allows a participant and his or her dependents to temporarily extend their benefits at group rates in certain circumstances where coverage under the Plan would otherwise end.

A participant and his or her dependents have a right to choose this continuation coverage if they lose their Plan coverage because the participant failed to meet the Plan's seatime requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

The participant's dependents may also elect continuation coverage if they lose coverage under the Plan as the result of the participant's (1) death; (2) divorce; or (3) Medicare eligibility. A child can also elect COBRA if as the result of his or her age, he or she is no longer a dependent under the Plan rules.

If a member and his or her dependents feel that they may qualify, or if they would like more information concerning these rights, they should contact the Plan office at 5201 Auth Way, Camp Springs, MD 20746. Since there are important deadlines that apply to COBRA, please contact the Plan as soon as possible to receive a full explanation of the participant's rights and his or her dependents' rights.

Labor Briefs

BLE Merges with Teamsters

The 140-year-old Brotherhood of Locomotive Engineers (BLE) formally merged with the Teamsters on Jan. 1, after BLE members approved the merger by an 81 to 19 percent margin on Dec. 5, the union said. BLE-Canada members also voted to merge with Teamsters Canada, by a 62 percent - 38 percent tally.

"The merger will strengthen our efforts to ensure members maintain a strong political voice at the national level ... and continued aggressive representation at the local level," BLE President James Hahs and Teamsters President James Hoffa said in a joint statement.

Exporting Jobs from Mexico?

Faced with their jobs being sent from Mexico to China, the 10,000 union workers at Volkswagen's Mexican plant plan a worldwide meeting—and possible strike—of VW workers, U.S. Rep. Marcy Kaptur (D-Ohio) said.

The Toledo Union Journal reports Kaptur told United Auto Workers retirees in mid-December that many Mexican auto workers who got jobs due to the so-called North American Free Trade Agreement (NAFTA) are paid \$25 daily "but they're scared their companies will downsize them because they're getting paid too much."

Chinese workers with similar jobs earn 20 cents an hour. The Mexican VW union, which is independent, wants a worldwide meeting of VW workers to plan their next moves to counter the trend of moving to lowest-cost nations.

Now Hear This: CWA Wins

A federal district court judge in New Jersey has thrown out a lawsuit by Verizon Wireless against the Communications Workers of America. Verizon Wireless argued that CWA's parody of the company's "Can you hear me now?" slogan during the union's effort to win a fair contract in 2002 violated trademark laws. In television, radio and newspaper ads, workers raised questions about Verizon's labor policies and asked, "Verizon: Can you hear us now?"

On Dec. 11, Judge Mary Cooper found trademark laws don't apply to the type of labor speech involved in the CWA campaign and dismissed the company's suit.

NY Retail Workers' Wages Still Dropping

New York retail workers' wages have been on a 3-year downward slide, and since 1998 have been below those of their Chicago counterparts, a new report says. New York economist Moshe Adler discloses, however, that Chicago retail workers' wages slid for the last three years, too. They're above New York's, however.

Retail is New York's greatest employer of workers without college degrees.

According to the report, in 1996 the average real wage for a New York retail worker, after inflation, was \$9.95 per hour, 70 cents ahead of Chicago's hourly wage. The New York retail wage reached an hourly peak of \$11.55 in 2000, before the recession hit, but by then the average hourly retail wage in Chicago was \$12.84. Since then, the New York wage has fallen to \$10.53, compared to \$10.93 in Chicago.

Adler advocated "unionization ... as social policy" as a way to raise retail workers' wages.

Levi's Closes Last 2 Sewing Plants

More than 2 million U.S. manufacturing jobs have been lost in recent years. The effects of NAFTA and other so-called free trade agreements have been to send jobs to other countries where labor is cheaper and environmental regulations less stringent.

The latest casualty in this trade war is Levi Strauss & Co., the manufacturer of the world-known symbol of American apparel—Levi's blue jeans. The 150-year-old company closed its remaining two U.S. sewing plants in San Antonio last month, leaving 800 workers without jobs. The last three company-owned plants in Canada will shut down in the spring. Most of the production work will now be done in China and other countries with a cheaper work force.

Manufacturing Workers to D.C.

More than 3,500 manufacturing workers are expected in Washington, D.C. Feb. 3 for the Industrial Union Council legislative conference. The union members will hear from congressional leaders and lobby their elected officials to support the Employee Free Choice Act and laws to provide incentives for investment in domestic manufacturing.

Textile Jobs Threatened

U.S. textile and apparel workers are "on the verge of a catastrophe," said an official from the Union of Needletrades, Industrial and Textile Employees (UNITE). Mark Levinson, UNITE's policy director, addressed a National Research Council committee Jan. 7. The forum examined the impact of international trade on local communities, and Levinson warned that if current quotas on the importation of foreign textiles and apparel are allowed to expire in January 2005, U.S. textile job losses will accelerate. A 1994 World Trade Organization agreement calls for the end of the quotas next year.

Working on the Great Lakes



Harold Rodrigues, the yard man at Great Lakes Towing, ties up the tug *Colorado* in South Chicago.



Bosun Mike Keogh runs the hatch crane aboard American Steamship Corp.'s *John J. Boland* in Grand Haven, Mich.



Performing some maintenance work on the tug *Daryl C. Hannah* in Lemont, Ill. is William Polk.



A great lunch prepared by Cook Steven Tanis in Lemont, Ill. awaits crew members aboard the tug *Daryl C. Hannah*.

Attention: Seafarers



IT TAKES A
FOUR-LETTER
WORD ...
TO BE
HEARD



Celebrating With the SIU



SIU members, officials and pensioners and their families enjoyed a holiday meal at the Philadelphia hall.



When the tug *Coastal Reliance* and its accompanying barge 550-4 were christened late last year in Long Beach, Calif., SIU VP Contracts Augie Tellez (standing second from left) and SIU VP West Coast Nick Marrone (standing fourth from left) joined in the celebration. With them are crew members Captain Dale Wilson, Chief Engineer Paul Joiner, AB Utility Robert Tierney Jr., Chief Mate Chris Valley, Utility Karen Fensel, AB/Tankerman Brian McLarnon, 2nd Mate Bob Mills and AB/Tankerman Lewis Findley.



Left: U.S. Representative Neil Abercrombie (D-Hawaii) was treated to lunch recently when he visited the *USNS Victorious* in Pearl Harbor. Among those posing with the congressman are EU Jeremy Vaughan, Chief Engineer Mohammad Islam, EU Thomas Swayne Jr., Chief Mate Stephen Reynolds, MDR Thomas Kingsbury, Capt. John Robbins, Abercrombie, MSCO Cdr. Vivar and MSC Rep Bill Homer. Robbins, who used to sail as an AB on the *USNS Wilkes*, earned his third mate license in 1994.



Right: Also pictured with Abercrombie are, from left, EU Thomas Swayne, EU Jeremy Vaughan, Abercrombie, 1st Asst. Engineer Robert Tombari and Chief Engineer Mohammad Islam.

Christmas in Norfolk



SIU Norfolk Port Agent Georg Kenny, Secretary Ethel Brooks and SIU Rep Sam Spain



Guest Larry Alexander, SIU Rep Sam Spain, Guest Connie Shocklock and SIU VP Government Services Kermet Mangram



Left: Former NMU Port Agent Melvin McCray and his wife, Lettie



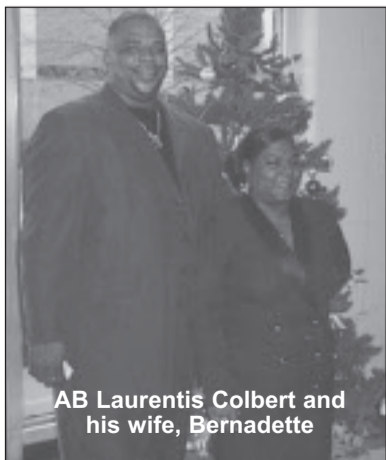
AB Mark Davis and his son



Right: Chief Steward James Cameron



Above: Chief Steward James Cameron, Chief Cook Rachel Cutler, Chief Cook William 'Fats' Belcher, Steward/Baker Ralph Edmunds and his wife, Sisi, and QMED Hugh 'Woody' Woods



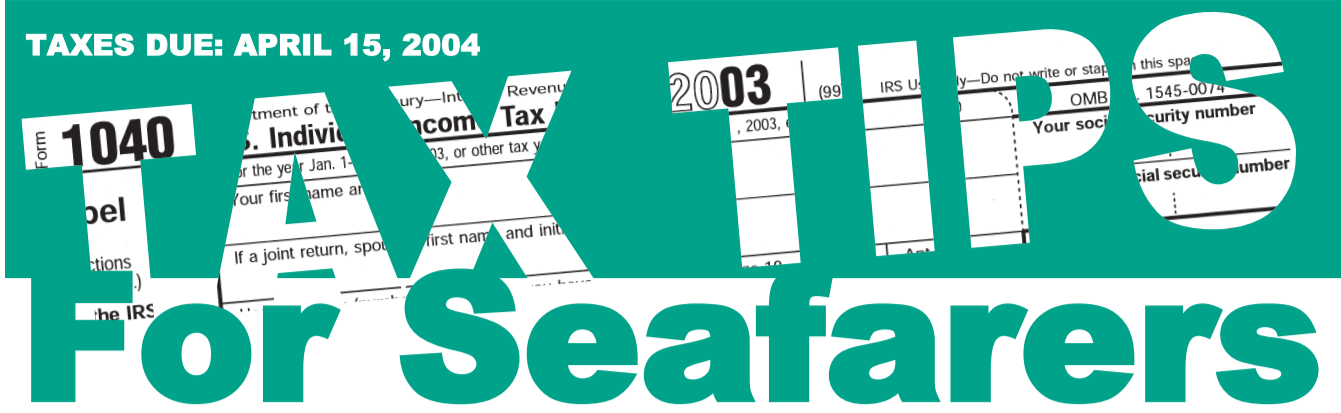
AB Laurentis Colbert and his wife, Bernadette



Left: SA Avis Hawkins and her granddaughter, Trinity, MSC/SIU Rep Maurice Cokes and Alicia Moore



MSC/SIU Rep Maurice Cokes, Chief Cook Helen Mitchell and SIU VP Government Services Kermet Mangram



Presented on these two pages of the Seafarers LOG are handy tax tips—some of which are intended specifically for mariners. Included are the new deduction amounts for 2003 as well as where to get additional information.

