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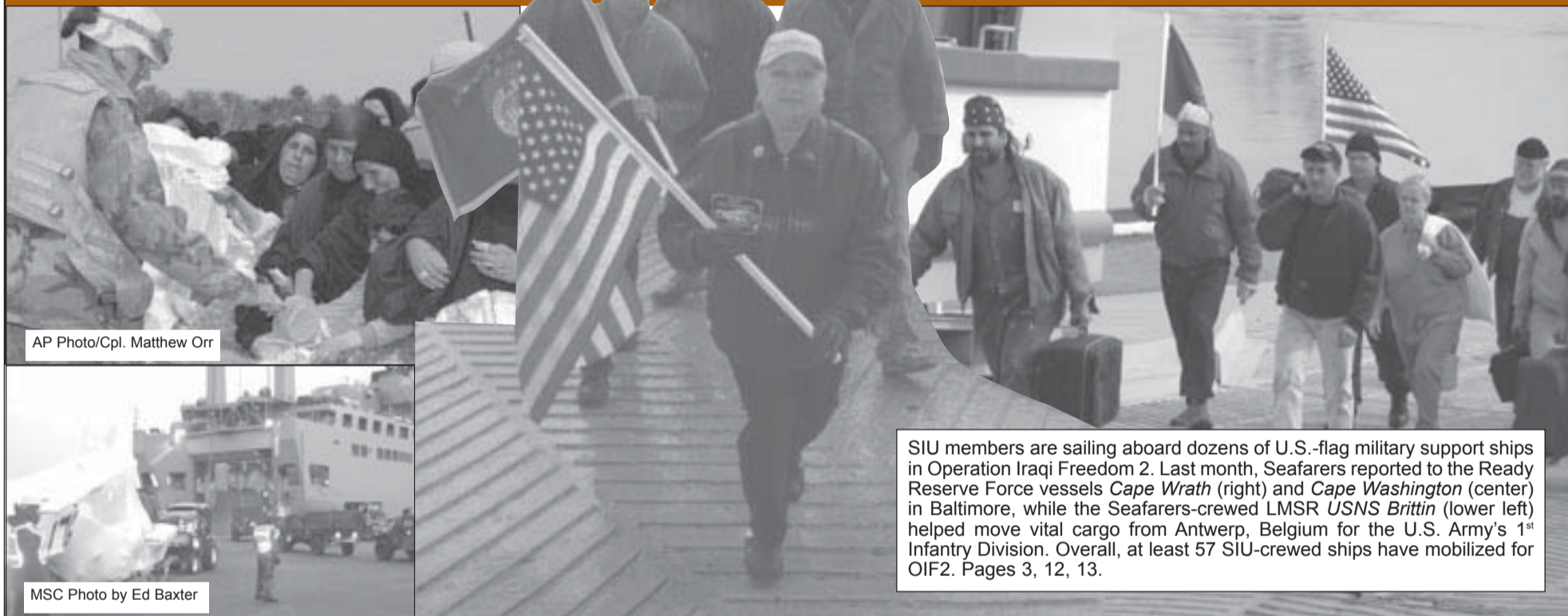
Volume 66, Number 3

