



The Seafarers Log

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

Seafarers Crew Up New Cable Ship

SIU members are sailing aboard the modern cable ship *Tyco Dependable*, christened Jan. 21 in Honolulu. Built last year, the vessel is operated by Transoceanic Cable Ship Co. Page 3.



Photo courtesy of U.S. Maritime Administration

SIU

Members Answer the Call



As Vessel Activations Continue

At ports throughout the nation, Seafarers are crewing up Ready Reserve Force (RRF) vessels and other military support ships that have been activated for Operation Enduring Freedom. Above right, the *Cape Taylor* sails past the *Cape Texas* early last month in Corpus Christi, Texas. Both ships are crewed by Seafarers. At left, AB Manny Wabe helps take on stores aboard the *Cape Wrath* in Baltimore. Pages 4, 10, 11, 20.



TRANSCOM Leader Tours Paul Hall Center

The head of the United States Transportation Command (TRANSCOM) recently toured the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. U.S. Gen. John W. Handy—pictured here examining a training record book with the school's admissions director, Priscilla Senatore—visited the school Jan. 28. He checked out all aspects of the facility. Page 3.



Government Services Division Gets Newly Commissioned Ship

Members of the SIU's Government Services Division are sailing aboard a former U.S. Navy ship that is part of the National Oceanic and Atmospheric Administration (NOAA) fleet. NOAA commissioned the *Oscar E. Sette* Jan. 23 during ceremonies in Honolulu Harbor. Page 3.

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President's Report

Union Members & Enduring Freedom

Pick up any newspaper or watch the news on TV, and you're pretty much guaranteed to see at least one story covering the national and international debates over what to do about Iraq. In fact, going back to last year, it probably would be impossible to figure out how much copy and air time have been devoted to the Iraqi threat.



Michael Sacco

Naturally with a topic this big and important, the arguments have been urgent and mostly well-expressed. Government officials, labor organizations, editorial writers, general citizens and others have made persuasive and often elaborate points.

But when it comes to clarity and common sense, it's tough to top the letter I read last month from a lieutenant colonel in the Marine Corps that appeared in a church bulletin. He's stationed with our troops in the desert overseas, preparing for the possible war against Iraq.

In part, the letter reads, "All of us pray that God will grant our leaders the wisdom and skill to find a solution to this crisis. But we also pray that if we must fight, God will give us strength and safety as we deliver victory to our nation."

You better believe I say "Amen" to that.

By the way, if you're wondering about the morale of our armed forces, the lieutenant colonel also wrote, "A few months in the desert has a way of cleansing the mind and inspiring acceptance. It worked for Moses."

I think the letter reflects the fact that any sane person doesn't want war if it's truly avoidable. But history has taught us that there are times when America really doesn't have a choice.

Today, the fact is that we are at war against terrorism. And that war almost certainly will extend to Iraq.

We're in it—and union members are playing a vital role in the operation. Our brothers and sisters throughout the AFL-CIO unions are going about their jobs with efficiency, dedication and patriotism. Thousands have geared up for service in the Middle East as reservists and members of the National Guard.

I'm especially proud of the jobs being performed by the unions of the Maritime Trades Department, of which I am the president. We see their commitment and essential productivity throughout the country and overseas.

We see it on the docks, where Longshoremen are working with the Coast Guard and other officials to ensure safety in our nation's ports.

We see it on our American-flag ships, where Seafarers and other union mariners are transporting troops and vital cargo to strategic locations in the Middle East.

We see it in our shipyards, where Electricians, Painters, Steelworkers, Boilermakers and others built many of the military support ships and Navy vessels and Coast Guard cutters that all play a key role in the war on terrorism.

We see it along the railroads and on the highways and in the skies, where Machinists and truck drivers and pilots and flight attendants and other union members are tackling unprecedented challenges.

And of course, we saw it from the very first moments of September 11, when all of this started. Our brothers and sisters from the Fire Fighters, the Operating Engineers, the Laborers, the Iron Workers, AFSCME, other emergency responders, and many, many other unions answered the call that day and every day since then.

As AFL-CIO President John Sweeney recently noted, "The American labor movement has supported the President in the fight against terrorism and we are supporting the President in the fight to free Iraq. The American labor movement has stood with every President in time of war and we will stand with our President today if war comes."

Brothers and sisters, there's no debate about that.

Alaska, SIU, School Team Up To Train Displaced Workers

The SIU, the Paul Hall Center for Maritime Training and Education, and the administration of Alaska Gov. Frank Murkowski are partnering to recruit and train dislocated workers from Alaska for careers in the U.S. Merchant Marine. The project was announced Feb. 3 by Alaska Commissioner of Labor and Workforce Development Greg O'Claray.

In partnership with the SIU, the school and the Ketchikan-based nonprofit recruiting and referral agency, SEA Link Inc., the state's labor department will train and place qualified dislocated Alaskans previously employed in the fishing industry into family-wage jobs as merchant mariners aboard U.S.-flag commercial vessels engaged in the Alaska, domestic and international deep sea shipping industry, O'Claray noted.

The plan is to send approximately 20 qualified applicants each month from Alaska to the Paul Hall Center, based in Piney Point, Md. The school offers a comprehensive array of vocational curriculums, from entry-level to officer training. Academic support is available as well—students may enroll in a GED or college-degree program, among other choices.



The Paul Hall Center, which opened in 1967, offers dozens of U.S. Coast Guard-approved courses. The school is located in Piney Point, Md.

"We're sending the first qualified Alaskans to Piney Point this month," O'Claray said. "It is expected that approximately 240 Alaskans will be trained as merchant mariners by the end of next year." Training funds are granted to SEA Link Inc. for this initiative through federal Workforce Investment Act money, accounted for and administered through Alaska's Department of Labor.

Anchorage-based SIU Repre-

sentative Harold Holten stated, "Our union and industry are committed to reaching out to Alaskans, particularly since our overall experience in recruiting here is overwhelmingly positive. Our first initiative to recruit Alaska youth is a model success and continues to exceed expectations after five years and nearly 100 participants. We expect the same results through this displaced worker initiative."

MSC Implements Vaccination Program Unions Agree: Mariners Deserve Same Protection as Military

In support of our nation's war on terrorism, the U.S. Military Sealift Command (MSC) earlier this year began implementing the Department of Defense (DOD) smallpox vaccination program and resumed anthrax vaccinations for U.S. mariners aboard vessels that will sail into known threat and risk areas.

Officials from the SIU and other maritime unions in late December met with representatives of MSC and the U.S. Maritime Administration (MarAd) to discuss protections for merchant mariners. Subsequently, when DOD ordered the inoculations for mariners who sign on aboard certain ships involved in the war, the SIU distributed detailed information about the program to its port officials for dissemination, in turn, to the membership.

A communication from MSC noted, "The DOD program, tailored to meet the needs of the military, is designed to ensure that America's armed forces, and civilians who have critical mission functions, are protected from the biological threat of smallpox and anthrax. Therefore, like our men and women in uniform, DOD recognizes that it is critically important to protect U.S. Merchant Mariners, both MSC CIVMARs and contract mariners, who may be deployed on sealift ships essential to the accomplishment of its missions. Vaccinating before an attack is the best way to ensure that our troops and

mariners can continue their missions if a smallpox or anthrax outbreak occurs."

Later, the SIU and three other maritime unions (American Maritime Officers; Marine Engineers' Beneficial Association; and Masters, Mates & Pilots) issued a statement which read in part, "Collectively, we share the opinion that it is crucial that our members have access to, and are afforded the same protections, which are required and extended to members of our active duty military forces when called upon to serve their country.... We fully support our country's military operations and we are very serious about our crucial role as part of the nation's fourth arm of defense."

At least as far back as July 2000, the SIU had pointed out that the anthrax immunizations were very likely to be reinstated at some point. The union delivered that message in written correspondence to all officials and port employees, and the topic periodically has been discussed since then at monthly membership meetings.

Seafarers seeking more information about the inoculations should contact their port agent. General guidance and information on the program and medical eligibility for receiving the vaccines is available on line at the following site:

www.vaccines.army.mil
www.anthrax.mil

5 Charged in FOC Drug-Smuggling Case

Three Jamaican nationals recently were arrested in Florida in connection with a drug-smuggling operation involving runaway-flag cruise ships, also known as flag-of-convenience (FOC) vessels. Two other individuals charged in the case are still at large.

According to newspaper and television reports, more than 60 pounds of cocaine—with a street

value of \$6 million—have been smuggled into the United States aboard runaway-flag cruise ships involved in this illegal dealing. Much of the contraband reportedly was taped to the bodies of crew members, some of whom allegedly were employed by Carnival Cruise Lines.

A Drug Enforcement Administration official told reporters that the most recent

arrests were part of a two-year investigation that also has caught at least nine other people. Special Agent Joe Kilmer told the Associated Press that the drugs had been carried from Jamaica to Key West, Miami and Port Everglades, Fla. aboard different cruise lines.

The three men who were arrested Jan. 25 are Jamaican citizens living in south Florida.

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SIU Welcomes New Cable Ship



On their way to the *Dependable's* christening Jan. 21 in Honolulu are (from left) Chief Cook Franz Schnell, Bosun Victorgil Mariano and Chief Steward Emmanuel Laureta.



Recertified Steward Emmanuel Laureta is pictured aboard the new cable ship.

SIU-contracted Transoceanic Cable Ship Co. recently christened the *Tyco Dependable* in Honolulu, signaling new job opportunities for Seafarers.

The 459-foot vessel was built last year by Keppel Hitachi Zosen of Singapore. Transoceanic's parent company, Tyco, christened the ship Jan. 21.

"We welcome the opportunity to provide the unlicensed crew for the *Dependable*, a truly state-of-the-art cable ship," remarked SIU Vice President Contracts Augie Tellez. "These jobs will help maintain a pool of well-trained, loyal U.S. mariners who are an important part of America's national and economic security."

The *Dependable*, which has a service speed of 13.9 knots, is based in Honolulu near her sister ship, the SIU-crewed *Long Lines*.

The newer vessel is replete with the most modern equipment. It features a Rolls-Royce diesel electric generating set, forward and aft bow thrusters, azimuthing stern thrusters and a Kongsberg Simrad dynamic positioning system.

Additionally, the *Dependable's* cable laying and repair equipment includes stern linear and drum engines; dynamometers; traction winches; after deck cranes; buoy handling davits and much more.

The ship's navigation aids include Furuno GPS and ECDIS systems, along with a magnetic compass, gyrocompass, track pilot, echo sounders, speed log and X- and S-band radar.



The *Tyco Dependable*, pictured in Honolulu, features state-of-the-art equipment.

Gov't Services Division Crews Former Navy Ship

Members of the SIU's Government Services Division are sailing aboard a former U.S. Navy ship that is part of the National Oceanic and Atmospheric Administration (NOAA) fleet.

NOAA commissioned the *Oscar E. Sette* Jan. 23 during ceremonies in Honolulu Harbor. Among the dignitaries present for the event were U.S. Rep. Neil Abercrombie (D-Hawaii), Hawaii Gov. Linda Lingle, and Jennifer Sabas, chief of staff for U.S. Sen. Daniel Inouye (D-Hawaii).

The *Sette* will help assess and protect the region's fisheries and living marine resources for NOAA, which is part of the Commerce Department. The ship normally will operate throughout the central and western Pacific, conducting fisheries assessment surveys, physical and chemical oceanography, marine mammal projects and coral reef research.

According to NOAA, the vessel is equipped with three small outboard driven boats; wet and dry, hydrochemistry and computer labs; an acoustic Doppler current profiler; and two deep-ocean winches, two J-frames, one A-frame, a net reel, and deep-sea trawl winches.

"Not only are we greatly

Oscar E. Sette Specifications

- Length: 224 ft.
- Breadth: 43 ft.
- Draft: 15 ft.
- Displacement: 2301 tons
- Speed: 10.5 knots
- Built: 1988, Halter Marine, Inc.

expanding our observation and research potential, but we're continuing in the gradual trend of revitalizing the NOAA fleet," said retired Navy Vice Adm. Conrad C. Lautenbacher, Ph.D., undersecretary of commerce for oceans and atmosphere and NOAA administrator. "With each new or refurbished addition to the NOAA fleet, we become more efficient at supporting the NOAA mission. The *Sette* has a longer range, enhanced stability and better boat-handling capabilities than the ship it's replacing."

The *Oscar E. Sette* is named after the first director of the U.S. Fish and Wildlife Service's Honolulu Laboratory, now part of NOAA National Marine Fisheries Service. He served there from 1949 to 1955.

Gen. Handy Tours School

The head of the United States Transportation Command (TRANSCOM) recently toured the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

U.S. Air Force Gen. John W. Handy visited the school Jan. 28. He checked out all aspects of the facility, including the manpower office, the fire fighting school, the simulator and the small arms range. In fact, his tour went beyond a mere visual inspection, as Gen. Handy got a true

feel for the school by performing some hands-on training both on the simulator and at the Joseph Sacco Fire Fighting and Safety School.

"The Paul Hall Center is a first-class, comprehensive facility," Gen. Handy stated. "The school is fully equipped to meet the training needs of mariners who crew our military contracted vessels. It is critical for our nation to sustain a viable U.S.-flag shipping and mariner capability, and the school clearly is essen-



Instructor Brad Wheeler (using computer) demonstrates some of the GMDSS course content for Gen. Handy.

tial to that cause."

TRANSCOM is responsible for all of the U.S. military's sealift assets.

Gen. Handy is a

strong advocate of the U.S. Merchant Marine. Late last year, he urged Congress to reauthorize the U.S. Maritime Security Program.