HOW TO PREPARE A TAX RETURN

- Step 1.** Get all records together.
- ◆ Income Records. These include any Forms W-2, W-2G and 1099.
 - ◆ Itemized deductions and tax credits.
 - ◆ Medical and dental payment records.
 - ◆ Real estate and personal property tax receipts.
 - ◆ Interest payment records for items such as a home mortgage or home equity loan.
 - ◆ Records of payments for child care so an individual could work.
- Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.ustreas.gov for forms, instructions and publications.
- Step 3.** Fill in the return.
- Step 4.** Check the return to make sure it is correct.
- Step 5.** Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.
- Step 6.** Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-255-8299. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

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

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$900 for a married couple or \$1,150 for an unmarried person). *Note that the personal exemption deduction is \$3,000.*

Filing Status	Standard Deduction
Single	\$4,750
Married filing joint return or qualifying widow(er)	\$9,500
with dependent children	\$9,500
Married filing separate return	\$4,750
Head of household	\$7,000

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 71b, 71c and 71d on their Form 1040. Line 71b is for the bank's routing number. Line 71c indicates the type of account, and line 71d is the taxpayer's account number at the bank.

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

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,050 per person. In 2003, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

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

Personal Interest Deductions: For 2003, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

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

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

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

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

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

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 36 cents per mile for all miles driven in 2003. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

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

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

There has been a recent tax court case (*Johnson v. Comm. 115 TC210[2000]*) where a merchant seaman was denied a full deduction for the full M & IE rates. The court ruled that in situations where meals are provided at no cost, the incidental expense rate allowable as an itemized deduction is limited to \$2 (in the continental U.S.) and rates ranging from \$1 to \$53 in other areas. In lieu of these rates, to the extent you have receipts, a higher deduction amount may be allowed.

Limit on Itemized Deductions: In 2003, itemized deductions may be limited for individuals earning more than \$139,500 of federal adjusted gross income (or \$69,750 if married and filing separately).

WHAT'S

Here are some of the changes that will take effect in 2003 and 2004 from the Jobs and Growth Tax Relief and Reconciliation Act of 2003 and the Military Family Tax Relief Act of 2003:

TAX RATE REDUCTION — Individual income tax rates will be reduced. For 2003, the tax rates will be 10%, 15%, 25%, 28%, 33% and 35%. For supplemental wage payments, such as bonuses, the flat withholding rate is now 25%. These rates remain in effect for 2004 and 2005.

CHILD TAX CREDIT — For tax years 2003 and 2004, the child tax credit will increase to \$1,000 per child under 17. Most eligible taxpayers received a rebate in the mail of \$400 per child during 2003. This rebate will need to be accounted for on your 2003 income tax return.

ADOPTION CREDIT — The current maximum adoption credit for qualified adoption expenses which can be claimed for an eligible child is \$10,160 for any child including special needs children. The credit is phased out for parents with an adjusted gross income over \$192,390. (The credit is per adoption, not per child.)

CHILD AND DEPENDENT CARE CREDIT — The credit has been increased to a maximum of \$1,050 for one person and \$2,100 for 2 or more qualifying persons for expenses and for their care.

NEW MAXIMUM 15% TAX RATE FOR QUALIFYING DIVIDENDS & LONG-TERM CAPITAL GAINS AFTER MAY 5, 2003 — Most dividend income received by a taxpayer will be taxed at a maximum rate of 15% through 2008. For lower income individuals, a 5% rate applies through 2007 and a 0% rate applies for 2008. For sales after May 6, 2003, the maximum tax rate for most long-term capital gains will be 15% through 2008.

MARRIAGE PENALTY RELIEF — The basic standard deduction has increased for joint filers and is now double that of a single filer. In addition, the 15% tax bracket has been expanded for a large income range.

EXTENDED DEADLINES — Civilian personnel involved in support activities in combat zone areas have been granted additional time to file income tax returns, estate and gift tax returns, to file Tax Court Petitions and other matters. *CAUTION: Only deadlines arising on or after the date an individual enters the combat zone are postponed.*

EDUCATION IRAs — The current annual contribution that can be made for a designated beneficiary in 2003 is \$1,000. Qualified expenditures, which can be paid tax free from an education IRA, will now include those from elementary and secondary public (including kindergarten), private or religious school

Earned Income Credit: A refundable earned income credit (EIC) is available to certain individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2003, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$11,230 and no qualifying children—\$376 maximum credit; taxpayers with income less than \$29,201 and with 1 qualifying child—\$2,506 maximum credit; taxpayers with income less than \$33,692 and with 2 or more qualifying children— \$4,140 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may

get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office. The Social Security Administration at 1-800-792-6227 usually takes about two weeks to issue an SSN.

Dependent Child Credit: Taxpayers who have a qualifying dependent who is a U.S. citizen and for whom the taxpayer may claim a dependent who is less than 17 years old at the end of the year may claim a dependent child tax credit. The credit is \$1,000 per child and begins to phase out when Adjusted Gross Income exceeds \$110,000 for joint filers, \$55,000 for single taxpayers or \$55,000 for taxpayers filing separately.

Credit for Higher Education: Individuals may be eligible for the "HOPE" credit for tuition expenses paid for or on behalf of dependents to enroll at an eligible educational institution for graduate school or vocational training. The HOPE credit provides an allowable credit of \$1,500 each of the first two years of secondary education. For

WHERE TO GET

General Information:

1-800-829-1040 may be called for general information. IRS staff answer questions 24 hours a day.

Publications:

Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help:

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and

NEW

tuition and expenses. In 2003, joint filers with adjusted gross income below \$190,000 can make a full contribution and those below \$222,000 can make a partial contribution. Beginning in 2002, contributions can be made to an education IRA and a qualified tuition program in the same year for the same beneficiary without a penalty.

QUALIFIED TUITION (Section 529) PROGRAMS

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

STUDENT LOAN INTEREST

The 60-month limit on interest paid for qualified education after Dec. 31, 2001, is repealed. Taxpayers may deduct up to \$2,500 annually for student loan interest without regard to the 60-month limit. The deduction phaseout range for single taxpayers is \$50,000 to \$65,000; for married couples filing jointly, it is \$100,000 to \$130,000.

EMPLOYER-PROVIDED EDUCATIONAL ASSISTANCE

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

DEDUCTION FOR HIGHER EDUCATION EXPENSES

Eligible taxpayers will be able to claim a deduction for up to \$3,000 in 2003 (\$4,000 in 2004) of qualified higher education expenses. This deduction is also adjusted to gross income and is available even if you do not itemize your deductions.

IRA CONTRIBUTIONS LIMITS

The maximum annual contribution limits for both traditional and Roth IRAs will remain at \$3,000 for 2003 through 2004. Also, taxpayers who have attained age 50 by the end of the year will be able to make additional catch-up contributions of \$500 for 2002 through 2005. The maximum annual contribution for those taxpayers will be \$3,500 until 2006.

TAX CREDIT FOR CERTAIN RETIREMENT DEFERRALS

Continuing in 2003, joint filers with adjusted gross income below \$50,000, single filers and married filing separately with adjusted gross income below \$25,000, can qualify for a tax credit of up to \$1,000, for contributions or deferrals to retirement savings plans. The maximum credit is 50% of the contribution or deferral (up to \$2,000).

dependent by filing local Social Security office or calling the 800-772-1213. It usually takes several weeks to receive an answer.

Credit: In 2003, tax-qualified child who is under 18 for whom the taxpayer claims a dependency exemption and is 18 years old, are entitled to a credit. The amount of the credit is \$2,000 per child. The credit phases out when modified adjusted gross income (AGI) reaches \$40,000 for single filers, \$75,000 for single filers, \$51,000 for married taxpayers filing jointly.

Education Tuition: Taxpayers will be able to take the deduction for tuition and related expenses for oneself, spouse or dependent, or for an eligible child (i.e., college or vocational training). The deduction provides a maximum of \$2,000 per student for up to 10 years of postsecondary education expenses.

paid after January 1, 2002, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits are subject to income limitations. The phaseout of the credits begins for most taxpayers when modified AGI reaches \$41,000, and completely phases out when modified AGI reaches \$51,000. For joint filers, the phaseout range is \$82,000 to \$102,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately. In 2003, the Lifetime Learning Credit will be \$2,000.

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

Individual Retirement Accounts:

◆ **Education IRAs**—Taxpayers can contribute up to \$3,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning Credit is claimed.

◆ **Roth IRAs**—The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$3,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

◆ **Penalty-Free IRA Distributions**—The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax penalty also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose. Also, the tax penalty does not apply to distributions for an individual's disability, medical care, or to a beneficiary after death of the individual.

OTHER TAX INFORMATION

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

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

WHICH RECORDS TO KEEP

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

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

Death of a Taxpayer: If a taxpayer died before filing a required return for 2002, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

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

- ◆ Jones Act settlements for lost wages.
- ◆ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- ◆ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.

- ◆ Profits from corporations, partnerships, estates and trusts.
- ◆ Endowments.
- ◆ Original Issue Discount.
- ◆ Distributions from self-employed plans.
- ◆ Bartering income (fair-market value of goods or services received in return for services).
- ◆ Tier 2 and supplemental annuities under the Railroad Retirement Act.
- ◆ Lump-sum distributions.
- ◆ Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- ◆ Accumulation distributions from trusts.
- ◆ Prizes and awards (contests, raffles, lottery and gambling winnings).
- ◆ Earned income from sources outside the United States.
- ◆ Director's fees.
- ◆ Fees received as an executor or administrator of an estate.
- ◆ Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

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

- ◆ Benefits from government welfare programs.
- ◆ Jones Act settlements for injuries, pain, suffering, medical costs.
- ◆ Maintenance and Cure.
- ◆ Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- ◆ Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- ◆ Child support.
- ◆ Gifts, money or other property inherited or willed.
- ◆ Dividends on veterans' life insurance.
- ◆ Life insurance proceeds received because of a person's death.
- ◆ Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- ◆ Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask for

OVERSEAS AT TAX TIME

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

a four-month extension to file IRS Form 1040A. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 16, 2004 to file his or her 2003 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

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

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

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

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

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

WHY SEAFARERS MUST PAY STATE INCOME TAX

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

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

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

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

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

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

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

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

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

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

TELEPHONE INFORMATION

the letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available from 7:00 a.m. until 11:30 p.m. (local time).

Personal Computer:

Access the IRS's internet web site at www.irs.ustreas.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, send them comments or requests for help via e-mail; and sign up to receive the latest tax issues and news by e-mail from the IRS Digital Dispatch.

Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

Restored Victory Ship Is Back at Sea

After more than four years of restoration and reactivation work involving nearly 80,000 hours of donated volunteer labor and in excess of \$3.8 million in cash, material and equipment, the *SS American Victory* is sailing once again. One of only a handful of the more than 2,700 American-flagged merchant cargo vessels built between 1939 and 1946 that are still afloat, the *American Victory* on Sept. 20 slid from its berth in Tampa, Fla. and set sail for its first "shakedown" cruise.

The Victory class merchant cargo vessel was built in May 1945 and served during World War II and the Korean and Vietnam wars carrying military cargo, ammunition and supplies to the U.S. military serving in those conflicts. Following World War II, it carried food, clothing and manufacturing machinery to

the war-torn countries of Europe under the Marshall Plan. It then served in the James River Reserve Fleet for 30 years and in September 1999 was towed to Tampa for restoration and reactivation as a mariner's museum and cruise ship.