March 2004

Seafarers Log

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

Seafarers Deliver for U.S. National Defense

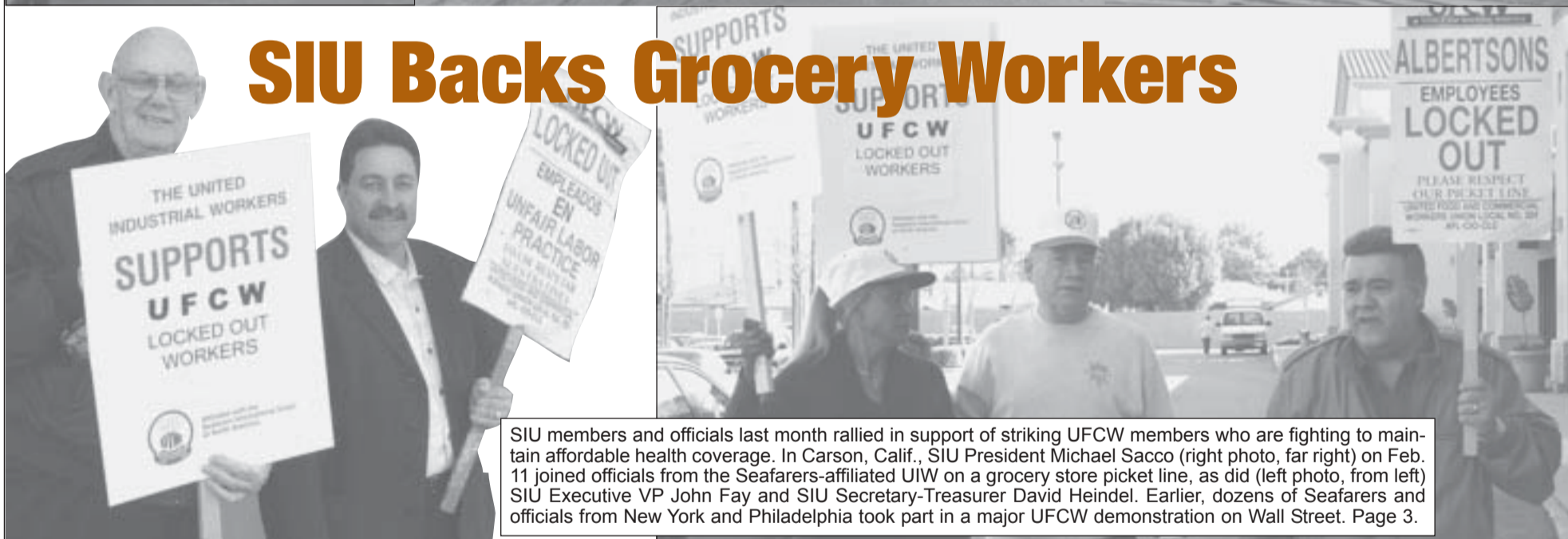


AP Photo/Cpl. Matthew Orr

SIU members are sailing aboard dozens of U.S.-flag military support ships in Operation Iraqi Freedom 2. Last month, Seafarers reported to the Ready Reserve Force vessels *Cape Wrath* (right) and *Cape Washington* (center) in Baltimore, while the Seafarers-crewed LMSR *USNS Brittin* (lower left) helped move vital cargo from Antwerp, Belgium for the U.S. Army's 1st Infantry Division. Overall, at least 57 SIU-crewed ships have mobilized for OIF2. Pages 3, 12, 13.

MSC Photo by Ed Baxter

SIU Backs Grocery Workers



SIU members and officials last month rallied in support of striking UFCW members who are fighting to maintain affordable health coverage. In Carson, Calif., SIU President Michael Sacco (right photo, far right) on Feb. 11 joined officials from the Seafarers-affiliated UIW on a grocery store picket line, as did (left photo, from left) SIU Executive VP John Fay and SIU Secretary-Treasurer David Heindel. Earlier, dozens of Seafarers and officials from New York and Philadelphia took part in a major UFCW demonstration on Wall Street. Page 3.

Liberty Eagle Joins SIU Fleet



The SIU gained new shipboard jobs with the Jan. 27 delivery of the *MV Liberty Eagle* (left). It is the eighth vessel in Liberty Maritime Corporation's SIU-crewed fleet, which transports food shipments overseas as part of the U.S. government's "Food for Peace" program. The *Liberty Eagle* is 623 feet long and can travel at 15.3 knots. Page 3.

President's Report

Jones Act Must Stay Intact

I've never understood how anyone can keep a straight face when they say the Jones Act somehow is bad for the national economy or for U.S. citizens.



Michael Sacco

The facts overwhelmingly support the nation's freight cabotage law, which specifies that cargo moving between domestic ports must be carried on U.S.-crewed, U.S.-owned, U.S.-built, U.S.-flag ships.

The Jones Act helps preserve a viable American maritime industry. It provides an estimated 125,000 American jobs. It generates tax revenues without any cost to the government.

As Seafarers know, jobs aboard Jones Act ships help maintain a pool of loyal, well-trained U.S. crews. With the second phase of Operation Iraqi Freedom under way, the importance of dedicated U.S. mariners to our nation's military capabilities once again is as plain as day.

There are other specific benefits to the law, but the bottom line is that the Jones Act works. It helps our economy and our national defense capabilities. It's a source of good jobs.