Gen. Handy (center) visits the new small arms range at the Paul Hall Center. He is joined by Paul Hall Center Vice President Don Nolan (left) and Safety Director Jim Hanson.



The tour included an extensive stop at the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center.

Important Notice About MMDs

In what the U.S. Coast Guard described as "changes to improve security and accountability in the U.S. Merchant Mariner Document (MMD) system," the agency in early February altered its procedures for issuing and renewing MMDs. The Coast Guard is issuing a new "tamper resistant" MMD, utilizing the following priorities:

1. Mariners renewing or upgrading their MMD in support of a national emergency or military activation.
2. Other active mariners.
3. Mariners applying for an original MMD.

All applicants will be vetted (background check), as per orders of the Justice Department.

During a meeting last month at the Coast Guard's National Maritime Center, the SIU voiced concern about how the new policy may impact the current activations in support of the war on terrorism. While sympathetic regarding the need for heightened security, the union particularly encouraged the agency to find an effective way to avoid anticipated delays in issuing new documents. One option discussed to resolve this issue was assigning temporary documents to first-time applicants.

In early February, the Coast Guard had assigned 15 "investigation agents" to the vetting process, with plans to add 28 more agents in the immediate future.

The Coast Guard regional examination centers (RECs) remain open, but there likely will be delays in renewing and updating documents. Unofficially, the agency has indicated no user fees will be charged to current MMD holders who apply for renewal by Sept. 1 of this year. Again, that position remained unconfirmed as this issue of the *LOG* went to press in mid-February.

The SIU will provide updates as they become available, both in the *LOG* and on the union's web site (www.seafarers.org). Meanwhile, Seafarers are urged to keep in touch with their port agents concerning the status of their MMDs.



Chief Bosun Kenneth Motoyama attends the ceremony.



The *Oscar Sette* (above and at left) typically will operate throughout the central and western Pacific.

Manpower Department, SIU Port Officials Show Dedication in Answering Activations

Life for the 10 people who staff the manpower department at the Paul Hall Center for Maritime Training and Education recently has been anything but monotonous.

Over the last several months, the Piney Point, Md.-based team of specialists has worked virtually around the clock seven days per week in response to the recent wave of vessel activations by the U.S. Maritime Administration. Agents, patrolmen and staff members at the various SIU ports around the nation likewise have been working extended hours due

to the activations.

"Our job is to monitor the shipping and registration of all vessels under contract to the Seafarers International Union," said Bart Rogers, manpower director. "We ensure that all SIU-contracted vessels are crewed in a timely and efficient fashion."

He added that the manpower office also monitors the number of people who are registered on the beach and maintains crew lists as well as "skill tables" on mariners so that individuals with specific endorsements easily can be matched to particular requests

from various SIU-contracted companies.

"Since the activations commenced, we've been working an average 16 to 17 hours every day, seven days per week to keep pace with the demand for manpower," Rogers continued. "Our people at the hiring halls have been on the same type of schedule because they are the ones who actually have been filling the jobs. The long hours worked at both levels ensure that we are able to stay on top of all manpower requests and that the open jobs do not get out of hand."

In January, the manpower office processed about 2,000 jobs—a sharp increase from the normal number.

As of press time for the *Seafarers LOG*, Rogers and his staff (Bonnie Johnson, Carol Johnson, Leo Bonser, Sal Aquia, Pat Vandergrift, Sylvia Teixeira, Janice Geisz, Ginger Bagwell and Giselle Viohl) this year had crewed well over 100 vessels—50-plus in response to the activations, the rest as part of normal operations.

"I'm proud of the job that the staff and the people at the various ports are doing," Rogers shared. "But the real credit goes to the mariners who—in keeping with

the Seafarers' proud tradition of service—are stepping up without hesitation to answer their country's call to duty."

Added Gene Albert, director of labor relations for SIU-contracted Marine Transport Lines, "Since January 17, MTL has activated 12 vessels—soon to be 14. The crew at manpower has done a wonderful job during this time. I really appreciate the commitment and dedication they have shown during our country's calling of Operation Enduring Freedom."



Manpower Director Bart Rogers credits Seafarers, his staff and the SIU's port officials for helping meet the challenges of the recent activations.



The manpower office at the Paul Hall Center, a busy place to begin with, has been especially active in 2003.

TOTE's Northern Lights Transports Military Gear

Answering a request from the head of the U.S. Military Sealift Command (MSC), SIU-contracted Totem Ocean Trailer Express (TOTE) is lending the assistance of the *Northern Lights* to transport military hardware to Southwest Asia. The ship departed Tacoma, Wash. Feb. 9 and was scheduled to arrive in San Diego to be loaded with military cargo a few days later.

An Alaska corporation founded in 1975, TOTE maintains three roll-on/roll-off (RO/RO) cargo trailer ships for the Puget Sound-Anchorage trade. Typically the *Northern Lights* and her sister ships, the *Westward Venture* and *Great Land*, are engaged in transporting vehicles, trailers, construction equipment and other merchandise from the port of Tacoma to the port of Anchorage, Alaska.

As part of the Jones Act fleet involved in the U.S. coastal trade, TOTE's vessels are required to be U.S.-built, U.S.-owned, and U.S.-crewed. According to Robert Magee, TOTE's president and CEO, "We are proud to provide one of our vessels to aid the United States. Plus, the importance of the Jones Act is underscored by the U.S. military requesting our firm to provide a vessel to support our national interests."

The *Northern Lights* is one of three Ponce-class vessels owned by TOTE. The vessel will be under military charter to MSC. The vessel is a self-sustaining trailer ship built in 1974. It is 791 feet long, 105 feet wide and has a deadweight tonnage of 17,900 tons. The ship can carry 12,000 metric tons of material, equivalent to over 400 over-the-road trailers. The special design of the vessel enables most any vehicle to be driven aboard, making it an exceptional vessel for charter to the military. It can sail at a top speed of 24 knots.

According to Senator Ted Stevens (R-Alaska), an unfailing advocate of the U.S. Merchant Marine, "As a strong supporter of the Military Sealift Program, I am pleased that the *Northern Lights*, a TOTE Alaskan cargo vessel, will assist our men and women in the armed services. I commend TOTE's involvement in this program."

U.S. Rep. Norm Dicks (D-Wash.), also a consistent advocate of the U.S. Merchant Marine, said, "Operation Enduring Freedom stands to benefit from the logistical expertise of an experienced domestic commercial vessel operator like TOTE. Our military can be certain the private-citizen crew and officers aboard the *Northern Lights* will get this critical hardware to our troops when and where it is needed."

SIU Ship Survives Severe Storm

The crew of the SIU-contracted *Maersk Carolina* recently experienced firsthand the mayhem which can be caused by a raging storm at sea. Thanks to their superb training and ability to cope in the face of adversity, each escaped the encounter without serious injury and lived to sail another day.

During the early morning hours of Jan. 26, while on a course for Halifax, Nova Scotia from the Mediterranean, the *Maersk Carolina*—a large containership—encountered a violent storm off the coast of Newfoundland. Published reports say the storm brought gale-force winds, gusting to 55 miles per hour, and 20-foot seas to a wide swath of the North Atlantic. Laden with goods ranging from citrus fruit to cotton, the 70,000-ton vessel completely was at the mercy of the sea while the storm unleashed its fury. Many of the ship's containers were crushed, and damage was registered to its superstructure, but the *Carolina* managed to reach port at Pier 36 in Halifax shortly after 9:30 a.m., Jan. 27.

"She must have been hit by one hell of a wave. That's the good old North Atlantic," Allan Race, general manager of the Halifax office of Maersk Canada, told reporters. The same storm reportedly forced the high-seas rescue of 16 crew members from a Finnish-registered freighter after its engines failed in heavy seas off Newfoundland Jan. 23.

After arriving in Halifax the *Carolina* began undergoing minor repairs, according to Steve Carmel of Maersk Line Limited, the vessel's Norfolk, Va.-based operator. The ship departed Feb. 5 for its next port.

SIU members aboard the vessel at the time of the incident were: Bosun **Brian Fountain**, ABs **Dionisio Batiz**, **Donald Bowe**, **Reuben Brown**, **Thomas Kilbride**, **Jose Ortiz** and **Abdul Gharama**, QEE **Donald Williams**, QERMs **Alexander Koro-teyev** and **Valerii Lazarov**, GVA **Ali Akmar**, Chief Cook **Victor Acevedo**, SB **John Reid**, and SA **Mario Clotter**.

The *Maersk Carolina* joined the company's U.S. fleet in November.

NOTICE from the U.S. Maritime Administration Reemployment Rights of U.S. Merchant Seamen

Purpose: to encourage merchant mariner service onboard sealift ships in support of maritime mobilization needs of the United States while eliminating or minimizing the disadvantages to civilian careers and employment which can result from such service; to minimize the disruption to the lives of merchant seamen performing service for the United States as well as to their employers, their fellow employees, and their communities, by providing for the prompt reemployment of such persons upon their completion of such service; and to prohibit discrimination against persons because of their service in the U.S. merchant marine.

Reemployment Benefit: U.S. merchant seamen who voluntarily leave their existing employment for employment on a vessel supporting the sealift needs of the United States during a war, armed conflict, national emergency or maritime mobilization need are entitled to receive reemployment rights similar to military reservists. This benefit does not apply to commercially employed mariners or civil service mariners who are employed and serving on U.S.-flag vessels, but is intended to protect those qualified mariners who are no longer sailing but who volunteer to temporarily leave permanent employment in shoreside positions to serve on sealift vessels in a national crisis.

Reemployment Rights Criteria: The Maritime Administration under authority delegated by the Secretary of Transportation certifies that the merchant seaman was employed in the activation or operation of a vessel —

- That is in the National Defense Reserve Fleet (NDRF) including the Ready Reserve Force (RRF), when in use or being activated for use at the request of Secretary of Defense; or
- That is requisitioned by the Secretary of Transportation during any national emergency declared by proclamation of the President; or
- That is owned, chartered or controlled by the U.S. for a war, armed conflict, national emergency or maritime mobilization need (including testing for readiness performance); and
- During the period of that employment, the merchant seaman possesses a valid license, certificate of registry or merchant mariner's document issued by the US Coast Guard.

Maritime Administration Certification: If a U.S. seaman meets the above criteria, the individual may submit an application for certification of reemployment rights within 45 days after completion of service. The individual must submit relevant documentation to:

Maritime Administration
Office of Sealift Support
MAR 630, Room 7304
400 7th Street, SW
Washington, DC 20590

Documentation must include certificate(s) of discharge or letter certifying service from the Master of the sealift vessels or authorized representatives of government contracted ship managers, copies of relevant U.S. Coast Guard license and/or Merchant Mariner's Document (MMD) and a letter of request for certification. MARAD will issue or deny certification not later than 20

days after receipt of request from the merchant seaman.

Notifications to Employer: Prior to volunteer service, the individual must give advance written or verbal notice of above applicable employment as a merchant seaman to the person's employer. After service, the mariner must submit an application to their previous employer for reemployment not later than 14 days after completion of service that is less than 181 days, or not later than 90 days after completion of service greater than 181 days.

Enforcement: MARAD shall provide administrative assistance to merchant seamen volunteers who are certified for reemployment per the above instructions and have been refused reemployment. The seaman must provide a complaint in writing to the MARAD address above describing the allegations of failure, refusal, or imminent failure or refusal of an employer to grant reemployment rights. MARAD will communicate with the individual and the employer to attempt to resolve the complaint without litigation. If attempts to resolve the complaint are unsuccessful MARAD may seek advice of the Department of Labor. If the complainant requests, MARAD will refer to the Attorney General a complaint relating to a private or State employer, or to the Merit Systems Protection Board for litigation, a complaint relating to a Federal executive agency employer.

If there are questions you may contact Captain Rod McFadden at the Maritime Administration on 202-366-2647 or E-mail: rod.mcfadden@marad.dot.gov.

U.S. Continues Port Security Activity

SIU Participates in Coast Guard Meetings, Hosts Separate Labor-Management Forum

Concern about potential terrorist attacks on the high seas and at the country's busy trading ports continues to spark a wave of security-related activity in the shipping industry.

At the forefront of the bustle is the U.S. Coast Guard as it moves to implement the Maritime Transportation Security Act of 2002; the International Maritime Organization's recently adopted Amendments to the 1974 Safety of Life at Sea Convention (SOLAS); a new International Ship and Port Facility Security Code (ISPS Code); and a series of resolutions which are designed to give weight to the amendments. The Coast Guard set Feb. 28 as the deadline for public comments on the security upgrades that will affect the shipping, commercial cruise and oil industries, among others. Interim final regulations will be published in June, followed by the final regulation in November. After the regulations



SIU Secretary-Treasurer David Heindel (left) moderated a labor-management forum last month at the union's headquarters. Participants discussed new Coast Guard and IMO rules pertaining to shipboard and port security.

are finalized, the vessel owners and operators will have six months to prepare and submit vessel security plans to the Coast Guard for approval.

Getting a jump on the timeline, the SIU on Feb. 7 in Camp Springs, Md. hosted a meeting of officials representing maritime labor and management. Moder-

ated by SIU Secretary-Treasurer David Heindel—who also serves as vice chairman of the Seafarers' Section of the International Transport Workers' Federation—the conference had a two-fold purpose: to discuss specific areas of concern on how the new rules would impact labor and the shipping industry, and to draft a joint

labor-management statement to the Coast Guard that outlined these concerns. Among specific issues discussed during the gathering were:

- Feasibility of applying the international regime to vessels in domestic trades,

- Designing industry-wide generic vessel security plans based on vessel type,

- Designation of a vessel security officer,

- Additional responsibilities and training for vessel security officers and other shipboard personnel,

- Impact of regulations on manning and fatigue,

- Cost of implementing security requirements,

- Funding grant needs,

- Shore leave for vessel crews as well as access for union officials, company officers and welfare groups, and

- Interface between port, facility and vessel security plans.