"The shakedown cruise was truly a momentous waypoint for us," said Capt. John C Timmel, president and founder of the non-profit group that has been restoring the ship. "The support of [the Tampa-based petroleum carrier] Maritrans, the general public, the maritime community, merchant marine veterans and our dedicated volunteers got us underway."

Passengers on the vessel's first cruise enjoyed a continental breakfast upon boarding, a hearty barbecue lunch and an afternoon snack, along with tremendous views of Tampa Bay from the

ship's decks, an unscheduled passing with the U.S. Coast Guard Cutter *Pea Island* near the Sunshine Skyway, a narrated tour of the port of Tampa and tours of the engine room and other areas of the ship.

After passing under the Sunshine Skyway, the ship's engines were stopped according to maritime tradition for a wreath-laying ceremony. The crew of the *SS City of Rayville*, one of the first American merchant cargo vessels lost during World War II, was honored, as were the crews of the three Victory class ships sunk in 1945 during kamikaze attacks off Okinawa—the *SS Canada Victory*, the *SS Logan Victory* and the *SS Hobbs Victory*. Following the sounding of eight bells, five former *American Victory* crewmen placed the memorial wreath in Tampa Bay to commemorate their fallen shipmates.

There were onboard activities for "junior mariners," including marlinspike skill demonstrations, a shipboard safety challenge, signal flag deciphering and maritime history quizzes. But perhaps the highlight of the cruise was a roaring flyover by a World War II vintage Navy AT-28. Passengers were treated to a number of passes, including a "low and slow" pass for photographers. The ship's radio officer, "Sparks," sent Morse Code messages from passengers through the airwaves



SS American Victory photo
Filled with passengers, the *SS American Victory* slides away from its berth in Tampa after more than four years of restoration work.



SS American Victory photo
Passengers on the ship's shakedown cruise gravitate to the ship's flying bridge prior to sailing to get a better view of undocking operations.



SS American Victory photo
Passengers pause to honor U.S. merchant mariners and ships lost during World War II. Following the sounding of eight bells, former *American Victory* crewmen placed a memorial wreath in Tampa Bay to commemorate their fallen shipmates.



SS American Victory photo
One of the highlights of the cruise was when a restored Navy T-28 swooped alongside the *American Victory*'s port side during a "low and slow" photo pass.

to friends and relatives on land—one message even got a response while the ship was at sea.

"We are proud of the maritime experience we provided to our

passengers," noted Timmel, "and will do even better on our next cruise." The *SS American Victory* was re-christened last month with a ceremony including the traditional breaking of a champagne bottle on its hull. That was followed by the order "bring the ship to life," at which time all its operating systems were energized and the crew "manned the rails." A re-christening cruise, which traversed Lower Tampa Bay to the Sunshine Skyway, took place the next day from Berth 271.

Regular "ReLive History" cruises are scheduled to help the public experience what life was like aboard a ship of America's old merchant fleet.

For additional information about the *SS American Victory* and its cruise schedule, visit their website at: www.americantvictory.org.

Hurry to Take Advantage of SIU's Scholarship Program

—Application Deadline Is April 15—

Please send me the 2004 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Health and Benefits Plan
5201 Auth Way, Camp Springs, MD 20746.

College tuition costs never seem to stop rising. And just when you think you can afford to continue your education, they rise yet again.

Well, for Seafarers, their spouses and dependent children who plan to attend college next fall, there is no reason to panic because in 2004, the Seafarers Health and Benefits Plan is again offering eight scholarships.

Three of the scholarships for 2004 are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

In addition to the scholarship application form, a number of other items must be submitted at the

same time. These include:

- Autobiographical Statement
- Photograph of Applicant
- Certified Copy of Birth Certificate
- High School Transcript and Certification of Graduation
- Official Copy of High School Equivalency Scores
- Letters of Reference
- SAT or ACT Results

This may seem like a lot of work. But, don't panic. There is plenty of time if you start the process now. **April 15, 2004** is the last day in which applications are being accepted for this year's scholarship program.

If you haven't received a copy of the 2004 SIU scholarship program booklet (which contains eligibility information, procedures for applying and a copy of the application form), use the coupon at left and send for it now.

Dispatchers' Report for Deep Sea

DECEMBER 16, 2003 — JANUARY 15, 2004

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	0	0	2	2	0	0	3	1	2
Baltimore	4	3	1	1	4	2	4	9	8	1
Guam	0	3	1	0	4	1	2	2	6	2
Honolulu	12	9	0	5	7	0	1	16	10	1
Houston	23	19	16	21	9	8	12	48	25	34
Jacksonville	33	33	15	30	27	9	16	63	44	27
Joliet	0	0	1	0	1	1	0	0	1	1
Mobile	7	11	3	11	8	4	2	15	16	4
New Orleans	22	15	7	13	5	11	4	39	22	19
New York	19	14	14	11	6	5	8	49	31	29
Norfolk	11	14	5	7	11	2	2	21	25	9
Philadelphia	4	3	3	3	3	0	0	8	5	5
Piney Point	0	8	1	2	4	1	1	1	6	2
Puerto Rico	7	9	0	4	11	1	3	16	12	2
San Francisco	24	11	2	16	9	3	7	46	16	2
St. Louis	2	2	3	3	1	2	1	1	3	4
Tacoma	33	29	21	19	21	13	20	55	40	27
Wilmington	23	15	12	14	14	5	16	43	32	22
Totals	225	198	105	162	147	68	99	435	303	193
ENGINE DEPARTMENT										
Algonac	0	1	1	0	0	0	0	2	1	1
Baltimore	7	2	0	2	1	0	1	10	7	0
Guam	1	3	1	2	4	0	1	0	4	1
Honolulu	8	9	2	8	7	0	4	7	11	3
Houston	13	6	7	8	7	3	4	21	15	15
Jacksonville	21	22	6	12	21	2	7	42	37	14
Joliet	0	1	0	0	0	0	0	0	1	1
Mobile	2	7	1	8	2	2	3	14	8	2
New Orleans	8	9	7	5	9	4	2	13	17	9
New York	10	6	9	3	9	2	6	20	15	16
Norfolk	5	7	2	4	4	1	1	13	16	4
Philadelphia	5	2	0	3	0	0	1	3	4	0
Piney Point	3	2	2	2	1	0	0	4	4	4
Puerto Rico	7	2	0	1	4	0	3	11	3	0
San Francisco	12	10	1	10	8	2	6	18	7	3
St. Louis	1	4	2	0	1	1	0	1	3	2
Tacoma	9	11	5	7	9	4	6	20	22	7
Wilmington	10	10	5	4	5	3	5	13	13	8
Totals	122	114	51	79	92	24	50	212	188	90
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	4	5	0	2	1	0	1	4	4	0
Guam	1	2	0	1	2	0	0	1	3	1
Honolulu	14	7	2	11	2	1	5	20	10	3
Houston	17	3	4	8	4	3	4	29	5	3
Jacksonville	19	16	5	10	6	5	7	31	25	7
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	6	4	2	3	4	1	5	10	6	2
New Orleans	8	7	1	6	6	0	3	19	8	4
New York	14	5	2	10	5	0	5	24	12	11
Norfolk	7	9	3	4	4	4	8	15	14	3
Philadelphia	4	0	0	1	1	0	0	7	0	0
Piney Point	1	3	1	1	4	1	1	4	3	2
Puerto Rico	1	2	1	0	2	1	0	3	2	1
San Francisco	25	5	3	20	1	1	4	37	7	2
St. Louis	1	0	0	0	1	0	0	2	0	0
Tacoma	18	5	3	14	4	2	12	36	6	7
Wilmington	27	3	2	18	3	3	11	39	4	2
Totals	167	76	29	109	50	22	66	281	110	48
ENTRY DEPARTMENT										
Algonac	0	4	1	0	4	0	0	0	2	1
Baltimore	0	1	3	0	0	0	0	0	4	7
Guam	0	2	2	0	2	1	0	0	2	1
Honolulu	10	7	7	6	5	2	0	15	16	21
Houston	4	18	17	4	9	9	0	5	22	34
Jacksonville	0	10	19	2	9	9	0	4	20	29
Joliet	0	1	0	0	0	0	0	0	2	0
Mobile	2	8	2	0	5	3	0	2	12	2
New Orleans	3	11	7	2	2	8	0	3	17	9
New York	5	14	21	5	9	3	0	8	41	64
Norfolk	0	10	10	0	6	6	0	0	17	21
Philadelphia	0	1	0	0	0	0	0	0	3	1
Piney Point	0	11	18	0	7	12	0	0	8	22
Puerto Rico	3	6	0	0	0	0	0	4	9	2
San Francisco	6	14	8	2	7	3	0	8	19	11
St. Louis	0	1	1	0	0	0	0	0	1	4
Tacoma	6	16	18	1	16	13	0	9	27	28
Wilmington	0	11	17	0	3	2	0	4	19	32
Totals	39	146	151	22	84	71	0	62	241	289
Totals All Departments	553	534	336	372	373	185	215	990	842	620

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

March & April 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: March 8, April 5
 AlgonacFriday: March 12, April 9
 BaltimoreThursday: March 11, April 8
 Boston.....Friday: March 12, April 9
 Duluth.....Wednesday: March 17, April 14
 GuamThursday: March 25, April 22
 Honolulu.....Friday: March 19, April 16
 HoustonMonday: March 15, April 12
 JacksonvilleThursday: March 11, April 8
 JolietThursday: March 18, April 15
 MobileWednesday: March 17, April 14
 New BedfordTuesday: March 23, April 20
 New OrleansTuesday: March 16, April 13
 New York.....Tuesday: March 9, April 6
 NorfolkThursday: March 11, April 8
 PhiladelphiaWednesday: March 10, April 7
 Port Everglades.....Thursday: March 18, April 15
 San FranciscoThursday: March 18, April 15
 San Juan.....Thursday: March 11, April 8
 St. Louis.....Friday: March 19, April 16
 TacomaFriday: March 26, April 23
 WilmingtonMonday: March 22, April 19

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

It is important that all participants remember to keep the Plan informed of any change of address.

Update your Beneficiary Designations

Keep your beneficiary designations up to date. In the event that your beneficiary predeceases you, you must submit a substitute designation.

Inform the Plan of your Divorce

In order for your spouse to be eligible to receive continuation coverage (under COBRA) from the Seafarers Health and Benefits Plan, you or your spouse must inform the Plan at the time of your divorce. Please submit a copy of the divorce decree to the Seafarers Health and Benefits Plan.

Full-time College Students

If your dependent child is a full-time college student, you must submit a letter of attendance every semester in order for your child to be covered by the Seafarers Health and Benefits Plan.