It's also constantly under attack by foreign-flag interests who couldn't care less about what's best for America. Unfortunately, that has been the case since the law was enacted back in 1920. The enemies of the Jones Act apparently don't see a problem with opening the domestic trades to runaway-flag rustbuckets. They don't see a problem with massive U.S. job loss, or threats to our national security or environment.

In the late 1980s, there was a full frontal assault against the law. Foreign shipping interests launched a well-funded grassroots effort to have the law repealed. Eventually, the Persian Gulf War helped kill the anti-Jones Act movement, partly because it reminded policymakers that sealift remained as important as ever.

Since then, opponents of the Jones Act have changed tactics by trying to weaken the law one waiver, one exemption at a time. Most recently, it happened last year with the introduction of Congressional legislation that supposedly centers on shipping rates in the Hawaiian livestock trade. Those bills haven't gotten much support, but the issue isn't dead.

A related development involves the Passenger Vessel Services Act (PVSA), a companion law to the Jones Act that covers domestic cruises and ferries. The government of Panama is pressing the U.S. Customs Service to change the Central American country's designation as a "nearby foreign port" to that of a "distant foreign port." If that happens, then Panama could avoid parts of the law that block foreign-flag cruise ships from carrying passengers from one U.S. port to another.

That's not all. Some Mexican and Canadian officials want changes to the so-called North American Free Trade Agreement that would allow one cabotage law encompassing U.S., Canadian- and Mexican-flag ships. This would have the same devastating effect on the Jones Act fleet as we've seen in the domestic manufacturing sector.

Similarly, foreign groups may push to use short sea shipping—waterborne alternatives to ease congestion on the nation's highways and railways—to open the Jones Act trade to Mexico and Canada. In promoting short sea shipping, the U.S. Maritime Administration clearly has stated that its plans don't include changing U.S. cabotage laws. But there are warnings that opponents of the U.S. maritime industry will try to use the program to abolish or weaken the Jones Act.

On that note, I offer a word of praise for the recent ruling by the U.S. Coast Guard on vessel lease financing. The agency's decision clearly shows that regulations for vessel documentation are not tools for opening the Jones Act to foreign interests.

It's no stretch to say that, without the Jones Act, the U.S. eventually would be forced to rely on foreign-flag ships to supply American forces overseas with vital materiel.

And it's just good common sense to recognize that without Jones Act vessels and their U.S. crews, America would depend on foreigners to deliver the 2 billion barrels of refined petroleum products on U.S. waters currently handled each year by U.S.-flag ships.

Those scenarios are beyond risky. They're unacceptable.

The Jones Act is a huge plus for national security, economic security—and our job security. That's why the SIU will do whatever it takes to uphold this essential, effective law.

ITF Secures Millions for Crews

The International Transport Workers' Federation (ITF) last month announced that the claims of 700 mariners on the Greek-flagged *Olympia Explorer* and *Olympia Voyager* have been settled after six weeks of work by the federation, which applauded the cooperation with the owners and bank.

SIU ITF inspector Scott Brady played a key role in helping multinational crew members from the *Voyager*. Overall, mariners from both vessels received more than \$5 million in back pay and severance. They have been repatriated.

The ships remain arrested in the ports of Long Beach and Miami, respectively, following demands by creditors—among them German state bank KfW, the ships' mortgage holder—that the owners pay all outstanding debts.

The ITF said it is working to settle outstanding claims for Greek crew members who are on leave, and may need to intervene legally on their behalf. According to the federation, ITF representatives are on board both vessels in support of ITF affiliate the Pan-Hellenic Seamen's Federation (PNO), and are seeking to secure an amicable resolution with the owners, Royal Olympic Cruise Lines, and KfW.

"The responsible role taken on by both the owners and the bank played a significant part in reaching this settlement. We hope the outstanding claims for the crew members on leave will be similarly resolved," said Steve Cotton, secretary of the ITF's Special Seafarers' Department.

After crew members from the *Voyager* contacted Brady, he



Crew members from the *Olympia Voyager* (above) have reason to smile following a shipboard payoff Jan. 30. The ITF secured more than \$5 million for mariners from the *Voyager* (below) and sister ship *Olympia Explorer*.



boarded the ship in Port Everglades, Fla. and stayed there for nearly two weeks, negotiating with a shipping manager appointed by the owner. "They were long and grueling, round-the-clock negotiations, but the ITF and the entire crew showed solidarity from day one and prevailed," Brady stated.