Following an open forum discussion of the foregoing issues, a working group was formed to draft the language that would be used to convey the positions of labor and the industry to the Coast Guard.

That vehicle—a joint labor-management statement—will be sent to the appropriate authorities by Feb. 28 for inclusion in the Coast Guard docket.

Elsewhere, and as earlier reported in the *Seafarers LOG*, the Coast Guard, as part of its implementation effort, scheduled a series of seven public meetings in various cities. These meetings, the last of which was held Feb. 11 in New York, were designed to discuss requirements for security assessments, plans, and specific security measures for ports, vessels and facilities. SIU officials along with and rank-and-file members participated in these meetings and voiced many of the same concerns raised during the former maritime labor-management meeting.

In another development, U.S. Secretary of Transportation Norman Y. Mineta on Jan. 14 announced \$148 million in new transportation security grants.

Secretary Mineta said the Transportation Security Administration (TSA) made the \$148 million available. The new grants will include \$105 million in Port Security Grants, \$15 million in

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New MarAd Study Highlights Merchant Marine's Readiness

The majority of the nation's merchant mariners are ready, willing and able to answer the call to duty when and where their country needs them, according to results of a recently released U.S. Maritime Administration (MarAd)-mandated survey.

Conducted by the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS), the 2001 Mariner Survey examined the employment tendencies of merchant mariners as they related to readiness. Specifically, the study collected data on mariners regarding their willingness to perform sea duty during times of national emergency, their past and present employment patterns, and their knowledge about their reemployment rights. Additionally, the research sought to measure the impact of MarAd's maritime education and training programs on mariners and their progress in meeting the 1995 amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for mariners (STCW-95).

Using a sample of 10,000 merchant mariners from a population of approximately 104,000 qualified to serve on large ocean-going vessels, the survey found that the majority of mariners:

- Were serving in an afloat

job during calendar year 2000,

- Have served in a deep-sea position on a U.S.-flag vessel, and

- Would be willing to take an afloat position in the event of a national defense emergency.

The majority (73 percent) of those who would be willing to take an afloat position during an emergency indicated they would be willing to serve a minimum of 90 days. About half of all mariners reported that reemployment rights could make them more likely to be able to serve for longer stretches in a national emergency.

At the time of the survey, 45 percent of unlimited license holders and 29 percent of other mariners reported that they held an STCW-95 certificate. (The survey took place roughly a year before the final STCW deadline.) Of those who did not hold the certification, 40 percent of unlimited license holders and 30 percent of other mariners reported that they planned to meet the STCW-95 requirements.

One hundred and forty-six mariners were deceased or otherwise unreachable during the survey, leaving an eligible sample of 9,854. Of the eligible sample group, 4,046 completed surveys for an overall response rate of 41 percent. Of the 5,808 that did not

respond, however, 1,499 surveys were returned as undeliverable despite crosschecking with all available address sources.

A four-page, 15-item questionnaire developed by BTS and MarAd was used to collect information during the survey.

Workers Urge Congress To Bolster Manufacturing

More than 3,000 workers from across the country assembled in Washington, D.C. Feb. 3-4 to pressure Congress to take immediate steps addressing an eroding U.S. manufacturing industry.

The workers joined representatives from 12 AFL-CIO industrial unions for the first legislative conference of the new Industrial Union Council (IUC).

Workers from America's heartland, angry over Washington's neglect of the manufacturing base and the corresponding disappearance of good jobs and benefits, went to Capitol Hill to press for reforms in health care, labor law and trade and tax laws to strengthen the industry and create good manufacturing jobs

and benefits for thousands of workers. AFL-CIO President John Sweeney, AFL-CIO Secretary-Treasurer Richard Trumka, U.S. Senator Byron Dorgan (D-N.D.) and U.S. Rep. George Miller (D-Calif.) addressed the 3,000 delegates.

"The country cannot afford to lose a major industry that drives our economic growth," said Sweeney. "Failed economic policies have led to high unemployment in our manufacturing base and the loss of good paying jobs and health benefits for America's working men and women."

According to the federation, manufacturing in the U.S. is losing production capacity and good jobs at an alarming rate. Manufacturing employment fell to 16.5 million in December 2002—its lowest level in 41 years—and health care costs are growing by 10 percent a year. Manufacturers are shifting the burden of health care and retiree benefits to their employees, forcing many workers to drop coverage because of skyrocketing costs.

The crisis has also negatively affected the growth and stability of local economies. "When manufacturers shut down, unemployment rises, demand for public services grows and local tax bases are eroded," said Trumka.



AFL-CIO Secretary-Treasurer Richard Trumka

The IUC is composed of the following unions: United Auto Workers; United Steelworkers of America; International Brotherhood of Electrical Workers; International Brotherhood of Teamsters; Communication Workers of America/IUE; Graphic Communications International Union; United Mine Workers of America; PACE International Union; Union of Needletrades, Industrial and Textile Employees; Bakery, Confectionery, Tobacco Workers and Grain Millers; International Association of Machinists and Aerospace Workers; and the United Food and Commercial Workers International Union.



AFL-CIO President John Sweeney

NOTICE: New Clinic in Tacoma

As of Feb. 11, 2003, SIU (and former NMU) members are able to utilize the services of a new local clinic in the Tacoma, Wash. area. All medical records and other documentation from Healthforce (formerly Virginia-Mason) in Seattle have been transferred to the new facility, which was selected in an effort to improve service and convenient access for the membership.

The new clinic:

Franciscan Occupational Health Port Clinic
1930 Port of Tacoma Road
Tacoma, WA 98421
(253) 272-6677

Great Lakes Are ICED OVER

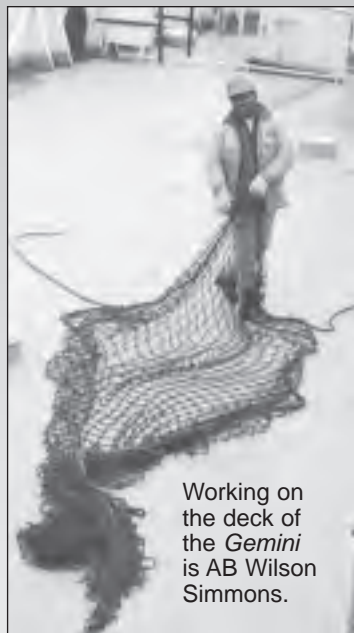


The bow of the tanker *Gemini* was iced over when it docked in Detroit in mid-December.

Not much is moving on the Great Lakes these days, unless you count the Coast Guard icebreakers that are trying to ensure delivery of some cargo—including necessary fuel oil. Even the St. Clair River, which usually flows freely in front of the SIU's Algonac, Mich. hiring hall, is jammed up.

All the SIU-crewed boats have been laid up for the winter, giving Lakes Seafarers time to upgrade their skills at the Paul Hall Center for Maritime Training and Education at Piney Point, Md. and be ready for a new shipping season when the area thaws out.

One positive note is that the ice forming on the Lakes has slowed down the evaporation process. Evaporation can mean a decline in lake levels of one to two inches a week during fall and winter—which, in turn, has an economic impact because freighters have to carry lighter loads. Lake levels fell to their lowest water levels in 35 years in 2001. They improved somewhat last year, but are still below normal.



Working on the deck of the *Gemini* is AB Wilson Simmons.



Meeting with Algonac Port Agent Don Thornton (right) aboard the *Gemini* are (from left) AB Richard Blackman, AB Louis Uleski, AB Daniel Breyer, Steward/Cook Gary Crocker and AB Christopher Edyvean.



Unloading in Detroit, Mich. recently is OLS Transport's tug *James A. Hannah* and tanker barge 5101.



Also meeting with Port Agent Don Thornton (left) on the *Gemini* are Pumpman Ronald Barbo and AB Wilson Simmons.



Meeting with union officials in the galley of the tug *James A. Hannah* are ABT Charles Hamilton (left) and ABT James Morgan.

SIU Active in Port Security Planning

Continued from page 5

Intercity Bus Security Grants, and \$28 million for Operation Safe Commerce's pilot program for port security.

"The Bush Administration is committed to further securing our nation's highways, mass transit systems, railways, waterways and pipelines, each of which is critical to ensuring the freedom of mobility and economic growth," said Secretary Mineta. "These grant programs will help the Transportation Security Administration identify critical infrastructure, provide transit personnel security training, harden our seaports, enhance vehicle tracking and driver protection and increase security throughout the supply chain."

The Port Security Grants program includes grants for security assessments and strategies for mitigating vulnerabilities and for enhancing cargo and passenger security and access control. Additional funds will be announced for port incident training to enhance prevention and response preparedness for countering terrorist incidents. More than \$92 million in Port Security Grants has been distributed to 51 U.S. ports since June 2002.

Elsewhere, the U.S. De-



Among the participants at last month's meeting in Camp Springs, Md. were (clockwise from top left) SIU VP Contracts Augie Tellez; Masters, Mates & Pilots President Capt. Tim Brown; and Paul Hall Center Director of Training Bill Eglinton.



partment of Homeland Security (DHS) officially was established Jan 24. President George W. Bush spoke at the swearing in ceremony, as Tom Ridge became the Secretary of the new department. The president also issued an Executive Order in connection with the establishment of the department.

The new department's first priority is to protect the nation against further terrorist attacks. Component agencies will analyze threats and intelligence, guard

Union Industries Show Heads to Pittsburgh

The 2003 AFL-CIO Union Industries Show—the largest Made In The USA exhibition of union workers' skills and services, featuring thousands of dollars worth of union-made, America-made products—is scheduled for May 2-5 at the soon-to-be-completed David L. Lawrence Convention Center in downtown Pittsburgh.

The SIU and its affiliate union the United Industrial Workers (UIW) once again will participate in the event, which is sponsored by the AFL-CIO Union Label & Services Trades Department. Typically, the show draws hundreds of thousands of visitors.

According to planners, the show will be one of the first major events conducted at the new center, which is scheduled to open in March. The facility reportedly will offer 335,000 square feet of display space and 49 meeting rooms.

Various UIW-made products will be among the goods and services showcased during the 66th

edition of the annual outing. The Paul Hall Center for Maritime Training and Education also will participate. UIW companies that took part in last year's show—and expected back this year to display their products under the SIU banner—are: A&E Hangers from Ringtown, Pa.; Church & Dwight of London Ohio; Franklin International and Worthington Foods, both of Columbus, Ohio; and Sealy Mattress from Williamsport, Md. California-based companies that participated were Juanita's Foods from Wilmington; Cott Beverages USA of San Bernardino; the Queen Mary out of Long Beach; and Chicken of the Sea from Terminal Island.

The convention center complex is located adjacent to the city's Allegheny Riverfront Park and is part of Pittsburgh's downtown retail and entertainment district. The center is also near the new Pittsburgh baseball and football stadiums in the North Shore downtown district.

Notice

Unlicensed Apprentice Program

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

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

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



U.S. Coast Guard patrol boats help ensure port security.



MARINERS MEMORIALIZED – As previously reported, two Seafarers are confirmed to be among those permanently remembered at the South Boston World War II Memorial in South Boston, Mass. Bosun Stanley Peshen and FOWT Arthur Joseph Lyon were among the names of 19 U.S. merchant mariners from South Boston who paid the ultimate sacrifice during World War II. Including the Seafarers and other civilian mariners, the \$300,000 memorial—dedicated last fall—bears the names of 215 South Boston men who died during the war.



SAFETY FIRST – AB George Alexander (left) recently received an award for “outstanding service in contribution to vessel safety” aboard the SIU-contracted *Green Point*, operated by Central Gulf Lines. Presenting the award is Capt. John Belcourt.

Around the World . . .



ABOARD THE INNOVATOR – SIU VP West Coast Nick Marrone (right) and Asst. VP Nick Celona (left) are pictured aboard the *Innovator* (USSM) with QEE Chris Earhart (second from left) and Recertified Bosun Stephen Kastel.

CIVMARS MEET – Aboard the tanker *USNS Rappahannock*, members of the union’s Government Services Division discussed many key issues during their meeting Jan. 19 while the vessel was under way. Seafarers talked about the

benefits available to them through Union Plus (formerly Union Privilege); anthrax and smallpox inoculations; wage parity; grievance handling and processing, and more. Pictured on the *Rappahannock* are (front row, from left) AB Tracy Hough, AB Romeo Balansay, OS Eric Concepcion, Bosun Mate Walter Ramsey, (second row) AB and Ship’s Chairman William Bushey, Wiper Harold Schaum, Bosun Mate Willie Benjamin, AB Wilbert Rodrigo, (back row) AB Dan Kilgore, Reefer Engineer John Stoot, SU Jorge Lopez, and Supply Officer Dave Spilholtz.



. . . With the SIU



WELCOME ASHORE – Engineer Dave Walblom, a Seafarer since the late 1970s, recently celebrated his new status as a retiree. A number of fellow SIU members joined in the festivities Dec. 4 in Long Beach, Calif. At left, Walblom (right) is pictured with Engine Utility George Cox. Below, he is joined by the whole crew, including Rick Cavalier, Herman Moningka, George Cox, Deso Hrboka, Hugh Wain, John Zarroli, Dragi Odak, Chard Macaulay, Larry Belcher, Mike Stravers, Willy Rose, Mike Privette, John Dimeglio, Wayne Berry, John Rakyta, Jim Martin, John Cox, John Tipich, Ed Brooks, Jimmy McNutt and Larry Jamieson.