Seafarers Health and Benefits Plan
 P.O. Box 380
 Piney Point, MD 20674

Union Plus® Car Rentals

Save up to 25% on car rentals

Make reservations online at www.unionplus.org/carrentals or call:



Avis - 1-800-698-5685/ Union ID# 8723700

Budget - 1-800-455-2848/ Union ID# V816100

Discounts vary depending on type of rental, time of year, and rental location. Union Plus logo and text.

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

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Tom Orzechowski,

Vice President Lakes and Inland Waters

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Joseph T. Soresi, *Vice President Atlantic Coast*

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Vice President Government Services

René Lioeanje, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

JOLIET

10 East Clinton St., Joliet, IL 60432
(815) 723-8002

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

DECEMBER 16, 2003 — JANUARY 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	4	0	0	0
Houston	3	0	11	15	0	2	9	15	3	13
Jacksonville	10	1	8	5	0	0	3	20	6	10
New Orleans	5	2	2	2	2	0	2	13	4	15
New York	16	3	3	20	2	3	11	47	8	3
Norfolk	1	0	0	2	0	0	1	1	0	0
Tacoma	0	1	0	0	0	0	1	11	4	1
Wilmington	9	2	0	5	3	0	3	22	3	2
Totals	44	9	24	49	7	5	34	129	28	44
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	2	3	7	9	1	2	4	6	4	13
Jacksonville	5	0	3	2	0	0	2	8	7	14
New Orleans	4	2	1	3	0	0	1	9	2	8
New York	5	4	0	8	6	0	5	17	4	5
Norfolk	0	0	0	0	0	0	0	1	0	0
Tacoma	0	0	0	0	0	0	0	3	2	2
Wilmington	5	1	0	2	0	0	1	10	7	0
Totals	21	10	11	24	7	2	13	54	26	42
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	1	0
Houston	3	1	3	2	0	0	0	6	2	5
Jacksonville	3	0	2	2	0	0	0	5	1	7
New Orleans	2	1	1	0	0	0	1	9	3	5
New York	6	5	3	6	6	3	3	14	7	2
Norfolk	1	0	0	3	0	0	0	4	0	0
Tacoma	0	2	0	0	2	0	0	2	3	1
Wilmington	4	3	1	2	4	0	1	11	5	2
Totals	19	12	10	15	12	3	6	51	22	22
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	2	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	3	0	0	3
Totals All Departments	84	31	45	88	26	10	56	234	76	111

PICS-FROM-THE-PAST

These photos were sent to the LOG by **Charles D. Hayward Jr.** of Everett, Wash. They were taken aboard the *Glory of the Sea*, a West Coast C-2 en route to Vietnam, July 23, 1968.

Bosun Alfred is on the right and Hayward, the 4-8 quarter-master, is on the left in the near photo, as the two rig up preventers fore and aft.

Hayward notes that they made fabulous overtime in those days but that conditions weren't always as comfortable as today. Their air conditioning system was a scoop out the port holes. If there was no wind or sea breeze, there was no air.

At the far right is the *Glory of the Sea* alongside the loading dock in Tacoma, Wash.

Hayward, a full-blooded native Alaskan, misses the seafaring life and his 46 years of sailing with the SUP, NMU and SIU.



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



DEEP SEA



ROBERT CALDWELL, 57, launched his career with the Seafarers in 1967. Brother Caldwell first went to sea aboard the *York*. Born in Corpus Christi, Texas, he shipped in the engine department. Brother Caldwell was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He attended the school on nine separate occasions following his entry level training there in 1967. Brother Caldwell last worked aboard the *Cape Wrath* and makes his home in his native state.

DOMINGO CONTRERAS, 61 embarked on his seafaring career

in 1967 in New Orleans. His first ship was Corsair Transport Corp.'s *Kent*. Born in Mexico, Brother Contreras worked in the deck department. He upgraded his skills in 2001 at the Paul Center for Maritime Training and Education in Piney Point, Md. Brother Contreras last went to sea aboard a Waterman Steamship Corp.'s *Atlantic Forest*. New Orleans is his home.

VALENTINE MARTINEZ, 61, joined the SIU in 1968 in the port of New York. Born in Vecino De Cardenas, Cuba, he initially went to sea aboard a Waterman Steamship Corp. vessel. Brother Martinez worked in the engine department and enhanced his



KENNETH STRATTON, 48, began his career with the Seafarers in 1972 in the port of Piney Point, Md. His first voyage was aboard the *Brooklyn*, a Bay Tankers Inc. vessel. Born in Boston, Brother Stratton worked in the engine department. He enhanced his skills on five occasions at the Paul Hall Center. Brother Stratton last sailed on



skills at the Seafarers training school in Piney Point, Md. in 1974 and 2001. He last sailed on the *Horizon Discovery* and makes his home in Philadelphia.

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.

N.P.R. Inc.'s *Humacao*. He is a resident of Bunnell, Fla.

INLAND



Ohio-born mariner shipped in the deck department. Boatman Jeziorowski lives in his native state.

GREAT LAKES

LESTER MORR, 58, started his career with the Seafarers in 1971 in Frankfort, Mich. Brother Morr is a native of Midland, Mich. He

shipped in the deck department and upgraded his skills in 2001 in Piney Point, Md. Boatman Morr resides in Sanford, Mich.



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

Name (last, first)	Age	EDP
DaCruz, Pedro	55	Dec. 1
DiSanto, Caesar	73	Dec. 1
Erdt, Edmund	65	Oct. 1
Fisher, Irving	62	Nov. 1
Ortiz, Ruben	75	Dec. 1
Sabo, Anneliese	75	Dec. 1

Know Your Rights

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

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

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

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

Full copies of contracts as

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS

AND OBLIGATIONS. Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which

he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the

member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.

Reprinted from past issues of the Seafarers LOG.

1956

With the 50-50 law under heavy fire from agricultural interests and foreign lobbyists, the House Merchant Marine Committee this week warned Congress that any undermining of 50-50 would have "tragic consequences" for the U.S. Merchant Marine.

The committee's warning was amplified by the SIU in a communication to every member of the U.S. Senate. The SIU took the position, "the scuttling of 50-50 will sap whatever strength remains in the already badly battered U.S. Merchant Marine in a critical point in international relations when we should be building our merchant marine."

1977

At their mid-winter meeting, the executive board of the Maritime Trades Department of the AFL-CIO called for the development of a national cargo policy that would assure the American fleet a substantial share of U.S. car-

goes in all the trade routes of the world. In their list of maritime legislative goals, the 43-union group called a cargo policy "the foremost priority for the maritime industry." The meeting, chaired by SIU President Paul Hall, who is also president of the MTD, was held Feb. 17-18 in Bal Harbour, Fla.

1988

The SIU has appealed directly to Secretary of State George Schultz in an effort to rescind a crewing

waiver for 11 reflagged former Kuwaiti tankers. Also, five maritime unions filed suit in federal court seeking to have the crewing waiver overturned.

The ships have been a continuing source of controversy since they were reflagged last year but were not required to carry American crew members, except for the captain and radio officer. In January, Congress passed, and President Reagan signed a bill which required American crewmen on all U.S. ships. But under the claim of "national security," those crewing requirements were waived by the U.S. government.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

FRANK BALASIA



Pensioner Frank Balasia, 80, died Nov. 12. Brother Balasia joined the SIU in 1951 in the port of New York after serving in the U.S. Navy. He initially sailed aboard Ore Navigation's *Oreomar*. Born in Wilkes-Barre, Pa., Brother Balasia sailed in the deck department, last working on the *Santa Barbara*, a Delta Steamship vessel. The Luzerne, Pa. resident started receiving his pension in 1981.

BILLY JOE BALL



Pensioner Billy Joe Ball, 72, passed away Sept. 1. He began his SIU career in 1965 in the port of Houston. Brother Ball's first ship was the *Transhatteras*, a Hudson Waterways Corp. vessel. The Texas-born mariner shipped in the engine department. He made his home in South Houston and began receiving his pension in 1995.

MADELINE BARRETT

Pensioner Madeline Barrett, 72, died Aug. 10. Sister Barrett embarked on her career with the Seafarers in 1980, first sailing aboard the *Oceanic Independence*. Sister Barrett sailed in the steward department. She resided in Waianae, Hawaii and began receiving her pension in 1998.

WILLIAM BLACK



Pensioner William Black, 84, passed away Sept. 4. He launched his profession with the Marine Cooks & Stewards (MC&S) in 1953 in San Francisco after serving in the U.S. Army. Brother Black worked aboard vessels operated by American President Lines, Matson Navigation and Delta Steamship Co. Born in Ireland, the steward department member started collecting retirement stipends in 1981. He lived in Petaluma, Calif.

CHARLES BREAUX



Pensioner Charles Breaux, 88, passed away Nov. 7. Born in Lafourche Crossing, La., he joined the SIU as a charter member in 1938 in the port of New Orleans. Brother Breaux was a veteran of the U.S. Army. The steward department member began receiving compensation for his retirement in 1977. He last sailed on Waterman Steamship Corp.'s *Jefferson Davis*. Brother Breaux lived in New Orleans.

JOSEPH CHATMAN

Pensioner Joseph Chatman, 89, died Nov. 5. Brother Chatman embarked on his MC&S career in 1958 in San Francisco. Born in Alabama, the steward department member first sailed on Matson Navigation's *Hawaiian Citizen* and last worked aboard the *President Fillmore*. He lived in Pittsburg, Calif. and began collecting compensation for his retirement in 1980.

JOSEPH CORNWELL



Brother Joseph Cornwell, 57, passed away Nov. 6. He joined the Seafarers in 1991 and first went to sea aboard Liberty Maritime's

Liberty Sun. A native of Mt. Vernon, Ind., Brother Cornwell sailed in the deck department as a bosun. His last ship was the *1st Lt. Alex Bonnyman*. Brother Cornwell resided in Jefferson, La.

PEDRO CORTES

Pensioner Pedro Cortes, 80, died Aug. 14. Brother Cortes embarked on his seafaring career with the SIU in 1960 in Seattle. His first ship was the *Montego Sky*, an Eagle Shipping vessel. Brother Cortes worked in both the steward and engine departments and last sailed on the *Cleveland*. He lived in Seattle and began receiving his pension in 1987.

HOWARD DAVIS

Pensioner Howard Davis, 81, died Dec. 6. Brother Davis joined the SIU in 1951 in the port of Mobile, Ala. He first worked aboard the *Morning Light*, an Interocean Management Corp. vessel. Born in Missouri, he shipped in the engine department. Brother Davis last went to sea on the *Bellatrix*. The Alabama resident started collecting retirement stipends in 1994.

MANUEL DOMINGOS



Pensioner Manuel Domingos, 72, passed away Aug. 10. Brother Domingos joined the SIU in 1961 in San Francisco after serving in the U.S. Air

Force. The California-born mariner worked in both the steward and engine departments. He last sailed on the *SS Independence* and began collecting his pension in 2002. Brother Domingos resided in Sacramento, Calif.