The *Voyager* crew—from Greece, the Philippines and several Eastern European nations—received \$2.5 million in back wages and severance.

The ITF is a federation of 621 transport trade unions (including the SIU) in 137 countries, representing approximately 5 million workers.

Apostleship of the Sea Steps Up to Protect Shore-Leave Rights

The Apostleship of the Sea of the United States is working to improve potentially dangerous and often unnecessary restrictions on mariners' shore-leave rights.

Fr. **Sinclair Oubre**—president of the Apostleship of the Sea and an active SIU member—recently met with representatives of Congress, the U.S. Department of Homeland Security and the labor movement in Washington, D.C. to advance the cause. He also conferred with SIU President Michael Sacco.

The organization is urging Congress to begin ratifying International Labor Organization (ILO) Convention 185 "in the most expedient manner possible so that seafarers do not become the latest victims of terrorism."

Unanimously ratified (392-0) last year by delegates to the ILO forum in Geneva, Convention 185 calls for a universal mariner identification docu-



SIU President Michael Sacco (left) and Fr. Sinclair Oubre discuss the importance of ILO Convention 185, which addresses mariner identification and shore leave.

ment. It also states the critical need for shore leave and further specifies that "seafarers shall not be required to hold a visa." Convention 185 also indicates that "any member (nation) which is not in a position to fully implement this requirement shall ensure that its laws and regulations or practice provide arrangements that are substantially equivalent."

For now, however, all mariners must possess "D-1" (non-immigration) visas to go ashore in the U.S. "After September 11, 2001, the Immigration and Naturalization Service ceased issuing crew list visas," explained Oubre. "It also changed its rules regarding the INS agent issuing waivers for mariners to go ashore if they did not have a D-1 visa. The new regulations only allow a supervisor to waive the D-1 visa requirement and, unlike the airline industry, have no avenue for appeal."

One consequence is that mariners have been denied shore-side medical care because they lack visas. "They can't get off the ship unless it's a life-threatening condition," Oubre noted. "This has led to mariners sailing from U.S. ports on voyages that are weeks long without necessary health care. We can only hope that by the time the vessel reached its next port, the situation did not evolve into a life-threatening problem."

Another concern is that such instances may lead to U.S. mariners unjustly being denied leave overseas.

"The bottom line is we don't see the relationship between the D-1 visa and security," Oubre said. "Our present policies assume that the greatest threat to maritime security comes from mariners leaving the vessels. However, the real threat is a terrorist posing as a mariner and staying on the vessel. He or she could blow up the ship at dock or scuttle it at an important waterway junction. Preventing the seafarer from leaving the vessel because the mariner lacks a visa will not prevent either of these security concerns."

In a recent letter outlining the situation, the Apostleship of the Sea asks Congress to enact Convention 185 on seafarer documents "and let these new documents be accepted as identification for the mariner, and in place of the D-1 visa."

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Liberty Eagle Joins SIU Fleet

The union recently welcomed new shipboard jobs with the Jan. 27 delivery of the *MV Liberty Eagle*. It is the eighth vessel in Liberty Maritime Corporation's SIU-crewed fleet, which transports food shipments overseas as part of the U.S. government's "Food for Peace" program.

Seafarers flew from New York to Japan to join the ship and sail it to the United States. It arrived in New Orleans late last month to load humanitarian aid cargo for East Africa.

"The addition of this vessel to the U.S.-flag fleet not only strengthens America's economic security but also boosts our national defense," stated SIU Vice President Contracts Augie Tellez.

SIU members aboard the *Liberty Eagle's* first voyage were Recertified Bosun **Thomas W. Lasater**, ABs **Juan L. Torres**, **José E. Ortiz**, **Ed-**

gardo Castro, **Mohamed S. Soliman** and **John S. Daunoras**, **GUDE Vicente T. Cueva Jr.**, **QMED Jimmy Sabga**, **Oiler Calvin Hicks**, **Recertified Steward Richard M. Worobey**, **Chief Cook Benjamin J. Advincula** and **GSTU Simon Perez**.