SAFETY TRAINING – Aboard the Seafarers-crewed Dyn Marine ships *USNS Bowditch* and *USNS Sumner*, Joe Curtis, an instructor at the Paul Hall Center in Piney Point, Md., provided damage-control training Jan. 15-16 in Ulsan, Korea. Some of the crew members are pictured in these two photos.





Holidays at Sea and Ashore



Recertified Chief Steward Franchesca Rose and Chief Cook/Recertified Steward Mark Cabasag presented some of their culinary creations to the officers and crew aboard the *CSX Enterprise* during the Christmas holiday. The items included turkey, prime rib, ham, lobster tails, London broil, shrimp kabobs, teriyaki wings, baked fish, Alaskan crab legs, appetizers, salads and desserts—worthy of a 5-star restaurant. The steward department members wished everyone a happy holiday and expressed thanks for the education and training they received at the Paul Hall Center in Piney Point, Md.

Aboard the CSX Enterprise



The entertainment didn't stop with the karaoke singing. It was then that Dayman Douglas Buchanan (left) and Recertified Bosun Roger Reinke shared their musical talents on the guitar.



Captain Kenneth Fisher sets the holiday mood by taking the mike and leading the group in a medley of Christmas carols.



Following the bountiful feast, it was karaoke night, with various crew members participating as the microphone was passed around. From the left (on the left side of the photo) are Eng. Cadet Christopher Gugliotta, Bosun Roger Reinke and MEBA Engineer Henry Holzberg. On the right side are DEU Napolean Nazareno, AB Rufino Giray (with the mike), EU Curtis Barnett and Chief Steward Franchesca Rose.



Aboard the Liberty Sea

James M. White of Houston, Texas joined the SIU in 1990 and worked his way up the hawsepipe, becoming a member of the Marine Engineers' Beneficial Association in 1995. He sent the *LOG* this photo taken aboard the *Liberty Sea* during the Thanksgiving holidays. He writes, "It was the best Thanksgiving holiday I have ever experienced on any ship I have sailed. Chief Steward Earl Gray and Chief Cook Audrey Brown put on a feast that made the crew feel like we were second to none. I am proud to have been part of this crew and proud to have been associated with the SIU." The three crew members are pictured at left.



At the Jacksonville Hall



The Jacksonville, Fla. SIU hall was the venue for a Christmas party last December. Sharing in the festivities are (from left) AB Dwayne Gordon, Bosun Robert Grubbs and OMU Daryl Thomas.



Three beautifully decorated cakes capped off a wonderful holiday meal. From the left are ACU Michelle Taylor, Port Agent Anthony McQuay (in his Christmas-red suit), Chief Steward Waymond Watson and Chief Cook Simone Solomon.

When AB Larry Vouga came to the union hall to handle some paperwork, he didn't know about the party. Usually aboard a ship during the holidays, Vouga got a true taste of Christmas at the hall.



Flanking Port Agent Anthony McQuay are Retired Seafarers Ellis Young and Freddie Goethe.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 2003

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	3	1	1	3	3	0	1	1	1
Baltimore	4	1	0	5	1	1	0	3	4	1
Guam	0	3	1	1	3	1	0	1	6	1
Honolulu	11	13	0	10	6	1	6	18	14	2
Houston	23	11	16	21	9	13	6	51	12	36
Jacksonville	28	19	6	28	27	10	13	59	25	15
Mobile	12	5	2	12	6	2	2	19	7	8
New Orleans	13	11	3	18	17	5	3	30	17	10
New York	20	15	10	10	10	4	8	46	24	33
Norfolk	15	12	2	17	14	8	4	22	20	2
Philadelphia	4	6	0	6	6	1	1	2	5	0
Piney Point	0	1	3	1	4	2	0	1	9	2
Puerto Rico	4	2	0	6	10	2	2	12	5	0
San Francisco	13	4	3	15	7	3	9	29	6	2
St. Louis	0	0	3	2	3	2	1	0	3	7
Tacoma	22	16	17	29	18	20	18	54	22	19
Wilmington	23	13	10	26	14	9	8	39	19	20
Totals	194	135	77	208	158	87	81	387	199	159
ENGINE DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	0	2
Baltimore	2	1	0	6	5	0	2	5	2	1
Guam	0	0	1	0	0	0	0	0	0	2
Honolulu	2	4	0	4	1	2	0	6	9	2
Houston	6	3	2	19	2	4	3	17	14	11
Jacksonville	17	15	4	21	16	6	5	40	23	7
Mobile	8	3	0	5	3	0	0	11	4	1
New Orleans	2	10	4	4	9	4	1	9	12	1
New York	6	9	6	8	9	3	3	11	9	23
Norfolk	2	12	2	5	12	4	2	7	13	3
Philadelphia	0	0	0	2	3	2	0	2	1	0
Piney Point	1	3	2	1	5	0	2	3	7	3
Puerto Rico	4	1	1	4	3	1	2	5	2	1
San Francisco	7	6	2	8	5	1	4	13	7	4
St. Louis	0	0	1	2	2	1	0	1	1	2
Tacoma	8	8	6	11	13	10	5	16	12	9
Wilmington	4	3	2	3	7	0	0	19	11	8
Totals	69	78	34	103	95	39	29	165	127	80
STEWARD DEPARTMENT										
Algonac	0	1	2	0	1	2	1	0	1	0
Baltimore	2	3	0	1	2	0	1	2	1	0
Guam	1	0	1	0	0	0	0	1	0	1
Honolulu	8	1	1	5	0	1	4	17	8	4
Houston	8	1	2	6	4	1	4	26	1	3
Jacksonville	12	10	7	13	8	5	3	27	7	6
Mobile	5	4	0	5	6	1	0	11	3	0
New Orleans	4	1	1	4	1	1	0	18	4	1
New York	13	4	3	8	1	1	6	24	7	6
Norfolk	7	6	5	8	7	5	0	9	10	4
Philadelphia	1	0	0	2	0	0	0	2	0	0
Piney Point	1	3	1	2	1	0	0	1	6	1
Puerto Rico	3	1	1	1	1	0	0	3	2	2
San Francisco	14	3	0	11	3	0	8	40	4	2
St. Louis	2	1	0	0	1	0	0	2	0	1
Tacoma	13	2	2	11	0	3	6	38	4	2
Wilmington	15	3	0	12	2	0	3	36	6	5
Totals	109	44	26	89	38	20	36	257	64	38
ENTRY DEPARTMENT										
Algonac	0	3	3	0	3	1	0	1	1	3
Baltimore	0	2	6	0	3	6	0	0	3	4
Guam	0	1	2	0	1	0	0	0	1	4
Honolulu	4	8	12	4	8	4	0	10	22	21
Houston	1	10	7	1	8	9	0	5	21	30
Jacksonville	1	9	20	4	13	23	0	2	22	25
Mobile	2	5	2	0	3	4	0	2	10	2
New Orleans	2	4	4	4	3	7	0	2	12	13
New York	6	28	17	3	18	9	0	12	44	53
Norfolk	0	5	7	0	8	19	0	0	6	5
Philadelphia	0	1	3	0	0	3	0	0	1	1
Piney Point	0	6	16	0	11	21	0	0	11	12
Puerto Rico	0	2	3	4	2	4	0	3	6	4
San Francisco	1	7	4	2	9	5	0	6	18	9
St. Louis	0	0	1	0	0	0	0	0	0	1
Tacoma	1	16	18	5	15	17	0	7	31	28
Wilmington	1	2	16	0	3	9	0	7	9	22
Totals	19	109	141	27	108	141	0	57	218	237
Totals All Departments	391	366	278	427	399	287	146	866	608	514

*"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.

April & May 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	.....Monday: April 7, May 5
Algonac	.....Friday: April 11, May 9
Baltimore	.....Thursday: April 10, May 8
Boston	.....Friday: April 11, May 9
Duluth	.....Wednesday: April 16, May 14
Guam	.....Thursday: April 24, May 22
Honolulu	.....Friday: April 18, May 16
Houston	.....Monday: April 14, May 12
Jacksonville	.....Thursday: April 10, May 8
Mobile	.....Wednesday: April 16, May 14
New Bedford	.....Tuesday: April 22, May 20
New Orleans	.....Tuesday: April 15, May 13
New York	.....Tuesday: April 8, May 6
Norfolk	.....Thursday: April 10, May 8
Philadelphia	.....Wednesday: April 9, May 7
Port Everglades	.....Thursday: April 17, May 15
San Francisco	.....Thursday: April 17, May 15
San Juan	.....Thursday: April 10, May 8
St. Louis	.....Friday: April 18, May 16
Tacoma	.....Friday: April 25, May 23
Wilmington	.....Monday: April 21, May 19

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

Personal

JOSEPH L. WRIGHT

Anyone knowing the whereabouts of Joseph L. Wright is asked to contact his younger brother, Peter Wright. Peter's e-mail address is peter4221@worldnet.att.net; or telephone (318) 742-7646.

LUTHER ALMOND ROBERTS

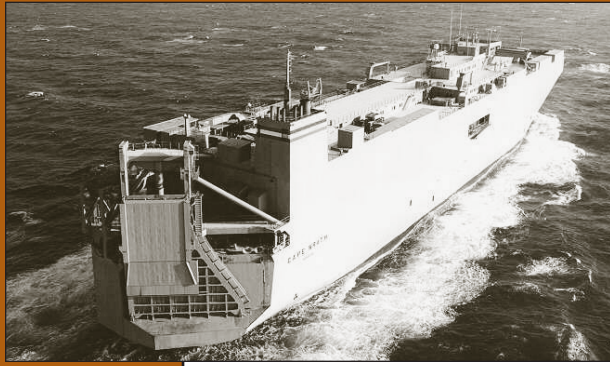
Please contact Betty Jean Hall at (703) 815-5765 regarding a high school class reunion.

Correction



On the front page of the January issue of the LOG, Seafarers Laurie Victorino (third from left) was misidentified. She is one of the SIU members from the cruise ships *ms Patriot* and the *Independence* who, in the days following the attacks of September 11, unanimously voted to join with the ships' officers and donate all their crew funds—totaling \$50,000—to the New York State Fraternal Order of Police Foundation and the New York Firefighters 9/11 Disaster Relief Fund. A check was presented in December to Police officials at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Pictured at the school are (from left) Charles Caputo, New York national trustee of the Grand Lodge FOP; SIU President Michael Sacco, Victorino and Grand Lodge FOP President Steve Young.

Ships Activate for Opera



Sixteen hours before their scheduled sailing time, Seafarers aboard the Ready Reserve Force (RRF) vessel *Cape Wrath* in Baltimore ignored sub-zero wind chills and wore unmistakable looks of determination.

As they diligently completed a series of assignments in all three shipboard departments, SIU members were at once resolute and upbeat. Their vessel, activated by the U.S. Maritime Administration to support the war against terrorism, would depart in the pre-dawn hours of Jan. 28.

"Things are going really well," stated AB **Bob Joyce**, who sailed during the Persian Gulf War. "It can be a bit challenging, but everybody's cooperating. I'd say it's a little more organized this time, compared to Desert Storm, although that's not to say we weren't well-organized back then."

Similar scenes played out on other Seafarers-crewed ships at ports around the country, as the activations continued for Operation Enduring Freedom. By early February, more than 50 SIU-crewed vessels had been assigned to the effort. Most of those ships are part of the RRF fleet; more than a dozen others from the U.S. Military Sealift Command (MSC) had been in reduced operating status. Still others — fully loaded prepositioning ships — had joined the mission earlier in the year.

U.S. Maritime Administrator Capt. William Schubert described the RRF as "a great asset because it provides efficient sealift, tailored to meet the requirements of the military.

The program also supports vital marine industries and labor unions ... that are critical to support our nation in times of war."

Aboard the *Cape Wrath*, Second Cook **Richard Jefferson** described the mood as "very positive. This is a good crew and it's going real well."

SA **Ricky Goodman** agreed. "You can't say enough about the great attitude around here."

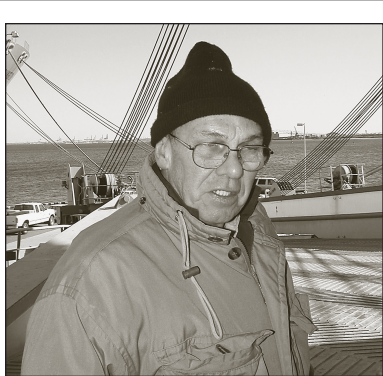
Joyce, who sailed on three different U.S.-flag vessels during the Persian Gulf War, said he didn't hesitate when the call came to support the war on terrorism. "I volunteered because I'm patriotic and I try to be a good American and a good SIU member," he stated. "I think the same is true of a lot of other people aboard this ship and on our other ships."



The *Cape Victory* loads materiel in Texas.



Chief Cook Emilia Woodin and Recertified Steward McKinley Jones review a list before taking on stores aboard the *Cape Wrath*.



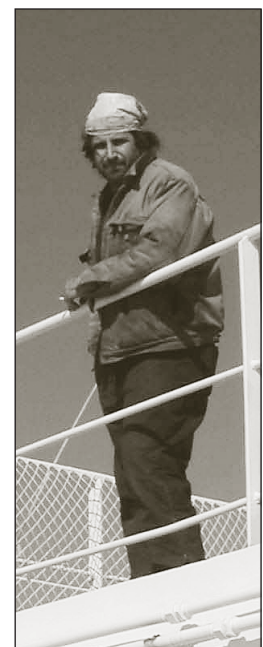
AB Bob Joyce eagerly answers the call of Enduring Freedom.