ROY EDWARDS



Pensioner Roy Edwards, 82, died Nov. 23. Brother Edwards began his career with the MC&S in San Francisco after serving in the U.S. Army. A

steward department member, the San Francisco resident began receiving his pension in 1974.

WILLIAM FAGAN



Pensioner William Fagan, 87, died Nov. 12. Brother Fagan began his seafaring career in 1944 in the port of New York. Brother Fagan

worked in the deep sea as well as inland divisions, first sailing aboard a Boston Towing Boat Co. vessel. The Terre Haute, Ind. native shipped in the engine department and began receiving retirement pay in 1984. He lived in Port Orange, Fla.

EUSEBIO FIGUEROA

Pensioner Eusebio Figueroa, 67, passed away Nov. 21. Brother Figueroa joined the SIU in 1970 in the port of New York. His first ship was the *Seatrains Texas*. Born in



Puerto Rico, he sailed in the engine department, last working aboard Pacific Gulf Marine's *Equality State*. A resident of Houston, he went on pension in 2002.

THOMAS GLENN



Pensioner Thomas Glenn, 76, died Oct. 19. He joined the SIU ranks in 1947 in the port of Norfolk, Va. after serving in the U.S. Army. Born in Rowan, N.C. Brother Glenn shipped in the deck department, last sailing aboard Puerto Rico Marine Management's *Carolina*. The Crescent, Ga. resident started receiving his retirement compensation in 1992.

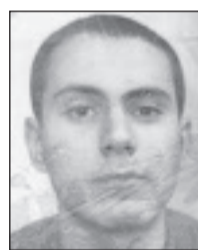
RAUL GUERRA

Pensioner Raul Guerra, 72, passed away Nov. 25. Brother Guerra began his seafaring career in 1955 in the port of Houston after serving in the U.S. Marines. His initial voyage was aboard the *Genevieve Peterkin*, a Bloomfield Steamship Co. vessel. The engine department member was a resident of Galveston, Texas and last worked on the *OMI Champion*. Brother Guerra started receiving his pension in 1995.

JOHN LEONARD

Pensioner John Leonard, 72, passed away Sept. 25. Brother Leonard started his career with the Seafarers in 1969 in the port of New York after serving in the U.S. Army. A deck department member, Brother Leonard initially went to sea aboard the *Robert E. Lee*. The Marrero, La. resident started receiving his pension in 1997. He last worked aboard Waterman Steamship Corp.'s *Sam Houston*.

JOSEPH MARINELLO



Brother Joseph Marinello, 54, died Aug. 28. He joined the SIU in 1966 in the port of New York. His first ship was the *Sea-Land Gallaway*.

Brother Marinello sailed in the deck department as a bosun. He made his home in Hazlet, N.J.

HILMER PARSONS



Pensioner Hilmer Parsons, 85, was found deceased Aug. 21. Brother Parsons embarked on his seafaring career in 1945 in Galveston,

Texas. Born in Connecticut, the engine department member last went to sea on Puerto Rico Marine Management's *Borinquen*. Brother Parsons started collecting stipends for his retirement in 1982. He lived in Brooklyn, N.Y.

LOUIS PION

Pensioner Louis Pion, 71, died Aug. 21. He began his seafaring career in 1960 in the port of New York. Before joining the SIU, he served in the U.S. Army. Brother Pion worked in all three divisions, initially sailing on the *Mt. Whitney*. The steward department member made his home in Coral Springs, Fla., and last worked aboard the *Sea-Land*

Achiever. He began receiving his pension in 1991.

ISMAEL RIVERA



Brother Ismael Rivera, 47, passed away Aug. 2. Brother Rivera joined the SIU in 1977 in the port of New York. He shipped in the deck department as a bosun, last working on the *Horizon Crusader*. Brother Rivera lived in Santurce, P.R.

ALI SALEH



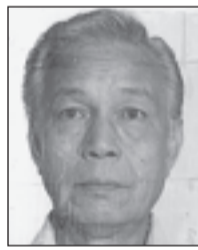
Pensioner Ali Saleh, 65, died Sept. 16. Brother Saleh embarked on his career with the SIU in 1966 in the port of Baltimore. Born in Yemen, he sailed aboard a variety of vessels including some operated by Calmar, Rye Marine and Columbia Steamship. He worked in both the engine and steward departments and began collecting stipends for his retirement in 2001. Brother Saleh resided in San Francisco.

JOHN SAMSON



Pensioner John Samson, 79, passed away Aug. 9. He joined the MC&S in 1952 in San Francisco. Brother Samson's first voyage was aboard Delta Steamship's *Santa Mariana*. The California-born mariner sailed in the steward department, last working aboard the *Santa Mercedes*. Brother Samson was a resident of Santa Rosa, Calif. and started receiving compensation for his retirement in 1987.

RICARDO SIDDON



Pensioner Ricardo Siddons, 87, died Sept. 19. Brother Siddons joined the MC&S in 1966. Born in the Philippines, he shipped as a member of the steward department. Brother Siddons worked on a number of vessels during his career, including the *President Polk*. He lived in Pelham, N.Y. and began receiving retirement stipends in 1979.

JAKE TIPTON



Pensioner Jake Tipton, 89, passed away Sept. 20. He began his seafaring career in 1951 in the port of Baltimore. The North Carolina-born mariner worked in the engine department. Brother Tipton called Erwin, Texas home and started receiving his pension in 1979.

JAMES VENABLES

Brother James Venables, 48, passed away Aug. 29. He joined the Seafarers in 1986 in the port of Piney Point, Md. Brother Venables' first voyage was aboard the *American Cormorant*, a Pacific Gulf Marine vessel. Born in Seattle, he worked in the steward department. Brother Venables last went to sea on the *Cape Horn*. He made his home in his native state.

EDWARD WEBB



Pensioner Edward Webb, 77, died Nov. 6. Brother Webb joined the SIU in 1944 in the port of Mobile, Ala. His first ship was the *Alcoa Pilgrim*.

The Alabama native sailed in the steward department. Brother Webb started receiving compensation for his retirement in 1975. He resided in his native state.

EDWARD WEBER

Pensioner Edward Weber, 89, passed away Sept. 18. He began his career with the MC&S in San Francisco. Brother Weber began receiving retirement compensation in 1974. He made his home in Nevada, Mo.

ZYGMUND WYDRA



Pensioner Zygmund Wydra, 83, died Nov. 14. Brother Wydra joined the SIU in 1951 in the port of New York after serving in the U.S. Army.

Born in Pennsylvania, Brother Wydra shipped in the steward department, last working aboard the *Sea-Land Galveston*. He began receiving compensation for his retirement in 1979. Brother Wydra lived in San Francisco.

DROSALIO YBARRO



Brother Drosalio Ybarro, 65, passed away Aug. 4. He joined the SIU in 1959 in the port of Houston. His first voyage was aboard the

Wang Trader, a Rockland Steamship Corp. vessel. Brother Ybarro worked in the steward department. He made his home in Galveston, Texas.

INLAND

WILLIAM BARNES



Pensioner William Barnes, 86, died Nov. 21. Boatman Barnes began his seafaring career in 1961 in the port of Philadelphia. Born in

Pennsylvania, he sailed in the engine department and worked primarily aboard Moran Towing Co. vessels. Boatman Barnes began collecting retirement compensation in 1980. He lived in Philadelphia.

RUMILDO COLON



Pensioner Rumildo Colon, 81, passed away Nov. 15. He began his SIU career in 1976 in his native Puerto Rico. Boatman Colon sailed in the deck department, most recently as a captain. He lived in his native commonwealth and began receiving retirement stipends in 1988.

CHARLES DAIL

Boatman Charles Dail, 47, died Sept. 8. He started his career with the Seafarers in 1997 and was a member of the engine department.

Continued on page 20

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.

COAST RANGE (Intrepid Ship Mgmt.), Nov. 29—Chairman **Marvin P. Zimbardo**, Secretary **Donna M. DeCesare**, Educational Director **Candido Castro**, Deck Delegate **Donnie W. Collins**, Engine Delegate **Pedro A. Ocampo**, Steward Delegate **Lemuel E. Robinson**. Chairman announced payoff Dec. 1 in Garyville, La. He advised everyone to read President's Report in *Seafarers LOG*. No beefs or disputed OT reported. Crew members reminded that Tampa port regs include wearing of glasses, steel-toed shoes and hard hats. Vote of thanks given to steward department for job well done.

DILIGENCE (Maritrans), Nov. 26—Chairman **Ronald L. Paradise**, Secretary **Mary Lou Smith**, Educational Director **Terry T. Smith**, Deck Delegate **Dennis B. Spriggs**, Steward Delegate **Audry Flemings**. Chairman stated official report for tours of duty are not less than 80 days and not more than 120 days. Pay increases not yet received. Secretary thanked crew for helping keep public areas clean. He said ship in need of vacation and medical forms. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md. Treasurer noted \$80 in ship's fund. No beefs or disputed OT reported. Suggestion made to change name of "vacation" check to "supplemental" pay. Steward department thanked for good job. Next port: Lakes Charles, La.

DISCOVERY (Horizon Lines), Nov. 16—Chairman **Patrick C. Ray Jr.**, Secretary **Gwendolyn Shinholster**, Educational Director **Christopher M. Devonish**. Chairman announced payoff Nov. 17 in Jacksonville, Fla. He reminded crew to take care on deck and gangway. Secretary noted everything running smoothly aboard ship. Educational director advised members to upgrade at Piney Point and make sure all shipping documents are up to date. Some disputed OT reported in engine department. Questions arose regarding change in overtime. Vote of thanks given to steward department for job well done. Next port: San Juan, P.R.

EL MORRO (IUM), Nov. 30—Chairman **Robert T. Grubbs**, Secretary **Michael M. Amador**, Educational Director **Scott S. Fuller**, Deck Delegate **Nathaniel Lamb**, Steward Delegate **Theodore E. Quammie**. Chairman announced payoff Dec. 1 in San Juan, P.R. Vessel then heading to Jacksonville, Fla. Secretary asked that everyone leave crew mess and hallways clean. Educational director encouraged crew members to check all documents for expiration dates. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing age requirements and sea-time needed to retire.

EL YUNQUE (IUM), Nov. 30—Chairman **Luis J. Ramirez**, Secretary **Francis E. Ostendarp Jr.**, Educational Director **John J. Walsh**, Engine Delegate **Edgar Young**, Steward Delegate **Rafael**

Pagan. Chairman advised crew members to keep track of expiration dates on required documentation for shipping. Updating STCW documentation may take longer than usual. Secretary asked that everyone help keep public spaces clean. Educational director recommended everybody take time to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Suggestion made that full pension be awarded to spouse upon death of SIU member. Next port: San Juan, P.R.