The U.S.-flag vessel was built at Oshima Shipyard in Japan as were two sister ships, the *Liberty Glory* and *Liberty Grace*, delivered in April 2001 and July 2001, respectively. All are 623 feet long with a 105-foot beam and can travel at 15.3 knots. The bulk carriers are equipped with four cranes and six hatches apiece and have the additional ability of carrying containers. The *Liberty Eagle*, however, at 52,500 DWT, is slightly heavier than the other two at 50,599 DWT each.

Liberty Maritime Corporation is based in Lake Success, N.Y.



The SIU-crewed *Liberty Eagle* is the eighth vessel in Liberty Maritime Corporation's fleet. Following its arrival in New Orleans last month, the bulk carrier loaded humanitarian aid cargo for East Africa.

SIU Mobilizes for OIF2

Seafarers-Crewed LMSRs Carry Vital Materiel for 'Big Red One'

Seafarers are tackling the giant sealift component of Operation Iraqi Freedom 2, crewing dozens of ships in support of U.S. troops.

By mid-February, at least 57 SIU-crewed vessels had mobilized for a mission that's expected to last at least into summer. The U.S. Military Sealift Command (MSC) early this year announced that an estimated 23 million square feet of cargo will be moved by sea to support the armed forces as nearly a quarter-million military personnel rotate into and out of the Middle East.

An early highlight of the mis-

sion involved five Seafarers-crewed large, medium-speed, roll-on/roll-off (LMSR) ships loading out more than 70,000 tons of Army hardware in

See pages 12-13 for more coverage of OIF2

Antwerp, Belgium for the U.S. Army's 1st Infantry Division—better known as Big Red One. From Jan. 25 to early last month, the LMSRs (*USNS Brittin*, *USNS Red Cloud*, *USNS Dahl*, *USNS Charlton* and *USNS Watkins*) took on a wide range of materiel for delivery to an area northwest of Baghdad, where Big Red One is relieving the 4th Infantry Division. The cargo included M1-A1 Abrams heavy battle tanks, armored personnel carriers, Bradley fighting vehicles, heavy trucks, humvees, fuel trucks and containers loaded with various supplies.

During a ceremony aboard the *Red Cloud* in Antwerp, Col. Susan Sowers, USA, commander of the Army's 37th Transportation Battalion, told the crew members, "It makes a difference in the world, what you do. We couldn't get there without you."

SIU members are embracing the mission. Bosun **William Dowzicky**, helping ready the *Cape Wrath* last month in Baltimore, said, "The major combat may be over, but it's still very important that we resupply our



The SIU-crewed *USNS Watkins* recently helped transport materiel for the U.S. Army's 1st Infantry Division.

troops. We're going to do our part. This is still serious—we still have soldiers over there."

Jim Porter, making his first trip as third engineer after sailing

as a QMED with the SIU, noted, "The first trip (last year) was smooth, and I expect the same thing this time."

Among the SIU-crewed ships

Sealift Statistics from Operation Iraqi Freedom

- More than 2,000 SIU members sailed aboard 100-plus U.S.-flag ships in support of American and Allied forces.
- U.S.-flag commercial ships carried more than 45,000 TEUs to our forces.
- 12 Voluntary Intermodal Sealift Agreement ships were chartered by MSC, and 18 VISA liner ships were used by the Military Traffic Management Command.
- An average vessel moved the equivalent of 300 C-17 cargo aircraft, which freed up aircraft for other critical missions.

sailing in OIF2 are SL-7s operated by AMSEA; Ready Reserve Force vessels operated by Crowley, Keystone, Mormac, Marine Transport Lines, Pacific Gulf Marine, and Patriot Contract Services; and LMSRs operated by Maersk Line, Limited.



Bosun William Dowzicky (top photo) and AB John Barcroft (below) help prepare the *Cape Wrath* last month in Baltimore.



SIU Rallies with Grocery Workers

In a show of solidarity with their fellow union brothers and sisters, SIU members and officials last month marched with striking and locked-out members of the United Food and Commercial Workers (UFCW) in New York and California.

SIU President Mike Sacco, Executive Vice President John Fay, and Secretary-Treasurer David Heindel walked a UFCW picket line in Carson, Calif. for several hours on Feb. 11.

One week earlier, dozens of Seafarers and officials from New York and Philadelphia took part in a major UFCW demonstration on Wall Street.

At the New York rally on Feb. 5, workers marched on Wall Street to urge investors to avoid buying supermarket stocks one day after stores in Southern California rejected an offer from the UFCW. About 1,500 people, including elected leaders and community and faith-based activists, rallied in support of the UFCW members.