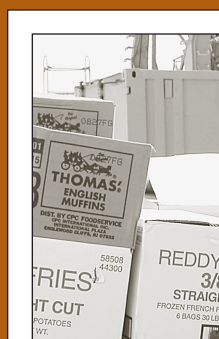
Second Cook Richard Jefferson says the mood is positive aboard the *Cape Wrath*.



QMED Kenji Hoffman (right) ignores the bitter cold and helps prepare the *Cape Wrath* for its mission.



Bosun Billy Dowzicky takes a short breather before returning to work on the *Cape Wrath*.



DEU Dawn Williams carries stores to the galley on the *Cape Wrath*.



QMED Bob Oppel (left) and 3rd Asst. Engineer Mike Novak, an SIU hawsepiper, check the auxiliary diesel generators on the *Cape Wrath*.



SIU Representative Rowland "Snake" Williams (left) greets SA Ricky Goodman aboard the *Cape Wrath*.

ation Enduring Freedom

In Baltimore, the *Cape Wrath* prepares to sail.



The SIU-crewed *Cape Race* is part of the RRF.

Throughout U.S. history, the nation's mariners have answered the call, as reflected by the World War II-era poster at right.



YOU BET I'M GOING BACK TO SEA!

Register at your nearest U.S. Employment Service Office
U.S. MERCHANT MARINE



VA Rodolfo de la Cruz helps make on stores aboard the *Cape Wrath*.

SEAFARERS ANSWER THE CALL



AB Al Barnett (left) and AB Manny Wabe are pictured on the *Cape Wrath* in Baltimore.

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

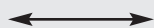
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

350 Fremont St., San Francisco, CA 94105
(415) 543-5855

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JANUARY 2003

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	9	3	0	7	0	0	1	5	9	0
Houston	3	1	8	5	0	5	13	7	5	30
Harvey, LA	5	2	3	2	0	0	11	5	3	19
New York	8	3	2	3	0	2	16	14	5	19
Norfolk	4	0	0	1	0	0	0	7	0	0
San Pedro	4	1	0	4	0	0	10	23	32	0
Tacoma	3	2	2	1	0	0	4	25	11	5
Totals	36	12	15	23	0	7	55	86	65	73

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	4	1	0	2	0	0	3	4	0	1
Houston	4	0	5	1	0	3	11	0	4	25
Harvey, LA	1	0	2	2	0	0	2	7	2	8
New York	5	1	2	2	0	0	9	21	8	13
Norfolk	3	0	0	2	0	0	0	2	0	0
San Pedro	4	0	0	0	0	0	3	32	6	0
Tacoma	2	0	1	0	0	0	1	18	3	6
Totals	23	2	10	9	0	3	29	84	23	53

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	3	1	0	4	0	0	2	3	3	0
Houston	2	0	5	4	0	5	2	6	1	13
Harvey, LA	2	1	2	1	0	1	1	3	1	4
New York	3	1	0	3	0	0	4	15	4	9
Norfolk	1	0	0	2	0	0	0	3	0	0
San Pedro	2	1	0	2	0	0	8	29	22	6
Tacoma	2	0	0	1	0	0	1	5	3	2
Totals	15	4	7	17	0	6	18	64	34	34

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	1	1	1	0	0	0	3	7	15	1
Houston	6	4	10	0	0	10	10	12	27	80
Harvey, LA	2	0	5	0	0	3	2	4	0	14
New York	5	4	5	0	0	0	12	30	47	85
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	2	1	0	2	0	0	13	130	86	16
Tacoma	0	2	0	0	0	0	3	3	10	12
Totals	16	12	21	2	0	13	43	186	185	208

Totals All Departments										
Group I	90	30	53	51	0	29	145	420	307	368

PIC-FROM-THE-PAST

This photo was sent to the LOG by SIU member **Don Rundblad** of Tacoma, Wash.

It was taken in April 1948 at the SIU hall, then located at 51 Beaver Street in New York. The mariners formed an organizing committee and were waiting for the arrival of the *Fort Bridger*, a T-2 tanker, which was due out of the shipyard at any time.

In the photo, Rundblad is kneeling at far left. Now 72 years of age, he joined the union in 1947 and, except for two years serving his country in Korea, he continues to work as a Seafarer, currently as a member of the CSX shoregang in Tacoma.

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





Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Two inland captains, one inland pilot and three recertified stewards are among the 26 Seafarers announcing their retirements this month.

Captains **Bornie Hobbs** and **Robert L. O'Neal** along with Pilot **Willie M. Istre** navigated the inland waterways at the helms of vessels for a combined time of nearly 60 years. Recertified Stewards **Edward Haber**, **Ronald Malozi** and **Lois V. Ware-Glasper** completed the highest level of training available to members who work in the steward department.

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

DEEP SEA



ALLAN CAMPBELL, 65, began his SIU career in 1974 in the port of New York. A U.S. Army veteran, Brother

Campbell first sailed aboard the *Sea-Land Anchorage*. The New York native worked in the deck department in both the deep sea and inland divisions. Brother Campbell upgraded his skills often at the Seafarers training school in Piney Point, Md. His last voyage was on the *Sea-Land Integrity*. Brother Campbell makes his home in Sylva, N.C.

RAMON COLLAZO

62, was born in Puerto Rico. He started his SIU career in 1970 in the port of New York. Brother Collazo's first ship was the *Erna Elizabeth*, an Albatross Tanker Co. vessel. The engine department member upgraded his skills often at the Paul Hall Center for Maritime Training and Education. Brother Collazo last worked on Interocean Management Corp.'s *El Morro*. He resides in Ocala, Fla.



ROBERT CZERNIECKI, 64, joined the Seafarers in 1991 in the port of New York. Brother Czerniecki initially went to sea on the *Cape Ducato*, an Interocean Management Corp. vessel. Born in New York, he shipped in the deck department. Brother Czerniecki last worked on the *Global Mariner*. He is a resident of Matinecock, N.Y.

ROBERT DEHLBOM

65, hails from Idaho. He began his career with the Seafarers in 1967 in Seattle. A U.S. Air Force veteran, Brother Dehlbom first sailed on Columbia Steamship Co.'s *Enid Victory*. The engine department member enhanced his skills often at the



Seafarers training school. Brother Dehlbom last sailed on the *1st Lt. Baldomero Lopez*, an American Overseas Marine vessel. Chewalah, Wash. is his home.



EDWARD L. HABER, 52, donned the SIU colors in 1967 in the port of New York. Brother Haber sailed in the steward

department and upgraded his skills frequently at the Paul Hall Center, completing the steward recertification course there in 1980. He now makes his home in Palm Bay, Fla.

GEORGE HOLLAND, 61, commenced his career with the Seafarers in 1963 in the port of Philadelphia. A U.S. Navy veteran, Brother Holland hails from New Jersey. His first ship was the *Robin Shrew*, a Moore-McCormack Lines vessel. Brother Holland worked in both the deck and engine departments and upgraded his skills at the Seafarers training school. His last voyage was on the *Sea-Land Navigator*. Brother Holland lives in Lakewood, Wash.

DONALD HOPKINS

65, hails from Virgie, Ky. He started his SIU career in 1959 in the port of Baltimore. A veteran of the U.S. Marine Corps, Brother Hopkins initially sailed on the *Bethflor*, a Paco Tankers' vessel. He worked in the engine department and last went to sea on the *Pt. Vail*. Brother Hopkins is a resident of Baltimore.



ARTHUR L. MALLORY, 65, is a veteran of the U.S. Army. He started his career with the Seafarers in 1969 in the

port of Jacksonville, Fla. Born in Florida, Brother Mallory first sailed on Waterman Steamship Corp.'s *Loma Victory*. He worked in both the steward and deck departments and frequently enhanced his skills at the Paul Hall Center for Maritime Training and Education. Brother Mallory last went to sea on the *HMI Defender*. He makes his home in Jacksonville.

RONALD MALOZI

40, joined the SIU in 1983 in the port of Piney Point, Md. His first ship was the *LNG Gemini*. The German-born steward department member upgraded his skills often at the Seafarer's training school in Piney Point, Md., completing steward recertification training in 1998. He last shipped on the *Blue Ridge*. Brother Malozi lives in Bel Air, Md.



VAN XUAN PHAN, 63, joined the SIU in 1981 in the port of Wilmington, Calif. The Vietnam native worked in the engine

department and enhanced his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He makes his home in Long Beach, Calif.

JOSEPH QUINTELLA

60, embarked on his SIU career in 1964. The Baltimore-born mariner first went to sea on the *Overseas Rose*. A member of the engine department, Brother Quintella upgraded his skills frequently at the Seafarers training school. Buckley, Wash. is his home.



ALFRED RAGAS, 57, hails from Louisiana. Brother Ragas launched his career with the Seafarers in 1964 in New

Orleans. A member of the engine department, he enhanced his skills at the Paul Hall Center. Brother Ragas resides in New Orleans.

WILLIAM E. SMITH

65, donned the SIU colors in 1975 in the port of Honolulu. The Oklahoma-born mariner is a veteran of the U.S. Navy. His first ship was the *Manukai*, a Matson Navigation Co. vessel. Brother Smith worked in the steward department and last went to sea on the *Sea-Land Reliance*. He lives in Honolulu.



SAMUEL SOTOMAYOR, 64, began his career with the Seafarers in 1966 in the port of New York. His initial voyage

was aboard the *Fairland*. Born in Puerto Rico, Brother Sotomayor worked in the steward department. He upgraded his skills in 1984 and last went to sea on the *Humacao*, a Puerto Rico Marine Management vessel. Brother Sotomayor is a resident of Lackawaxen, Pa.

JOSE TOBIO

69, was born in Spain. He joined the SIU in 1976 in the port of New York. Brother Tobio worked in the deep sea and inland divisions. The deck department member upgraded his skills in Piney Point, Md. in 1978.



Brother Tobio last went to sea aboard U.S. Ship Management's *Sea-Land Motivator*. He calls Jacksonville, Fla. home.

LOIS V. WARE-GLASPER, 60, joined the SIU in 1970 in San Francisco. A veteran of the U.S. Navy, Sister Ware-Glasper sailed in the steward department and completed steward recertification training at the Seafarers training school in 1985. She last shipped on the *President Truman*. Born in Alabama, Sister Ware-Glasper resides in Collinsville, Miss.

INLAND



ELADIO DELGADO, 65, hails from Puerto Rico. Boatman Delgado began his SIU career in 1985 in his native com-

monwealth. He worked in both the deck and steward departments. Boatman Delgado lives in Rio Blanco, P.R.

BORNIE HOBBS

61, joined the SIU in 1976 in the port of Mobile, Ala. The deck department member, who also is a veteran of the U.S. Coast guard, sailed as a captain and upgraded his skills at the Paul Hall Center in 1977. Born in Citronelle, Ala., Boatman Hobbs now calls Saraland, Ala. home.



WILLIE M. ISTRE, 64, joined the SIU in 1993. A native of Arcadia, La., he shipped in the deck department as

a pilot. Boatman Istre worked primarily aboard vessels operated by Higman Barge Lines. He makes his home in Morse, La.

CHARLES MULL

66, was born in Ashville, N.C. He started his career with the Seafarers in 1962 in the port of Jacksonville, Fla. A U.S. Navy veteran, Boatman Mull initially sailed on the *Seatrain Savannah*. The deck department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in 2001. Boatman Mull calls Elkton, Fla. home.



ROBERT L. O'NEAL, 63, began his SIU career in 1969 in New Orleans. Born in Currituck, N.C., the deck department

member shipped as a captain. He last sailed on a vessel operated by Allied Towing. Boatman O'Neal

resides in his native state in the city of Washington.

JIMMY LEE PAYNE

62, joined the Seafarers in 1971 in Houston. Born in Dallas, Boatman Payne is a veteran of the U.S. Coast Guard. The engine department member worked primarily aboard vessels operated by G&H Towing. He makes his home in San Leon, Texas.



RALPH R. RACE, 57, started his career with the SIU in 1967 in the port of Philadelphia. He worked in the inland and

deep sea divisions during his career. The deck department member was a frequent upgrader at the Paul Hall Center. Boatman Race last worked on the *ms Patriot*. Born in Pennsylvania, he now makes his home in Sea Isle City, N.J.

ROBERT M. WOOTEN

65, launched his career with the Seafarers in 1969 in the port of Norfolk, Va. The U.S. Marine Corps veteran initially sailed aboard a Southern Carriers Corp. vessel. Boatman Wooten upgraded his skills in 1992, 1996 and 1997 at the Paul Hall Center. The Alabama-born mariner resides in his native state in the city of Higdon.



GREAT LAKES



PATRICK MYLER, 64, donned the SIU colors in 1992 in the port of Algonac, Mich. A U.S. Navy veteran,

Brother Myler first sailed aboard the *Steel T. Crapo*, an Inland Lakes Management vessel. The Michigan-born mariner worked in the engine department and last sailed aboard American Steamship Co.'s *H. Lee White*. Brother Myler lives in Prescott Valley, Ariz.

HARLEY THIES

63, was born in Big Lake, Minn. He joined the Seafarers in 1966 in the port of Frankfort, Mich. A member of the steward department, he worked in all three divisions during his career. Brother Thies last sailed on the *H. Lee White*, an American Steamship Co. vessel. He is a resident of Muskegon, Mich.



Final Departures

DEEP SEA

TERRY ARMAS



Brother Terry Armas, 48, passed away Dec. 8. He started his career with the SIU in 1975 in the port of Honolulu.