ENDURANCE (USSM), Nov. 17—Chairman **Romeo L. Lugtu**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Gerry A. Gianan**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Thurman C. Johnson**. Chairman said trip was pleasant and wished everyone happy holidays. Secretary added his greetings and noted that captain ordered special holiday meals for crew. Educational director emphasized importance of upgrading skills at Piney Point. Treasurer announced \$888 in ship's fund. No beefs or disputed OT reported. Chairman thanked steward department for job well done. Next port: Long Beach, Calif.

HORIZON CONSUMER (Horizon Lines), Nov. 30—Chairman **Mauro G. Gutierrez**, Secretary **Terry L. Allen**, Educational Director **Donnell C. Tagart Jr.**, Deck Delegate **John T. Emrich**, Engine Delegate **Eric L. Campbell**, Steward Delegate **Thomas E. Kleine**. Chairman announced payoff Dec. 3 in Oakland, Calif. He asked crew members to have books ready to be checked by boarding patrolman. He also thanked everyone for safe and happy voyage. Secretary requested crew make sure rooms are ready for next person before leaving ship. He thanked all hands for helping keep house clean. Educational director suggested everyone check expiration dates on shipping documents and not wait until last minute to renew. With new security measures, renewal of some documents takes longer than usual. No beefs or disputed OT reported. Clarification requested on number of days needed to earn day off. Vote of thanks given to steward department for excellent Thanksgiving Day spread. Next ports: Oakland and Los Angeles, Calif.; Honolulu.

INNOVATOR (USSM), Nov. 23—Chairman **Stephen R. Kastel**, Secretary **Jose M. Bayani**, Educational Director **Christopher L. Earhart**, Deck Delegate **Todd J. Homer**, Engine Delegate **Mohamed S. Mohamed**, Steward Delegate **Mostafa Loumrhari**. Chairman announced that after seven days in dry dock in Nantong, China, vessel heading to Los Angeles. Crew members enjoyed port time. Secretary thanked hard working bosun, two day workers and all ABs, QMED and wiper for jobs well done and thanked chief electrician for troubleshooting electrical problems inside galley. Educational director encouraged crew members to

upgrade at Paul Hall Center and reminded everyone to carry all necessary documentation when joining ship. Treasurer stated \$840 in movie fund, which is kept by captain. No beefs or disputed OT reported. Recommendation made to raise pension benefit.

ITB BALTIMORE (USS Transport), Nov. 28—Chairman **Jeffrey H. Kass**, Secretary **Dien Short**, Educational Director **Geoffrey Jones**. Chairman led discussion about items from President's Report in *Seafarers LOG* pertaining to new cruise ships, MSP renewal, AMO affiliation with SIUNA and especially about rising health care costs. That last issue has recently become more important during negotiations than wages. Educational director noted receipt of new movies and thanked captain for recent purchase of new DVD/VCR players. Treasurer noted \$200 available for next month's video/DVD purchases. No beefs or disputed OT reported. Thanks given to **Charles Freeman** for keeping laundry room clean. "Not enough accolades in the English language to properly thank the steward department—Steward Short and ACU **Elsayed Amasha** for an absolutely incredible Thanksgiving meal. Very happy crew indeed!"

JOHN P. BOBO (Amsea), Nov. 19—Chairman **William J. Stokes**, Secretary **Richard J. Gray**, Educational Director **Scott A. Lucero**, Deck Delegate **Mike Shay**, Engine Delegate **Scott Lucero**, Steward Delegate **Kenneth L. Crouse Jr.**. Chairman announced ship arriving Nov. 25 in Jacksonville, Fla. for payoff and to sign off foreign articles. Those departing must wait until vessel has cleared customs and payoff completed. Educational director urged everyone take advantage of Piney Point facility to upgrade skills. Treasurer stated \$2,000 in ship's fund. No beefs or disputed OT reported. Clarification requested regarding foreign national riding gang on board. "The crew members of the *Bobo* can be proud of the fact that the ship has made four trips to Kuwait transporting equipment for the U.S. Marine Corps and the U.S. Army. There's been a lot of seetime and very little port time. The crew has handled it extremely well."

LAWRENCE GIANELLA (Ocean Ships, Inc.), Nov. 5—Chairman **Bernardino R. Eda**, Secretary **Christopher B. Amigable**, Educational Director **Richard A. King**. Chairman announced ship heading to Diego Garcia, Singapore, Guam, Japan, South Korea and then into the shipyard in May 2004. Educational director suggested crew members keep up to date on SIU and maritime news by reading monthly *LOG* and by upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Request made for new DVD player, shower curtains and shower mats and for increase in dental coverage. Clarification requested on medical coverage for families living abroad.

LIBERTY SEA (Liberty Maritime), Nov. 30—Chairman **Ronald Charles**, Secretary **Thomas D. Kreis**, Educational Director **Lamar A. Parker**, Deck Delegate **DeIsrael Williams**, Engine Delegate **Aniba O. Vega**, Steward Delegate **William Simmons**. Chairman announced payoff Dec. 6 in New Orleans. Chief mate thanked deck department for good job cleaning tanks. Secretary asked those getting off to clean room for next person. Old clothes to be collected for needy in foreign ports. Educational director urged crew members to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or

disputed OT reported. Chief engineer said ice machine to be fixed in port. New dryer for crew laundry, new TV for crew lounge and new pillows will be ordered next trip. Suggestion made for contracts department to look into retiring at any age with 20 years seetime. Steward department thanked for job well done. Next port: Haifa, Israel.

LIBERTY SPIRIT (Liberty Maritime), Nov. 9—Chairman **David N. Martz**, Secretary **Lito G. Acosta**, Educational Director **John C. Orr**, Deck Delegate **Ron Owens**, Engine Delegate **Kareem Abdul Joseph**, Steward Delegate

Hamil, Deck Delegate **Edwin Ortega**, Engine Delegate **Ali S. Mohsin**, Steward Delegate **Joel A. Molinos**. Chairman informed crew members that Coast Guard no longer prints discharges; therefore, discharges have no serial numbers. Secretary asked that anyone who observes needed repairs or who is in need of new mattress or other items, please note on repair list provided. Educational director encouraged Seafarers to attend upgrading courses at Paul Hall Center. "It's your future." Beef raised in steward department; no disputed OT reported. Lounge chairs received in Houston in July and AB received refrigerator in

Christmas at Sea Aboard the Ewa



Tom Stapleton, captain aboard the *Ewa*, sent the *LOG* this photo of the ship's "fantastic steward department." Christmas Day breakfast, lunch and dinner were superb, "even better than Thanksgiving, and the SIU should be very proud to have such outstanding members and shipmates," he wrote in a note accompanying the photo. From the left are Assistant Cook Phil Dessett, Chief Cook Steve Bowmer, Steward/Baker Robert Miller and OBR Utility Kasem Ali.

Wilfred Lambey. Bosun thanked everyone for smooth sailing and asked crew to read shipping agreement and *Seafarers LOG*. Secretary requested those members getting off turn in dirty linen and leave room clean for next person. Clean linen issued at 1500 hours the day before arrival. Treasurer stated \$250 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department, especially GSU **Alejandro Fiores** for keeping mess hall clean. Also, outstanding jobs done by Unlicensed Apprentices **Greg Scott** and **David Guthrie**.

MIDNIGHT SUN (IUM), Nov. 30—Chairman **Fadel N. Saleh**, Secretary **Scott A. Opsahl**, Educational Director **Christopher W. Cunningham**, Deck Delegate **Mark E. Hoffman**, Steward Delegate **Abdullah M. Falah**. Chairman announced payoff at sea. He asked that everyone be careful of ice on deck and ramp and stated lifelines to be moved back from edge of ramp opening. Secretary thanked crew for helping keep mess hall and lounge clean. He reminded crew to wash hands often, especially with flu season upon us, and asked crew to refrain from eating in serving line. Educational director reminded Seafarers to upgrade skills at Piney Point and keep shipping papers current. "Give yourself extra time to take care of seamen's documents and STCW." He also stressed importance of contributing to SPAD and of updating beneficiary information. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done, especially Thanksgiving Day spread. Next ports: Tacoma, Wash.; Anchorage, Alaska.

PERFORMANCE (USSM), Nov. 14—Chairman **Jimmie L. Scheck**, Secretary **Charles B. Collins**, Educational Director **Robert J.**

October. New washing machine and drinking fountain to be installed soon. Clarification requested as to how vacation days are credited toward pension. Vote of thanks to steward department for great job. Next ports: Newark, N.J.; Charleston, S.C.; Miami, Fla.; Houston, Texas.

RICHARD G. MATTHIESEN (Ocean Ships, Inc.), Nov. 11—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Ian Hemba**, Deck Delegate **Thomas Gagnon**. Chairman announced vessel going into shipyard in Mobile, Ala. Crew asked to make sure rooms are emptied of all personal gear and trash. Educational director spoke about opportunities for upgrading at Piney Point and of need for more QMED courses. No beefs or disputed OT reported. Recommendations made for contracts department to improve medical and dental benefits and have union send information on new ID cards. Suggestion also made to increase vacation days. Vote of thanks given to all three departments for jobs well done.

VOYAGER (USSM), Nov. 16—Chairman **Glenn R. Christianson**, Secretary **William P. McGee**, Educational Director **Morris A. Jeff**, Steward Delegate **Ruben Padilla**. Chairman thanked everyone for safe trip. Educational director encouraged crew members to upgrade skills as often as possible at Paul Hall Center. Treasurer stated \$500 in ship's fund. No beefs or disputed OT reported. Suggestions made for company to provide safety shoes for deck personnel and for retirement to be possible when age and seetime total at least 65. Crew gave vote of thanks to steward department for good food and service. Next ports: Newark, N.J.; Norfolk, Va.; Charleston, S.C.

Final Departures

Continued from page 18

Boatman Dail worked primarily aboard vessels operated by Allied Towing. He made his home in Belvidere, N.C.

DWAIN DORSETT



Pensioner Dwain Dorsett, 66, passed away Aug. 30. Boatman Dorsett began his career with the SIU in 1978 in the port of Houston after

serving in the U.S. Navy. The Childress, Texas native was a member of the engine department and worked primarily aboard vessels operated by G&H Towing. He made his home in Livingston, Texas and started receiving retirement compensation in 1999.

GEORGE GRITZ



Pensioner George Gritz, 81, died Nov. 18. Boatman Gritz joined the union in 1964. The Oklahoma-born mariner sailed in the deck department. He started receiving stipends for his retirement in 1976 and called Stonewall, N.C. home.

CHARLES HAMLIN



Pensioner Charles Hamlin, 87, died Sept. 20. He launched his seafaring career in 1961 in the port of Norfolk, Va. Born in Virginia,

Boatman Hamlin shipped in the engine department. He started collecting compensation for his retirement in 1982. Boatman Hamlin made his home in Surry, Va.