Roughly 59,000 grocery employees have been on strike or locked out for four months at Safeway Inc., Kroger Co. and Albertsons Inc. They are fighting against unfair cuts in their health benefits, among other concerns.



The SIU contingent at the New York demonstration included (from left) Raphael D'Ambrosio, Chris Nardone, Charlie Collins, Bennie Santos, Marie Sacco, C.J. Williams, George DiCanio, Justine Soresi, Joe Corr, Eddie Doruth, VP Atlantic Coast Joseph Soresi and Jake Joyce.

All three companies are publicly traded.

"Your support has kept us stronger day after day," Maria Patrice, a worker at a Safeway store in California and a 31-year member of the UFCW, told the New York crowd. "We are going to stay out there as long as it takes to win this whole thing."

The rally's speaker list included: AFL-CIO Executive Vice President Linda Chavez-Thompson; New York City Central Labor Council President Brian McLaughlin; U.S. Rep. Anthony Weiner (D-N.Y.); and New York State Comptroller Alan

Continued on page 9

Merlin Rescues Egyptian Officer

The captain and crew of the SIU-contracted *MV Merlin* on Jan. 23 came to the rescue of an officer who was adrift from the stricken vessel *MV Kephi* near Malta.

Laden with some 8,800 pounds of cement from Istanbul, Turkey, the 390-foot Greek-owned *Kephi* was headed to a West African port. While situated some 320 nautical miles east of Malta, the vessel found itself in difficulty and faced with extreme sea conditions. Registered in the Comoros, the vessel was carrying 16 Egyptian crew members and one Greek when it began taking on water.

At about 0055 hours, the *Merlin* received a Mayday call from the *Kephi*. According to *Merlin* Captain Joe Solberg, the *Kephi* reported that it had a heavy list and was in danger of capsizing. Responding to the call, the SIU ship altered course and headed for the distressed vessel's location. Not long thereafter, the *Merlin* crew caught sight of the *Kephi*'s lights. According to Solberg, at that time, it was



The Seafarers-crewed *Merlin* overcame rough weather to save an officer from a disabled runaway-flag ship.

underway and doing about seven knots.

At 0230 and at location 35-10.9N/021-09.3E, the *Kephi* sank. Some 35 minutes later, the *Merlin* arrived at the scene and commenced search and rescue operations. After investigating the scene to get a positive sighting (debris, lifejackets, etc.), a flare was spotted at 0620 hours.

Shortly after daybreak, the

Merlin crew saw a life raft with two people aboard. Solberg maneuvered his vessel into position to rescue the pair. At 0915, one survivor was brought aboard the *Merlin*. The second individual slipped away in the heavy weather. Subsequently, several passes were attempted to save the second survivor, but to no avail. Another vessel in the area, the *MV Yuri Savinov*, recovered the second

person. He, along with his 15 remaining shipmates, however, did not survive.

Gale force winds and high waves were cited as a major cause of the crew members' demise. Both significantly hampered rescue operations. According to a Greek Merchant Marine spokesman, "The weather conditions in the area are atrocious."

The rescued crewman aboard

the *Merlin* was treated, given food and dry clothing. He had sustained fractures to his right shoulder and had symptoms of shock. The mariner, who later was evacuated by the Malta Armed Forces, was identified as Eslam Hassan Osman Morgan, a 28-year-old Egyptian who was the *Kephi*'s Second Officer.

Seafarers aboard the *Merlin* at the time of the rescue included: ABs **Michael Nee**, **Harry Champagne**, **Jules Delgado**, **John Holmes**, **Luisito Tabada**, and **Joey Pauley**; GUDE **George Melton**, OMUs **Glenn Barnes** and **Michael Watkins**; Chief Cook **Prescillano Gamboa** and **GSTU Terrance Bing**.

Following the rescue, the *Merlin* received a congratulatory message from Sealift, Inc. the vessel's operator. In part the message said: "Captain Joe, all of us at Sealift are proud of what you and the crew have done....The message you received from the Navy advising that you have been professional and timely with your actions is also shared by us....This was a job well done."

Dennis Is New Plans Administrator Delma Retires After 38 Years, Will Remain as Consultant

Bill Dennis is the new Seafarers Plans Administrator, SIU Secretary-Treasurer David Heindel (chairman of the union trustees) announced in December.