Brother Armas first went to sea aboard the *Overseas Natalie*. The California-born mariner worked in the deck department as a bosun. His final voyage was on the *USNS Dahl*. Brother Armas lived in Westminster, Calif.

JOHN BOKUS



Pensioner John Bokus, 96, died Sept. 25. Born in Pennsylvania, he served in the U.S. Army and then joined the SIU in 1954 in the port of New York. His first

ship was the *Chiwawa*, an Inter-ocean Management Corp. vessel. Brother Bokus shipped in the deck department and last went to sea on the *Sea-Land Anchorage*. He began receiving his pension in 1977 and was a resident of Massapequa, N.Y.

ROBERT BROWN



Pensioner Robert Brown, 73, passed away Nov. 29. Brother Brown began his career with the Seafarers in 1952 in the port of New York.

Born in Stanton, Miss., he first worked on the *Del Sud*, a Delta Steamship Lines vessel. Brother Brown shipped in the steward department and last sailed on the *Overseas Ohio*. Brother Brown began receiving compensation for his retirement in 1991. He called Loranger, La. home.

SAMUEL BUNCH

Brother Samuel Bunch, 51, died Nov. 15. He joined the Seafarers in 1997 in New Orleans. Brother Bunch was a member of the deck department and shipped as a bosun. He last worked aboard the *Capt. Steven L. Bennett*, a Sealift, Inc. vessel. Brother Bunch resided in New Orleans.

RICHARD CHIASSON

Pensioner Richard Chiasson, 79, passed away Oct. 2. The Louisiana native commenced his SIU career in 1951, joining in New Orleans. Brother Chiasson was a veteran of the U.S. Navy, having served honorably from 1941 to 1947. His first ship was the *Alcoa Pennant*. A member of the deck department, he sailed as a bosun. Brother Chiasson last went to sea on the *Overseas Natalie*. He began receiving his pension in 1984 and lived in Gretna, La.

ELMER CLARKE



Pensioner Elmer Clarke, 81, died recently. He started his career with the Seafarers in 1961 in the port of New York. Born in Alabama, he initially sailed aboard the *Yaka*, a

Waterman Steamship Corp. vessel. Brother Clarke shipped in the deck department. He was a resident of Wilmer, Ala., and started receiving compensation for his retirement in 1986.

MAJOR COSTELLO



Pensioner Major Costello, 88, passed away Sept. 30. Born in New York, Brother Costello was a charter member of the SIU, having joined the

union in 1938 in the port of Miami. His initial trip to sea was aboard an Alcoa Steamship Co. vessel. A member of the deck department, he last worked on the *Sea-Land Exchange*. Brother Costello began receiving payments for his retirement in 1979 and called Austin, Texas home.

ESTEBAN CRUZ



Pensioner Esteban Cruz, 91, died Nov. 3. Brother Cruz was a charter member of the SIU, having joined the union in 1939 in the port of

Baltimore. Born in Bayamon, P.R., he first went to sea on the *Robin Mowbray*, a Sinclair Oil Corp. vessel. The steward department member last worked aboard the *San Juan*, operated by Puerto Rico Marine Management. Brother Cruz started collecting compensation for his retirement in 1978. He resided in his native commonwealth.

JOSEPH CYR



Pensioner Joseph Cyr, 82, passed away Nov. 28. Brother Cyr started his career with the Seafarers in 1944 in the port of New York.

The Maine-born mariner first went to sea on Sinclair Oil Corp's *Robin Wentley*. A member of the engine department, Brother Cyr resided in Madawaska, Maine. He began receiving his pension in 1976.

TRACY DAVIS



Sister Tracy Davis, 37, died Dec. 18. She started her SIU career in 1987 in the port of Piney Point, Md. Born in Brainerd, Miss., she first sailed

aboard American Hawaii Cruises' *Independence*. The steward department member's final voyage was on the *Equality State*, operated by Pacific Gulf Marine. Sister Davis made her home in Montgomery, Texas.

SANKEY EDWARDS



Pensioner Sankey Edwards, 94, passed away Aug. 10. Brother Edwards started his SIU career in 1945 in San Francisco and

was a member of the deck department. The Maryland native started receiving stipends for his retirement in 1971. He was a resident of Winchester, Va.

PETER LUP

Pensioner Peter Lup, 69, died Nov. 10. He began his career with the Seafarers in 1974 in the port of Wilmington, Calif. Born in Michigan, he was a veteran of the U.S. Air



Force. Brother Lup's first ship was the *Santa Magdalena*, a Delta Steamship Lines vessel. The steward department member started receiving compensation for his retirement in 1995. He called Burbank, Calif. home.

NAGI MATRAHI



Pensioner Nagi Matrahi, 67, passed away Oct. 27. Brother Matrahi started his SIU career in 1965 and first went to sea on Newport Tankers'

Achilles. Born in Arabia, he shipped in the steward department. Brother Matrahi last worked aboard the *Nuevo San Juan*, a Puerto Rico Marine Management vessel. He called Hamtramck, Mich. home and began receiving compensation for his retirement in 1995.

PEDRO MENA



Pensioner Pedro Mena, 73, died Nov. 20. Brother Mena embarked on his career with the Seafarers in 1957 in the port of Baltimore. The

U.S. Army veteran first sailed aboard Ore Navigation's *Oremar*. Born in Puerto Rico, he shipped in the steward department. Brother Mena's final trip to sea was on the *SSG Edward A. Carter Jr.* He began collecting compensation for his retirement in 1992 and made his home in Port Charlotte, Fla.

THOMAS MIZER

Pensioner Thomas Mizer, 83, passed away Nov. 17. He started his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Brother Mizer worked in the steward department. He started receiving his pension in 1978 and lived in Los Angeles.

FELIZARDO MOTUS



Pensioner Felizardo Motus, 84, died Nov. 21. Brother Motus launched his SIU career in 1949 in the port of New York. His initial trip

was aboard the *Steel Admiral*, an Isco Inc. vessel. Born in the Philippines, he worked in the steward department. His final voyage was on the *LNG Aquarius*. Brother Motus started receiving compensation for his retirement in 1986 and lived in North Arlington, N.J.

BARD C. NOLAN



Pensioner Bard C. Nolan, 76, passed away Oct. 27. Born in Illinois, he served in both the U.S. Navy and the U.S. Marine Corps and began his

career with the Seafarers in 1954 in San Francisco. His first ship was the *Lafayette*, a Waterman Steamship Corp. vessel. The deck department member last went to sea on Manhattan Tankers' *Manhattan*. A resident of Portland, Ore., Brother Nolan began receiving retirement stipends in 1992.

RUDOLPH NURMI



Pensioner Rudolph Nurmi, 65, died Nov. 9. Brother Nurmi began his SIU career in 1967 in the port of Houston after serving in both the U.S.

Navy and U.S. Air Force. The Louisiana-born mariner initially sailed aboard the *Yellowstone*, a Rio Grande Transport, Inc. vessel. Brother Nurmi worked in the engine department and last went to sea on Westchester Marine's *Adonis*. He began receiving his pension in 1998 and made his home in Baytown, Texas.

MALIP OSMAN



Pensioner Malip Osman, 75, passed away Nov. 4. He started his SIU career in 1963 in the port of New York. Brother Osman first shipped on

the *Monticello*, a Monticello Tanker Co. vessel. Born in Singapore, he worked in the deck department. Brother Osman last went to sea aboard the *Sea-Land Challenger*. He lived in Puerto Rico and began receiving his pension in 1992.

KENNETH ROBERTS

Pensioner Kenneth Roberts, 80, died Nov. 20. Born in Maine, he launched his SIU career in 1978 in the port of Wilmington, Calif. A U.S. Navy veteran, he initially sailed on the *Maryland*, an Inter-ocean Management Co. vessel. Brother Roberts worked in the deck department and last went to sea on the *Sea-Land Endurance*. He lived in Las Vegas and started receiving payments for his retirement in 1988.

HARL ROGERS

Pensioner Harl Rogers, 77, passed away Sept. 9. Brother Rogers joined the Seafarers in 1966 in San Francisco. A veteran of the U.S. Army, he initially sailed aboard the *Santa Mercedes*, a Delta Steamship Lines vessel. Born in Kansas, he worked in the steward department. His final voyage was aboard American President Lines' *President Cleveland*. Brother Rogers was a resident of San Francisco and began receiving his pension in 1989.

CHARLES ROSS



Pensioner Charles Ross, 78, died Nov. 24. He began his career with the Seafarers in 1959 in Seattle. The Massachusetts-born mariner first

shipped on the *Santa Venetia*, an Elam Shipping Co. vessel. A member of the deck department, Brother Ross last worked on Inter-ocean Management's *Westward Venture*. He began receiving compensation for his retirement in 1989 and made his home in Kenmore, Wash.

JACK SCARBROUGH

Pensioner Jack Scarbrough, 82, passed away Nov. 8. Brother Scarbrough began his SIU career in 1960 in the port of Mobile, Ala. His initial voyage was on the *Alcoa Partner*, an Alcoa Steamship Co. vessel. Born in Texas, he was a member of the deck department.



Brother Scarbrough last went to sea on the *Sea-Land Economy*. He started receiving compensation for his retirement in 1986 and called Fairhope, Ala. home.

HIROSHI SHIBA



Pensioner Hiroshi Shiba, 77, died Nov. 11. He joined the Seafarers in 1948 in the port of Baltimore. His initial voyage was aboard the *R. Semmes*,

operated by Waterman Steamship Corp. Born in California, Brother Shiba worked in the engine department. His final voyage was on the *Overseas Alice*. Brother Shiba started receiving his pension in 1987 and resided in San Leandro, Calif.

INLAND

ELWOOD AUSTIN



Pensioner Elwood Austin, 83, died Oct. 26. He started his career with the Seafarers in 1966 in the port of Norfolk, Va. Boatman Austin shipped in the

deck department and worked primarily aboard vessels operated by Virginia Pilot Corp. A resident of Hatteras, N.C., Boatman Austin began receiving his pension in 1981.

FLOYD DEISS

Pensioner Floyd Deiss, 78, passed away Oct. 17. Boatman Deiss joined the SIU in 1956 in the port of Baltimore. The U.S. Navy veteran first sailed aboard a McAllister Towing of Baltimore vessel. A native of New York, Boatman Deiss shipped in the deck department. He last sailed on a Moran Towing of Maryland vessel. He lived in York, Penn. and began collecting retirement stipends in 1985.

LAWRENCE DUGAS



Pensioner Lawrence Dugas, 76, died Dec. 8. Boatman Dugas joined the Seafarers in 1974 in the port of Mobile, Ala. A veteran of the

U.S. Marine Corps, he worked in the deck department. Boatman Dugas sailed primarily aboard vessels operated by Dravo Basic Materials Co. The Marrero, La. native made his home in Gray, La. He began collecting compensation for his retirement in 1988.

GENEVA MATTHEWS



Pensioner Geneva Matthews, 71, passed away Dec. 14. Born in Atlanta, she started her SIU career in 1977 in the port of Mobile, Ala. A

member of the steward department, the inland mariner worked primarily aboard vessels operated by Delta Queen Steamboat Co. The late Columbus, Ohio resident began

Continued on page 16

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

COMMITMENT (USSM), Nov. 24—Chairman **Frank Lyle**, Educational Director **Panagiotis Kanavos**, Deck Delegate **Steven H. Ledermann**, Steward Delegate **Benjamin J. Advincula**. Chairman spoke about enhanced security measures aboard ship and ashore in foreign ports. He read president's report from *Seafarers LOG* regarding maritime security and commitment to stronger merchant marine, and thanked deck department for smooth ISM audit and inspections. Educational director said he was starting vacation and wished everyone a happy Thanksgiving, Christmas and New Year. Some disputed OT reported in deck department. Special thanks given to Steward **Juan Gonzalez**, Chief Cook **Fausto Aranda** and GSU Advincula for outstanding menus and great meals. Crew particularly enjoyed freshly baked rolls and desserts. Next port: Newark, N.J.

GREEN POINT (Central Gulf Lines), Nov. 24—Chairman **Donald E. Pelto**, Secretary **Victor J. Wolf**, Educational Director **Brian D. Fifer**, Engine Delegate **Augustus A. Cooper**. Chairman stated captain was pleased with job done in shipyard. He informed former NMU members they are now able to go to SIU clinic in San Pedro, Calif. Treasurer announced \$805 remaining in ship's fund following purchase of videos (third season of the *Sopranos*). No beefs or disputed OT reported. Clarification requested on break for watchstanders. Thanks given to steward department for very good job.

ACHIEVER (USSM), Dec. 1—Chairman **Robert B. Lindsay Jr.**, Secretary **Hasan A. Rahman**, Educational Director **Joseph R. Cirafisi Jr.**, Deck Delegate **Frederick E. Shannon**, Engine Delegate **Gregory T. Johns**. Chairman announced payoff Jan. 13 in Houston. He noted good trip except for weather. Secretary stressed importance of attending upgrading courses at Paul Hall Center in Piney Point, Md. for career advancement. Educational director added that everyone should make sure basic safety training requirements are kept up to date. No beefs or disputed OT reported. Vote of thanks given to steward department for excellent Christmas dinner. Thanks also given to everyone involved in obtaining Christmas packages from church groups in Houston. Next ports: Houston; Savannah, Ga.; Norfolk, Va.; Rotterdam, Netherlands.