MICHAEL HUNT



Pensioner Michael Hunt, 71, passed away Dec. 5. Boatman Hunt started his career with the Seafarers in 1961. He was born in Philadelphia and shipped as a member of the deck department. Boatman Hunt made his home in Pennsylvania and began receiving his pension in 1993.

DOMINIC PIAZZA

Pensioner Dominic Piazza, 77, passed away Nov. 14. Boatman Piazza joined the Seafarers in 1965 in New Orleans. The Louisiana-born mariner shipped in the deck department and worked mainly aboard vessels operated by Dravo Basic Materials Co. Boatman Piazza began receiving his pension in 1989. He lived in Houma, La.

RICHARD REPSCH

Pensioner Richard Repsch, 79, died Aug. 12. He began his seafaring career in 1961 as a member of the engine department. Boatman Repsch worked primarily aboard Moran Towing of Philadelphia vessels and went on pension in 1987. Born in Philadelphia, he called Galloway, N.J. home.

WAYNE R. WOODRING

Boatman Wayne R. Woodring, 53, passed away Sept. 8. Born in Pennsylvania, he joined the SIU in 1972 in the port of Baltimore. Boatman Woodring shipped as a member of the deck department. He resided in Jacksonville, Fla.

GREAT LAKES

ROYAL BOOKER

Pensioner Royal Booker, 70, died Nov. 7. He joined the Seafarers in 1960 in Detroit. Born in Hamberg, Iowa, Brother Booker sailed in the engine department, working primarily aboard vessels operated by American Steamship Co. Brother Booker made his home in Chestnut Mound, Tenn. and started receiving his pension in 1998.

DONALD G. BORDERS



Pensioner Donald G. Borders, 67, died Nov. 23. Brother Borders joined the SIU in 1970 in Alpena, Mich. after serving in the U.S. Army.

Born in Fulton, Ky., he worked in the engine department. Brother Borders last worked on the *American Republic* and began receiving his pension in 1994. He was a resident of Warren, Mich.

EDWARD FIKE



Pensioner Edward Fike, 66, passed away Nov. 26. He began his career with the SIU in 1961 in Cleveland. Brother Fike was born in Ohio and sailed as a member of the deck department. He made his home in Parma, Ohio. Brother Fike started receiving compensation for his retirement in 1999.

RICHARD HARTFORD

Pensioner Richard Hartford, 79, died Sept. 29. Brother Hartford joined the Seafarers in 1962 in Toledo, Ohio after serving in the U.S. Army. He sailed in the Great Lakes as well as

inland divisions as a deck department member. Brother Hartford began receiving retirement stipends in 1986 and resided in Oregon, Ohio.

CHRISTIAN IVERSON



Pensioner Christian Iverson, 76, died Dec. 11. He joined the SIU in 1970 in Frankfort, Mich. A veteran of the U.S. Army, Brother

Iverson worked in the Great Lakes as well as inland divisions. The steward department member initially worked aboard American Steamship's *J.S. Young* and last sailed aboard a Bob-Lo Island vessel. He began collecting retirement stipends in 1992. Brother Iverson made his home in Pleasanton, Mich.

RAILROAD MARINE

THOMAS MARTIN

Pensioner Thomas Martin, 90, passed away Sept. 21. Brother Martin commenced his career with the Seafarers in 1960 in the port of New York. A member of the deck department, Brother Martin was last employed on a Penn Central Transportation Co. vessel. He lived in Colonia, N.J. and went on pension in 1974.

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

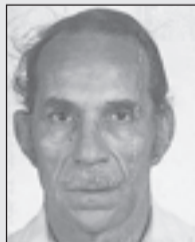
ROLAND DETOUCHE



Pensioner Roland DeTouche, 88, passed away Dec. 11. Brother DeTouche began his career with the NMU in 1972.

His first voyage originated out of the port of New York aboard the *Periwill*. Born in Panama, he worked in both the deck and engine departments. Brother DeTouche started receiving retirement stipends in 1982.

DONALD DIAZ



Pensioner Donald Diaz, 83, died Dec. 11. Brother Diaz first sailed from the port of New Orleans aboard the *Howell Lykes*. Born in Louisiana, he worked in the steward department. Brother Diaz last sailed on the *Ruth Lykes* and began receiving his pension in 1991.

JUAN MARTINEZ



Pensioner Juan Martinez, 74, died Dec. 1. Brother Martinez embarked on his career with the NMU in 1960. He initially sailed out of the port of New York while working aboard the *Francis R. Hart*. Born in Honduras, Brother Martinez shipped as a member of the steward department. He started receiving his pension in 1985 and last sailed on the *Gulf Supreme*.

REUBEN HARMOND

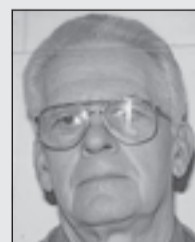
Pensioner Reuben Harmond, 84, passed away Nov. 4. He joined the NMU in 1951. Brother Harmond's first ship was the *Pan American*. Born in McIntosh County, Ga., he worked in the engine department. Brother Harmond began receiving compensation for his retirement in 1982. He last shipped on the *Womack Sea*.

GEORGE PEARSON



Pensioner George Pearson, 76, passed away Dec. 24. He began his NMU career in 1944. Brother Pearson's first ship, the *Mariposa*, originated from Boston. Born in Minneapolis, Minn., he worked in the deck department. Brother Pearson last sailed on the *Mormac Lake*. He went on pension in 1970.

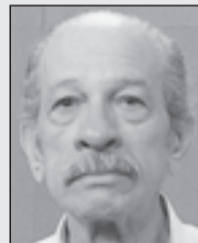
ROBERT REIDLINGER



Pensioner Robert Reidlinger, 76, died Nov. 19. Brother Reidlinger joined the NMU in 1944. Sailing from the port of New York, his first ship was the *Robert Battey*. The Pennsylvania-born mariner worked in the engine department, last sailing aboard the *Lyons Creek*. Brother Reidlinger began receiving compensation for his retirement in 1965.

JUAN ROUBERT

Pensioner Juan Roubert, 77, passed away Dec. 8. Born in Ponce, P.R., he joined the NMU ranks in 1946. The steward department member



initially went to sea from the port of New York. His first vessel was the *Henry D. Lindsley*. Brother Roubert began collecting stipends for his retirement in 1979. He last sailed on the *Santa Rosa*.

LUIS STOWHAS



Pensioner Luis Stowhas, 86, passed away Oct. 12. Brother Stowhas commenced his NMU career in 1946, first sailing aboard a Sinclair Oil vessel. Born in Chile, he worked in the deck department. Brother Stowhas started receiving retirement compensation in 1967. He last worked on the *Santa Luisa*.

HELIODORO THACHER



Pensioner Heliodoro Thacher, 85, passed away Oct. 1. He launched his NMU career in the port of New York. Brother Thacher's first ship was the *SS Argentina*. Born in Panama, he worked in the steward department. His last ship was the *Export Builder*. Brother Thacher began receiving his pension in 1985.

OSCAR TURNER



Pensioner Oscar Turner, 82, died Dec. 8. Brother Turner started his career with the NMU in 1954 and was previously a

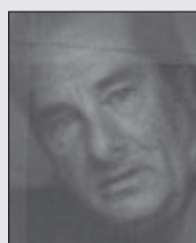
member of the Marine Cooks & Stewards. His first voyage was aboard the *President Taft*. Born in Louisiana, Brother Turner shipped in the steward department. He started receiving retirement compensation in 1988.

AUGUSTUS WHITE



Pensioner Augustus White, 74, died Sept. 27. Brother White joined the NMU in 1953 in the port of Norfolk, Va. Born in Rocky Mount, N.C., he worked in both the steward and engine departments and upgraded his skills often. Brother White sailed on many vessels including the *USNS Sappa Creek*. He began receiving compensation for his retirement in 1994.

EARL WHITE



Pensioner Earl White, 80, passed away Sept. 27. He started his career with the NMU in 1954. Brother White worked in both the deck and engine departments. A native of Philadelphia, he worked primarily aboard the tug *Brandyne*. Brother White started receiving his pension in 1981.

KEOW P. WONG



Pensioner Keow P. Wong, 84, died Nov. 18. Brother Wong's first voyage originated from the port of New York aboard the *Robert Howe*. Born in China, he worked in the steward department. Brother Wong became a pensioner in 1969.

In addition to the foregoing individuals, the following NMU brothers, all of whom were pensioners, passed away on the dates indicated.

NAME (Last, first) AGE DOD

Barrett, Ellworthy	82	Dec. 1
Bergeron, Joseph	80	Nov. 21
Blake, John	76	Nov. 28
Bryant, Rufus	86	Nov. 10
Coffin, Martin	74	Dec. 6
Daniels, Jasper	82	Oct. 31
De Silva, Charles	79	July 11
Florence, James	70	Sept. 1
Fontenot, Joseph	72	Nov. 24
Ganter, John	77	Nov. 21
Grant, Edward	75	Nov. 9
Guerrero, Feliciano	68	Nov. 24
Gundersen, Sigfred	92	Dec. 14
Jensen, Einer	74	Nov. 23
Jordon, Tommie	89	Dec. 17
Kennedy, Amos	83	Nov. 27
Lewis, Roy	69	Nov. 21
Mapp, Ian	87	Dec. 6
McLarty, Alfred	80	Nov. 9
Mietla, Walter	92	Dec. 10
Montalvo, Elias	80	Dec. 4
Oellano, Rosario	89	Dec. 14
Petersen, Arthur	93	Oct. 15
Quinones, Luis	77	Dec. 8
Richardson, Sam	79	Dec. 6
Robinson, Elario	76	Dec. 26
Ruiz, Jose	79	Nov. 13
Smith, Cephus	78	Dec. 8
Tejeda, Pedro	94	Dec. 2
Vlachos, Peter	79	Aug. 26
Walden, Lavergn	81	Nov. 15

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 middle of 2004. 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	Start Date	Date of Completion
Able Seaman	March 1	March 26
	April 12	May 7
	May 24	June 18
Automatic Radar Plotting Aids * (ARPA) (*must have radar unlimited)	February 9	February 13
	March 8	March 12
Celestial Navigation	March 29	April 23
GMDSS (Simulator)	March 1	March 12
Lifeboatman/Water Survival	February 16	February 27
	March 29	April 9
	May 10	May 21
Navigation Fundamentals	February 9	February 20
	April 26	May 7
Radar	February 23	March 5
	May 10	May 21
Specially Trained Ordinary Seaman (STOS)	February 9	February 20
	April 5	April 16
	May 31	June 11

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 January 19, 2004.