Formerly the plans administrator of the National Maritime Union (NMU)—which merged into the SIU in May 2001—Dennis replaces Lou Delma, who retired effective Jan. 1 following more than 38 years of service to the various employee benefit plans. Delma had been the Administrator since 1995.

Dennis served in his previous position for six years. Prior to that, he held the title of NMU Benefit Plans controller for three years beginning in 1994.

A former member of the U.S. Army Reserve, Dennis holds a bachelor's degree in business administration from St. Francis College in Brooklyn, N.Y. He was born and raised in Brooklyn and has spent most of his adult life

working in the accounting profession.

Dennis and his wife, Mary Jane, have been married for 42 years. They are the proud parents of three children and grandparents of two.

"I look forward to the challenge of continuing to maintain the high level of service that the Plans provided to the membership," Dennis said. "Like Lou, I have a very high level of concern for the welfare of our membership. To that end, I'll ensure that all of our programs are carried out in accordance with established rules and regulations so that all benefits are disbursed in a timely fashion."

Dennis said he will continue the practice of evaluating existing services to the membership and, like Delma, he will continuously look for opportunities to improve the benefit delivery system. He cited the recently enacted pre-

scription program as an example of improvements in the benefits system. He said, "In today's world, we see annual increases of 15 to 20% in the cost of health benefits. A big part of my job is to contain these cost increases while providing these benefits to plan participants. I fully expect to draw on Lou's almost 40 years of acquired knowledge concerning our Plans. Lou has put together a very good staff. I look forward to working with them. I consider myself to be a hands-on type of manager. To this end, we will have



SIU President Mike Sacco (left) presents Lou Delma with a ship's wheel at Delma's retirement gathering late last year.

regularly scheduled staff meetings. We will always look for ways to improve our internal operating procedures. We are a team with a big responsibility. Working together, we will accomplish our mission."

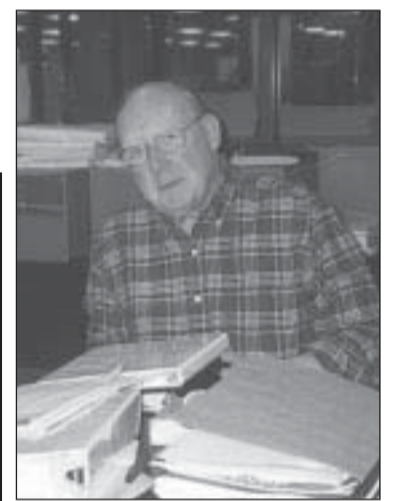
Although Delma retired as administrator, he will remain at headquarters as a consultant.

A native of Brooklyn, Delma began his career with the Seafarers Plans in 1965 in the claims department preparing Seafarers' medical expense requests for processing at the former office, located at 17 Battery Place in Manhattan, N.Y.

From 1965 until 1977, he held various positions in the Seafarers claims department. At the end of 1977, Delma went to work with the manpower department.

In 1980, he became supervisor of the records and vacation department, assisting Seafarers in processing their vacation applications.

Delma began working as an assistant to the Administrator for the Benefits Plans in 1991. In 1992, he became the Assistant Administrator for the welfare, pension and vacation programs. Continuing his career, he assumed his position as Seafarers Plans Administrator in 1995. In this capacity, he was responsible for all aspects of the welfare, pension and vacation programs associated



Seafarers Plans Administrator Bill Dennis

with the union.

"Bill will have some big shoes to fill in replacing Lou Delma as Plans Administrator," SIU President Michael Sacco said. "I have only good things to say about Lou because he has been one of the most dedicated employees this organization has ever had. Over the years, no one has worked harder or been more energetic than he has been in getting our membership every kind of advantage that they deserve. I can't put into words what having him on our team has personally meant to me."

"But Bill's track record speaks for itself and I have every confidence in his abilities," Sacco added. "He has a rich history that's marked by consistent contributions to the membership and I look forward to more of the same from him."

NMU Medical Plan Merges Into Seafarers Health Plan

Trustees of the National Maritime Union (NMU) Welfare Plan last month recommended that the Plan merge into the Seafarers Health and Benefits Plan (SHBP). Seafarers Trustees approved the recommendation Feb. 6 during a meeting at SIU headquarters in Camp Springs, Md.