ALLEGIANCE (Maritrans), Dec. 27—Chairman **Samuel L. Porchea**, Secretary **Cynthia L. Caster**, Educational Director **Craig A. Perry**, Deck Delegate **Phillip A. Morris**, Engine Delegate **Craig A. Perry**, Steward Delegate **Cornell M. Andrews**. Chairman announced payoff Jan. 31. Secretary spoke about Seafarers Money Purchase Pension Plan and presented booklets on union's health & benefits plan, pension plan and vacation plan, as well as forms for updating personal information (change of address, change of ben-

eficiary, etc.). He also reminded crew members to contribute to SPAD. Educational director stressed importance of upgrading skills at Piney Point facility. No beefs or disputed OT reported. Clarification requested from headquarters on new crew rotation. Request made concerning all-ports list. New microwave oven needed in crew mess hall. Steward department given voted of thanks for fine food and great Christmas spread. Next ports: San Pedro, Calif.; Anacortes, Wash.; Martinez, Calif.

AMERICAN TERN (Osprey Ship Mgmt.), Dec. 31—Chairman **Hernando M. Bansuelo**, Secretary **Breon A. Lucas**, Deck Delegate **Michael Cousin**, Engine Delegate **Dana Thomas**. Chairman reported good voyage; crew works well together and no safety problems noted. Educational director advised members to take advantage of Paul Hall Center to upgrade skills and earning potential. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

DEVELOPER (USSM), Dec. 21—Chairman **Joseph J. Caruso**, Secretary **Joseph C. Birke**, Educational Director **Dimarko L. Shoulders**, Deck Delegate **Domingo Gordian Jr.**, Steward Delegate **Monell L. Liburd**. Chairman thanked everyone for job well done. Secretary also expressed thanks to all for helping keep ship clean. Educational director urged Seafarers to attend courses at Piney Point to upgrade skills and earn better pay. No beefs or disputed OT reported. Kudos given to steward department for good meals and service. Next ports: Houston; Savannah, Ga.; Norfolk, Va.; Rotterdam, Netherlands.

ENTERPRISE (CSX Lines), Dec. 29—Chairman **Roger J. Reinke**, Secretary **Francesca D. Rose**, Educational Director **Allan D. Parker**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Charles E. Johnson**, Steward Delegate **Mark V. Cabasag**. Chairman announced arrival in Tacoma, Wash. Jan. 4, with payoff to take place after vessel docked and cleared customs and immigration. Secretary noted all correspondence received pertaining to selling of CSX has been posted on notice boards. He also informed crew of room inspections Jan. 3. Educational director reminded everyone to check monthly LOGs for schedule of upgrading courses at Paul Hall Center and to make sure all necessary shipping documents are up to date. Vote taken by treasurer to purchase of DVD player and 30 videos. Some beefs reported by deck and engine delegates to be sorted out at payoff. Letter sent to headquarters requesting that Honolulu hall notify ship when reliefs cannot be provided. Vote of thanks from licensed and unlicensed crew to steward department, especially to Chief Cook Cabasag for delicious Christmas dinner, to Chief Steward Rose for producing great salads and baked goods for the holiday spread, and to Messman **Faisal Kassem** for

helping set up everything and cleaning up afterward. Special thanks given to Chief Steward Rose's mother and family for providing gifts for everyone on board the *Enterprise* "and for making us feel like one family." Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

EXPEDITION (CSX Lines), Dec. 15—Chairman **Norberto Prats**, Secretary **Edgardo M. Vazquez**, Educational Director **Shawn L. Clark**. Chairman stated everything running well. Payoff to take place in Oakland, Calif. Educational director advised crew members to upgrade skills at Piney Point. No beefs or disputed OT reported. Vote of thanks given to steward department for excellent Thanksgiving dinner.

EXPLORER (USSM), Chairman **Skip Yager**, Secretary **Tommy E. Belvin**, Educational Director **Jimmie M. Robles**, Steward Delegate **Jimmy L. Williams**. Chairman reported smooth trip. He reminded crew members to get necessary form to claim extra day vacation and to get visa for trip to China. Treasurer stated \$650 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for great holiday meals.

INNOVATOR (USSM), Dec. 22—Chairman **Stephen R. Kastel**, Secretary **Jose M. Bayani**, Educational Director **Christopher L. Earhart**, Deck Delegate **James D. Morgan**. Chairman announced payoff Dec. 26 in Los Angeles. He noted new DVD player is on board ship; disks can be purchased for \$3 in China. Secretary thanked bosun, ABs and engine department for job well done. Educational director talked about opportunities available to Seafarers at Paul Hall Center and advised them to take all required courses before shipping out. No beefs or disputed OT reported. Question raised as to whether union can help crew members get visa for China. Without visa, crew is restricted to ship. Clarification requested on high and low penalty rates.

ITB PHILADELPHIA (USS Transport), Dec. 28—Chairman **Paul S. Wills**, Secretary **Danny A. Brown**, Educational Director **Carlos L. Sanchez**, Steward Delegate **Mohamad S. Mosa**. Chairman urged crew members to upgrade skills at Piney Point as often as they can. Secretary stressed importance of contributing to SPAD for job security. Educational director spoke about new job opportunities coming in January. No beefs or disputed OT reported. Request made to order and install room fans and provide more non-skid material for deck and barge. Recommendation made to have slop chest aboard vessel and to continue to improve pension plan.

LIBERTY SEA (Liberty Maritime Corp.), Dec. 1—Chairman **Dave S. Coleman**, Secretary **Earl N. Gray Sr.**, Engine Delegate **John D. Lewis**, Steward Delegate **Audrey Brown**. Chairman announced payoff Dec. 8 in Houston. He asked that everyone clean rooms for incoming crew members. Secretary talked about supporting SPAD and of taking advantage of upgrading opportunities at Paul Hall Center for job security. No beefs reported; some disputed OT noted in engine department. Three refrigerators received and installed. Request made for soft drink dispenser, toaster and washing machine. Discussion held on safety aboard ship and about certain gear that needs to be updated. Vote of thanks given to steward department for good Thanksgiving Day

meal—both preparation and presentation.

MAERSK ARIZONA (Maersk Lines), Dec. 16—Chairman **Lovell McElroy**, Deck Delegate **Earl Jones**, Engine Delegate **Eugene T. Bedard**, Steward Delegate **Susano Cortez**. Chairman urged everyone to make sure all shipping documents are up to date. He noted possibility of war with Iraq puts merchant marine on front lines once again. Secretary advised steward assistants to put in required time at sea and upgrade at Piney Point to become stewards.

USNS ABLE (Maersk Lines), Dec. 29—Chairman **Mark T. Trepp**, Secretary **Douglas S. Flynn**, Educational Director **William F. Farmer**, Deck Delegate **William Jacobs**, Steward Delegate **Andrew C. Self**. Chairman told crew of praise given to ship by Navy on last mission and thanked all departments for working well together. Steward thanked everyone for helping keep ship clean and of doing good job in separating plastic items from regular trash. He asked that those getting off ship put dirty linen in bags. Educational director remind-

Around the Port of Norfolk



Chief Steward Lionell Packnett
USNS Mendonca



Chief Cook Milton Sivells
USNS Mendonca



Chief Cook Marie Mitchell
USNS Gordon



SA Tiffany Nettles
USNS Mendonca

Educational director also spoke about upgrading opportunities for all Seafarers at the school's training facility. No beefs or disputed OT reported. Question raised as to riding gang members using crew mess. Following Dec. 17 payoff in Houston, ship heading to Lake Charles, La.

OVERSEAS NEW ORLEANS (OSG Ship Management), Dec. 14—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Engine Delegate **William P. Stone**. Chairman and educational director urged crew (1) to read LOG each month to find out what union is doing for membership and (2) to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Request made for bigger toaster in crew mess room and information about pension plan. Clarification requested on satellite hook-up. Steward department thanked for job well done. Next port: Tampa, Fla.

SGT. MATEJ KOCAK (Waterman Steamship), Dec. 15—Chairman **Bernard G. Hutcherson**, Secretary **Felipe P. Orlando**, Educational Director **Daniel P. Gibbons**, Deck Delegate **Steve C. Ahrens**, Steward Delegate **Carlos A. Rosales**. Chairman reported on arrival in port and urged crew members to take care getting on and off launch due to heavy swells. He thanked everyone for working well together. Secretary thanked deck and engine department members for helping keep mess hall and crew lounge areas clean. Educational director talked about importance of upgrading skills and Paul Hall Center. No beefs or disputed OT reported.

ed crew members to check shipping documents (z-cards, passports, STCW, small arms training, etc.) for expiration dates. No beefs or disputed OT reported. Vote of thanks given to steward department for festive Christmas decorations and delicious holiday meals. "They outdid themselves."

USNS BELLATRIX (Amsea), Dec. 10—Chairman **Erik W. Leibold**, Secretary **Harry Galdeira Jr.**, Educational Director **Troy Ancar**, Deck Delegate **Samuel E. Spears Jr.** Chairman thanked everyone for great job. He announced payoff Dec. 19 in New Orleans. Secretary informed crew of bags for dirty linen on each deck. He noted that change of voyage was reason for lack of stores. Educational director advised members to keep up with basic safety training and upgrade skills at school's training facility in Piney Point. Some beefs reported in deck and steward departments to be taken up with boarding patrolman at payoff. Request made for new refrigerator as well as washers, dryers, TVs and DVD players.

USNS CHESAPEAKE (IUM), Dec. 29—Chairman **Ferdinand Gongora**, Secretary **Michael F. Hammock**, Educational Director **Earl M. Macom**. Secretary asked for help in keeping mess halls and lounge areas clean. Educational director urged everyone to take advantage of upgrading courses offered at Paul Hall Center. No beefs or disputed OT reported. Bosun thanked steward department for great Christmas dinner held aboard ship in Diego Garcia, and for job well done.

Letter to the Editor

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

Liberty Ship Brown Seeks Steward Department Members

The Liberty Ship *John W. Brown* has been restored to fully operational condition by an all volunteer crew. It is home ported in Baltimore and each

year makes four "Living History Cruises" of six hours duration on the Chesapeake Bay or from other East Coast ports.

We have lots of captains working as deckhands, and we have chief engineers working as oilers, but in the steward department we are constantly short of experienced volunteers. We need a port steward, a chief steward and two cooks.

If any of the retired members are slightly interested, please ask for a 64-page booklet, "*S.S. John W. Brown TODAY*," and you will learn all about our operation.

We have plans to go to Norfolk, New London and either Maine or New York.

Our address is Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0546. The telephone number at the staff office is (410) 661-1550, and the e-mail is: john.w.brown@usa.net. Our website is www.liberty-ship.com.

Kalevi A. Olkio
Baltimore, MD



Final Departures

Continued from page 14

receiving stipends for her retirement in 1995.

THADDEUS KENDRYNA

Pensioner Thaddeus Kendryna, 91, died Oct. 10. He started his career with the SIU in 1957, joining in the port of Baltimore. Boatman Kendryna worked in the inland as well as deep sea divisions. Born in Maryland, he initially worked aboard an Intercontinental Bulk Corp. vessel. A member of the deck department, Boatman Kendryna last shipped on a Moran Towing of Maryland vessel. He started receiving his retirement pay in 1975 and lived in Baltimore.

GEORGE MCDANIEL



Pensioner George McDaniel, 92, passed away Sept. 15. Boatman McDaniel began his career with the Seafarers in

1963 in St. Louis. A member of the engine department, Boatman McDaniel made his home in Cincinnati and began receiving compensation for his retirement in 1991.

LARRY WHITE

Boatman Larry White, 51, died Nov. 24. He joined the Seafarers in 1968 in the port of Norfolk, Va. Boatman White initially worked for the SIU aboard a Steuart Transportation Co. vessel. Born in Virginia, he shipped in the engine department. Boatman White last sailed on a Moran Towing of Virginia vessel. Dillsburg, Penn., was his home.

GREAT LAKES

TOIVO HOFFREN



Pensioner Toivo Hoffren, 88, died Oct. 27. Brother Hoffren joined the Seafarers in 1959 in Buffalo, N.Y. Born in Wisconsin, he shipped in the engine department. Brother Hoffren worked primarily aboard vessels operated by Great Lakes Associates, including the *C.L. Austin*. He began receiving his pen-

sion in 1979 and made his home in Maple, Wis.

ATLANTIC FISHERMEN

MANUEL MACHADO

Pensioner Manuel Machado, 91, died Oct. 13. Brother Machado started his career with the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD in 1981. Brother Machado fished off the shores of Gloucester and Boston, Mass. during his career. He began receiving compensation for his retirement in 1974. Brother Machado lived in Gloucester.

RAILROAD MARINE

MICHAEL LIPARI

Pensioner Michael Lipari, 78, passed away Dec. 8. He joined the Seafarers in 1960 in the port of New York. A veteran of the U.S. Marine Corps, Brother Lipari first worked for the SIU aboard a Pennsylvania Railroad (Port of Norfolk) vessel. The Jersey City, N.J. native worked in the deck department and began receiving retirement stipends in 1982. Brother Lipari last worked on a Penn Central Transportation Co. vessel. He lived in Lakewood, N.J.