Recertification

Steward	February 9	March 8
Bosun	(to be announced)	

Engine Upgrading Courses

Course	Start Date	Date of Completion
Engine Utility (EU)	March 22	April 16
	May 17	June 11
Marine Electrician	May 10	July 2
Refrigeration	April 12	May 21
Welding	February 2	February 20
	March 29	April 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	February 23	March 5
	April 19	April 30
Basic Safety Training (BST)	February 9	February 13
	February 16	February 20
	March 15	March 19
	March 29	April 2
	April 19	April 23
Fast Rescue Boat	May 10	May 14
	May 24	May 28
	May 3	May 7
Government Vessels	June 7	June 11
	February 23	February 27
Medical Care Provider	March 22	March 26
	April 5	April 9
	May 17	May 21
	June 28	July 2
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 9	February 13
	March 8	March 12
Tankerman (PIC) Barge* (*must have basic fire fighting)	February 9	February 20
	March 29	April 9
	May 17	May 28
	March 15	March 19

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 seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. **All 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.

2/04

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 645 — Graduating from the water survival class are unlicensed apprentices from class 645 (in alphabetical order) Shane Avila, Mark Beck, Christopher Chever, Lloyd Clark, John Crawford, Nicholas Doffoh, Neftali Erausquin, Jor-el Holmberg, Darrion Ingram, Gilbert Johnson, Taneisha Johnson, Nathaniel Leachman, Jomar Rodriguez Diaz, Gary Santos, Damian Spedale, Ronald Tucker II, Clifton Wiggins, Trevor Wood and Robert York.



Able Seaman — Receiving certificates for completion of the AB class ending Dec. 5 are upgrading students (in alphabetical order) Robyn Adamosky, Abdoulla Alssoudi, Milton Flynn, Abdul Hasan, James Jasman, Roy Logan, Jeffrey McPherson, Darriel Porchea, Jared Smith and Selina Sobers. Not pictured are James Reece and Paul Riley. Their instructor, Bernabe Pelingon, is at far right.



Oiler — Completing the oiler course Dec. 12 are (in alphabetical order) Steven Benavides, Trevor Cohn, Jonathan Duncan, Paul Gross, Stephen Johnson, Reynaldo Lacayo, Nat Lamb, Christian Rosado and John Watson. Their instructor, Eric Malzkuhn, is in the back at left.



Engine Utility — Unlicensed apprentices in phase III of their training completed the engine utility course Dec. 12. They are (in alphabetical order) Damien Bautista, Kyle Byron, Gregory Davis, Si Hughes, Joshua Kilbourn, Felix Osorio, Carlos Perez, Annie Walker, Robert Walter, Matthew Whitmore and upgrading Seafarers Luis Ramirez, Luis Roebuck, David Simpson and Jerome Torrence. (Note: Not all are pictured.)



Lifeboatman/Water Survival — With instructor Stan Beck (standing left) are Nov. 21 graduates of the water survival class. They are (in alphabetical order) Angelie Avila, David Correa, Rickey Hoshino, Crystal Leyba, Jarret Rogerson and Janifer Salvacion.

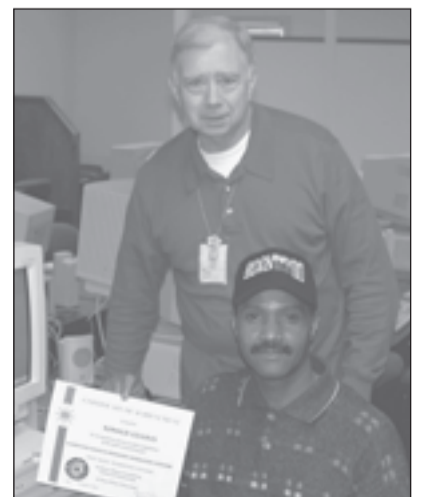
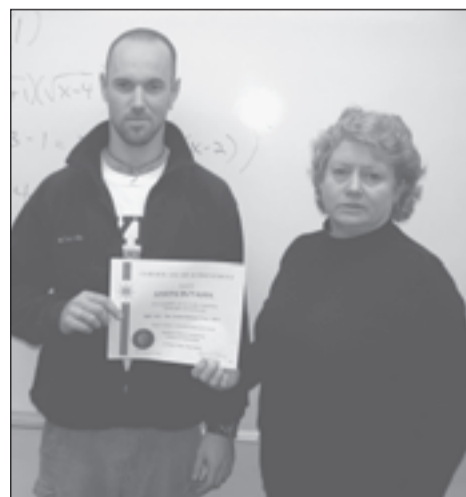
Lifeboatman/Water Survival — Successfully completing the water survival course Nov. 21 are (in alphabetical order) Liane Alicuben, Vanity Braley, Nelly Calamayan, Dean Ekman, Brian Kane, Evodio Lucero-Alcaide, Micahlah Shults, Natalie Tremblay and Sheila Venable.



Academic Classes and Computer Lab



In photo at left, instructor Rich Prucha (left) congratulates Seafarers Joseph Butasek (center) and Brandon Maeda for completing the full curriculum for college math. Butasek (in the photo at right) also received a certificate of achievement for completion of History 102: The United States from 1877. With him is his history instructor, Peggy Densford. In the photo at far right is Ronald Celious and instructor Rich Prucha. Celious graduated from the Computer Basics course Dec. 19.



Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Dec. 12 graduates of the tanker familiarization/assistant cargo (DL) course are (in alphabetical order) Dirk Adams, Colin Campbell, Ronald Celious, Kenneth Cooper, Maximino Dagoldol, Michael Gallagher, Stephen Gardner, Mariano Lino, Maximo Lugtu, Philip Perry, Darriel Porchea, Juan Sanchez, David Seeman, Jared Smith and Peter Williams.

Lifeboatman/Water Survival

Under the instruction of Stan Beck (standing) are Dec. 5 graduates of the water survival course. They are (in no particular order) Cortney Bond, Adrienne Zucker, Brian Kuntzmann, David Martinez, Jennifer Reid, Merrinnage Costa, Francisco Reyes, Daniel Menck, Ashley Dheel, Derek Jodenschwager, Calvin Lester, Lauryn Heckel, Desiree Carlbom, Jennifer Kisse, Noel Destura and Shane Depee.



Lifeboatman/Water Survival — Flanked by instructors Stan Beck (left) and Herb Walling (right) are Dec. 12 graduates of the water survival course. They are (in no particular order) Cindy Hird, James Brzycki, Adrian Morales, Donna Rickley, Mustafa Warsame, Pamela Weedon, Robert Chin, James Conway Jr., Tanya Bradley, Owen Hatchett III, Gerald Byrd, Nate Jacobson, Jack Sonson, Eric Jensen and Lev Rosenstein.



Specially Trained OS — Alaskan fishermen completing the STOS course Dec. 12 are (in alphabetical order) Rolando Balmes, Michael Bell, James Dennis, Forrest Hosier, Lanny Pihlman, David Simpson, Joshua Stuke, Richard Summers and Harriet Wadley. Their instructor, Stacey Harris, is at far left.



Specially Trained OS — Upgrading Seafarers who completed the STOS course Dec. 12 are (from left) Oscar Swangin, David Black, Eugene Perez, Brad Wheeler (instructor), Kosar Iqbal, Edwin Pelingon, Sam Baffoe and Asad Al-Waseem.



STCW — Dec. 26: Alec Berry, Rufus Byes, Henry Caudle, Ryan Clement, Jomadaly Hilderbrand, Adam Hollis, Hoang Hung, Tony Luu, Joselito Ocampo, Roseann Remillong, Art Rolack, Jean Talus, Daniel Topolski, Jessica Voigtlander and David Waterbury.



STCW — Dec. 12: Celia Acacio, Jarvis Belle, Cortney Bond, Bianca Contreras, Merrinnage Costa, Gabrielle DePaulis, Shane Depee, Ashley Dheel, Stephen Dillon Jr., Elhusseiny Elnagger, Hector Escoto, Samuel Evans, Patrick Grodeska, Greg Halliday, Lauryn Heckel, Matthew Holley, Derek Jodenschwager, Andrew Jones, Brian Kuntzmann, Calvin Lester, David Martinez, Daniel Menck, Pamela Phillips, Francisco Reyes, John Trent, Richard Wiener, John Winiarski and Adrienne Zucker. Instructor Bernabe Pelingon is at far left.

Basic Safety Training Classes



STCW — Dec. 19: Tanya Bradley, James Brzycki, Gerald Byrd, Robert Chin, James Conway, Owen Hatchett III, Cindy Hird, Nate Jacobson, Eric Jensen, Donna Rickley, Lev Rosenstein, Jack Sonson, Mustafa Warsame, Andrea Lacafta, Terrie Johnson and Linda Anderson.



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April 15 Deadlines:

Application for SIU Scholarship
— page 14

Income Taxes — see information for
Seafarers on pages 12 and 13

Seafarers in the Port of San Francisco . . .



Chief Steward Denise Smith
ADM Callaghan

The port of San Francisco continues to play an important role in merchant marine shipping. The photos appearing on this page were shot on board the SIU crewed *American Tern* (Osprey Ship Management), *Maui* (Matson Navigation), *Horizon Enterprise* (Horizon Lines) and *ADM Callaghan* (Keystone Shipping) during their recent stops in the Bay City port.



AB Ricardo Abella
American Tern



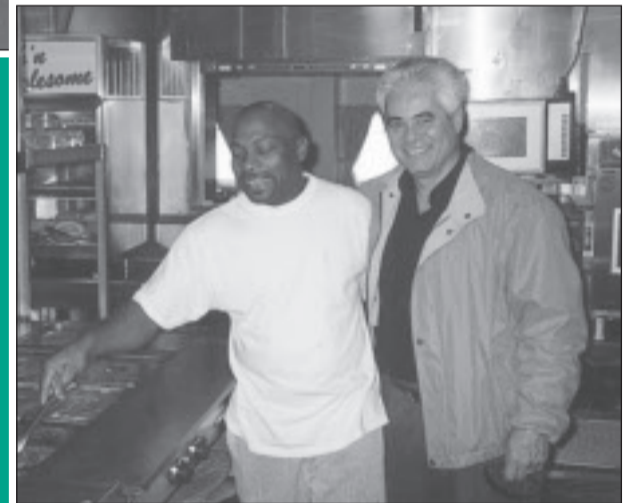
Left: Recertified Steward George Pino, Recertified Bosun Roger Reinke, SIU VP West Coast Nick Marrone
Horizon Enterprise



Chief Steward Steven Parker
American Tern



1st Asst. Engineer Mike Wyant,
OMU Ed Thompson
American Tern



Chief Cook Roberto Martinez,
SIU VP West Coast Nick Marrone
Maui



Recertified Steward Johnnie McGill,
SA George Gerssing, Chief Cook Daniel Maxie,
ACU Herman Cerbana
Maui



OMU Randall Kramer,
AB Wayne Smiley
American Tern



Assistant Cook Marion Ofrecio
American Tern



Chief Cook Elizer Saintvil
American Tern



AB Shad Ball
Horizon Enterprise