A number of NMU brothers and sisters passed away recently. Their names, ages, dates of death and the years they began receiving their pensions follow:

Name	Age	DOD	EDP	Name	Age	DOD	EDP
Silvestre Vargas	76	Jan. 23	1992	Edward Jones	84	Jan. 19, '02	1969
Roger Lau	83	Jan. 6	1985	John Goedig	79	Jan. 4	1966
Josefina Santiago	89	Jan. 23	1969	Rafael Ginorio	82	Jan. 16	1967
Charles Pheasant	79	Jan. 19	1967	Rolan Franklin	79	Jan. 13	1970
Jean Davis	87	Jan. 11	1967	Virgil Robertson	72	Jan. 16	1980,
Robert Jones	75	Jan. 17	1993	Herbert Porter	68	Jan. 14	1989
Luther Thomas	82	Jan. 27	1975	Miguel Seda	87	Dec. 25, '02	1977
Simon Wilson	73	Jan. 23	1984	Michael Paric	78	Jan. 14	1987
Henry Zenor	77	Jan. 28	1972	Helen Bleich	99	Dec. 14, '02	1970
Frank Gonsalves	78	Aug. 7, '02	2001	Kenneth Mathias	78	Jan. 7	1970
Joseph Mathlin	83	Nov. 27, '02	1964	Curtis Vanover	80	Jan. 9	1968
Alvaro Ferreira	84	Oct. 3, '02	1972	Wilfred Angelety	78	Jan. 5	1973
Ernector Clausell	76	July 31, '02	1986	Victor Lodge	82	Jan. 11	1969
Blaine Rembert	78	Dec. 18, '02	1977	Joseph Lashley	83	Jan. 1	1993
Leslie Babineaux	67	June 25, '02	1988	Timothy Zucchi	89	Jan. 2	1968
Leroy Carthon	81	Nov. 9, '02	1970	Gilberto Negron	85	Jan. 8	1969
Harold Boulingy	88	Dec. 17, '02	1978	Genaro Hernandez	80	Jan. 8	1966
Amos Council	88	Nov. 1, '02	1968	Robert Forrest	79	Jan. 7	1987
Charley Chatman	75	Dec. 15, '02	1979	Earl Wise	74	Jan. 4	1992
Hermينو Resto	93	Dec. 6, '02	1969	Willie Fryer	76	Jan. 8	1995
Frank McGuinness	78	Aug. 8, '02	1968	Manuel Pulido	87	Nov. 14, '02	1968
Han Juan	88	Jan. 15	1971	Otto Larsen	83	Jan. 6	1978
Claude Walcott	88	Jan. 13	1978	Mohamed Al Kusari	63	Oct. 1, '02	1994
Rufus Chase	71	Jan. 17	1996	Joseph Gaboriski	79	Jan. 2	1973
John Markow	88	Jan. 21	1978	James Fuson	77	Dec. 30, '02	1990
Adam Sheppard	76	Jan. 17	1971	Dallas Cox	80	Dec. 25, '02	1967
				Henry Glover	78	Dec. 22, '02	1986
				Malley Partain	72	Dec. 9, '02	1983
				Johnny Brashear	91	Dec. 25, '02	1977
				Eugene Oliver	60	Jan. 21	N/A
				Gloria Knight	70	Jan. 23	N/A

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. The annual financial committee will be elected during the May 5, 2003 headquarters membership meeting to review the 2002 records. 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.

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. for the next several months of this year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	March 3	March 28
	April 14	May 9
	May 26	June 20
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	March 3	March 7
	April 7	April 11
	May 5	May 9
Bridge Resource Management (BRM) — Inland	March 10	March 14
	April 14	April 18
Celestial Navigation	May 12	May 30
GMDSS (Simulator)	March 10	March 21
	April 14	April 25
Lifeboatman/Water Survival	March 31	April 11
Radar	March 24	April 4
	April 21	May 2
Specially Trained Ordinary Seaman (STOS)	March 31	April 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 Feb. 17.



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 _____

Recertification

Bosun October 6 November 3

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	March 10	April 18
	May 5	June 13
Welding	March 5	March 21
	March 31	April 18
	April 28	May 16
Engine Utility (EU)	March 17	April 11

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting/STCW	March 31	April 4
	April 21	April 25
	May 12	May 16
Fast Rescue Boat	March 17	March 21
	April 21	April 25
	May 26	May 30
Government Vessels	March 10	March 28
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	March 17	March 28

Academic Department Courses

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

New courses are added each month to the course schedule. Remember: Upgrading your skills is the key to your job security as well as the future of the maritime industry.

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB and JE applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 633 — Unlicensed apprentices who graduated from class 633 are (in alphabetical order) Gabriel Albino, Jeffrey Amestoy, Garland Bell Jr., Jahn Boman, Reginald Colbert, Terrance Colbert, Kenric Henry, Douglas Jardine, Melvin Kennedy Jr., Anthony Newsome, Jamie Parker, Antonio Perez, Joseph Romine, Christopher Samuel, Anthony Sanchez-Villarrubia, Jared Christopher, Brian Sperry, James Trotter and Sam Vanderbrug.



Unlicensed Apprentice Water Survival Class 634 — Graduating from the unlicensed apprentice water survival class 634 are (in alphabetical order) Manuel Davis, Brian Deans, James Jasman Jr., Eric Kranenberg, Abraham Krula, Jared Latta, Brandy Parmer, Carus Peet, Donovan Peterson, Travis Pratt, Selina Sobers, Ryan Shafer, Rachel Trevino, Darwin Wallace and Dana Wilks.



Able Seaman — With their instructor, Bernabe Pelingon (far left), upgrading Seafarers who completed the able seaman class Feb. 14 are (from left, front row) Victor Sahagon Jr., Robert McFeeley Jr., Tina Owens, (second row) Andrezej Bronkowski, Elisha Johnson, Matthew Kloxin, Phillip Widmer and Darnell Wallace.



STOS — Receiving certificates for completion of the STOS course Jan. 17 are (from left) Jorge Soler, Eric Kjellberg, Nathaniel Miller, Karron Richardson, Nathan Rippey and Dave Martin (instructor). Not pictured are Emmanuel Essien and Sacarias Suazo.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement Jan. 17 are (from left) Keith Livermon, Michael Wiley, Paul Wills, Conrado Martinez and Charles Johnson.

Government Vessels

— Graduating from the government vessels course Jan 31 are (from left, front row) Jorel Lewis, Leon Curtis, Shawn Allen, (second row) Morgan Piper, Matt Gibson, Zerek Selby and Charles Johnson. Their instructor, Greg Thompson, is in the back.



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistant cargo (DL) course Jan 17 are (in alphabetical order) Shawn Allen, Steven Benavides, Leon Curtis, Matt Gibson, Alan Grenier, Lonnie Jordan, Eileen Lammers, Jorel Lewis, Degrick McLendon, Aaron Morton, Morgan Piper, Zerek Selby, John Shea, Jonathan Stratton, Demond Williams, Ralph Williams and Nadia Wright. Their instructor, Jim Shaffer, is at far right.



Stewards from NOAA completed a number of courses at the school, including steward department courses, safety classes at the fire fighting school as well as computer lab work. With instructor Rick Prucha (left, standing) are (in alphabetical order) Karen Bailey, Aceton Burke, Sonya Chappell, Richard Hargis, Angelito Llana, Clementine Lutali, Susan Parker, Nestor Poblete, Floyd Poundeds, James Scott, Mark Van Buskirk, Russell Van Dyke and Todd Van Dyke.

Paul Hall Center Classes



Radar — These upgrading Seafarers successfully completed the radar course Jan. 24. They are (in alphabetical order) Joseph Butasek, Anthony Lowman, Michael McErlean, Nebojsa Milosevic, Jawaid Pardesi and John Toomey III. Their instructor, Stacy Harris, is at far left.



Radar — Three students from NY Waterway who completed the radar course Jan. 10 are (from left) Carl Wagner, Raymond Perez and Draig Heiges.



Welding — Graduating from the welding course Jan. 24 are (in no particular order) Keithley Andrew, Michael Brown, Christopher Eason, Lawoo Shete, John Osburn and Teodoro Valentin. Their instructor, Buzzy Andrews, is in the back row.



ARPA — Under the instruction of Mike Smith (far left) are Seafarers who completed the ARPA course Jan. 31. They are (in alphabetical order) Joseph Butasek, Anthony Lowman, Nebojsa Milosevic, Nicholas Serritella, Luis Sosa, John Toomey III and Virgil Walls.



Engine Utility — Graduates of a Dec. 20 engine utility class are (kneeling, from left) Raul Duarosan, Matthew Nunez, (second row) Jade Belt, Joe Porter, Rasheem Moye, David Seymore, Karim Elgallad, Christian Hernandez, Ronald Ramos, and their instructor, Ron Oyer.

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



Tanker Familiarization/Assistant Cargo (DL) — Feb. 7 was graduation day for students in the tanker familiarization/assistant cargo (DL) course. They are (in alphabetical order) Warren Asp, Gaudioso Bacala, George Bennett, Michael Brown, Kevin Cass, Gerald Cassie, Thomas Conry, Irvin rutchlow, Hiram Davies, Earl Ebbert, Charlene Edwards, Edwin Fuller, Anibal Gutierrez, Jeremiah Harrington, Steven Haver, Derrick Lott, Jerome Tyler, Ray Waiters and Kadatema Yague. Their instructor, Jim Shaffer, is at far right.

Basic Safety Training Classes



New York Waterway boatmen, from the left: John Kim, Eddie Martinez, Michael Perez, William Mulcare, Teddy Caley, Carlos Flores, Joe Lorocco, Mohamed Goudn, Onofrio Altizio, Brad Johnsen, Tom Sunga, Joe Bardi and Rob Krick.



Mark Tilly, Richard Dozier, Mark Gaskill, Isaac Miller, Daniel Veintidos, Carl Payne, Wieslaw Cwalina, Christopher Earhart, Michael Earhart, Eric Kjellberg, Roy Harris, William Young, Curtis Richardson, Clifford Miles, Sivasa Laupati, Robert Jenkins, Nelson Rodriguez, Reilly Perez, Vince Lombardi, Michael Leon, Honorio Hector Rabanes, Jose Asuncion, Mike Wiley and Jamie Watson.



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Attention Seafarers:
Boost Your Industry.
Contribute to SPAD.

SIU-Crewed Fast Sealift Ships Activated USNS Pollux Is Latest to Mobilize for Enduring Freedom

The U.S. Military Sealift Command (MSC) has many different types of civilian-crewed vessels in its fleet—LMSRs, tankers, hospital ships, fleet ocean tugs and ammunition carriers, to name a few.

Fast sealift ships also are part of the mix, and at least three of those SIU-crewed vessels have been activated to support Operation Enduring Freedom.

Last month, the *USNS Pollux* loaded materiel in San Diego. Earlier this year, the *USNS Regulus* and *USNS Denebola* loaded military cargo in Wilmington, N.C.

Other Seafarers-crewed ships in the fast sealift fleet are the *USNS Algol*, *USNS Bellatrix*, *USNS Altair*, *USNS Capella* and *USNS Antares*.

The vessels usually are kept in reduced operating status but can fully activate and be under way to load ports within 96 hours, notes MSC. The fast sealift ships are used for the rapid deployment of U.S. military equipment to contingency sites around the world.

Activations are nothing new for the fast sealift vessels, which were added to MSC's inventory in the early 1980s as part of a major sealift enhancement program. (The ships were purchased from private industry as commercial container-ships and modified to add roll-on/roll-off ramps, lift capability and decks for helicopters and vehicles.) During the Persian Gulf War, for

example, the fast sealift fleet—ably crewed by volunteer U.S. Merchant Mariners—transported more than 14 percent of the U.S. military cargo designated for Operations Desert Shield/Desert Storm.

At various times throughout the rest of the 1990s and into the current decade, the

ships were utilized for other key missions. MSC notes that in February 1999, the *Antares* transported U.S. Army cargo in support of the NATO peacekeeping mission Operation Joint Guard to the Balkan port of Rijeka, Croatia. A year earlier, the *Algol* carried disaster relief supplies and equipment to Puerto Rico and other nearby islands following the aftermath of Hurricane Georges.

In 1994, the *Antares* was activated to transport equipment and supplies to Guantanamo Bay, Cuba, where Haitian and Cuban refugees were provided safe haven by U.S. forces. In 1992, six of the ships were activated for the U.S. relief effort in Somalia.

According to MSC, "Fast sealift ships are routinely activated to participate in military operations and exercises or to transport supplies for humanitarian missions. The size of the ships—946 feet long with a beam of 106 feet with large open bay interiors and roll-on/roll-off ramps—make them particularly well suited for the transport of tanks, helicopter and other military vehicles and supplies."

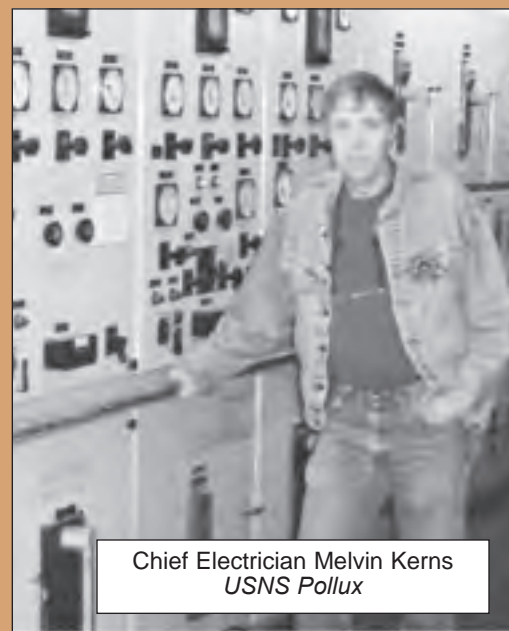


Seafarers crewed up the *USNS Pollux* (right), *USNS Denebola* (top) and *USNS Regulus* for Operation Enduring Freedom.



AB Mark Godbold
USNS Pollux

Left: The *Pollux* loads military gear last month in San Diego.



Chief Electrician Melvin Kerns
USNS Pollux



Left: Huge lines are prominent on the deck of the *Pollux*.



Right: The *Pollux*'s steward department includes SB Dennis Redding, ACU Farid Zaharan and SA Armando Evangelista.