The target date for implementation of the health plans' merger is June 1.

"It should be a seamless move and a big money-saver," stated Seafarers Plans Administrator Bill Dennis. "The NMU schedule of benefits will remain unchanged, other than they will be administered by the Seafarers Health and Benefits Plan. But the benefits themselves are exactly the same, and they're available specifically for people who had been covered by the NMU."

"Likewise, there's no change for members covered by the Seafarers Plans," Dennis added.

Carolyn Gentile, General Counsel to the Seafarers Plans, noted, "The merger basically keeps the status quo in terms of benefits, but the administration will be under one roof. It will be more efficient because operations will be uniform, though of course according to the separate benefit schedules."

Similar consolidations of medical plans have occurred between other unions that merged with the SIU. The NMU merged into the SIU in June 2001.

The last NMU contract expires in 2006. NMU retirees don't receive medical benefits.

Seafarers Say Prescription Card Is Just What the Doctor Ordered

SIU members are happy with the new prescription identification cards recently issued as part of a new program with Prescription Solutions. Member feedback at the union halls and at the Seafarers Health and Benefits Plan office has been very positive, according to port officials and Plan representatives.

"The card is really good. I've already used it and I'm very happy with it," said SA **Leonel Montes** at the Houston hall.

"I've used it several times and it has worked out fine," said AB **Lonale Andrews** at the hall in Norfolk, Va. "You hand them your card, they scan it and you get your medicine."

As reported in previous issues of the *Seafarers LOG*, the Seafarers Health and Benefits Plan in

December entered into the agreement with Prescription Solutions to provide pharmacy benefits to all eligible participants. The program provides coverage for new as well as refill prescriptions filled at participating retail pharmacies and through the Prescription Solutions Mail Services Pharmacy. To use the program, members need only present their Prescription Solutions ID cards at any participating pharmacy.

For AB **Edward Milstead**, eliminating or reducing out-of-pocket costs is a highlight of the new program. "That's big, especially if you have kids," Milstead noted at the hall in Mobile, Ala. "Everyone I've talked to is happy with the new card, and I look forward to using it when needed. I'm sure it'll come in handy."

SIU Mourns Retired Patrolman Joe Sigler

Manuel "Joe" Sigler, a former SIU patrolman, business and port representative and safety director, passed away Feb. 12 in Indianapolis following a lengthy illness. He was 76.

"He was a great union representative—always considerate and always looking out for the underdog," said SIU President Michael Sacco upon learning of Brother Sigler's death. "Joe was

just a really great union guy, all the way around. He'll be missed."

"He was a beloved union guy from the old school," said St. Louis SIU Port Agent Becky Sleeper, whom Sigler mentored. "Joe was port agent when I arrived here. He took me under his wing, taught and showed me what I needed to know and do to be successful as a port agent.... He was totally union and would

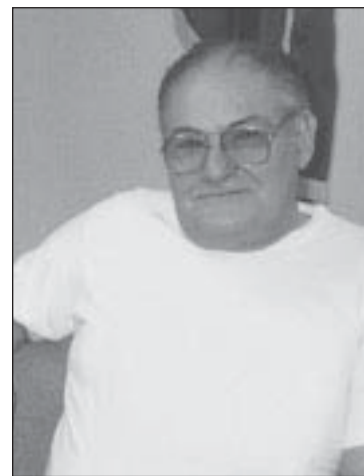
take the shirt off his back and give it to just about anybody if he thought it would help them."

"Joe's death is such a great loss to all of us," offered Valerie Miller, St. Louis SIU representative. "I have known him since I was about 6 or 7 years old ... from way back in the old Lundeberg days. He always cared about his union brothers and sisters and kept in touch with us

here at the port. Joe always wore his SIU T-shirt, jacket and his Lundeberg beef cap. He was SIU through and through."

Born in Gary, Ind., Brother Sigler donned the SIU colors in 1952 in the port of Chicago. Prior to joining the Seafarers, he served honorably in the U.S. Navy from 1944 to 1947. Brother Sigler spent the majority of his career working on the Great Lakes, but also worked in the deep sea and inland divisions. A deck department member, he sailed primarily aboard vessels operated by Great Lakes Towing Co.

Brother Sigler came ashore in 1980. Thereafter, he held the positions of patrolman and SIU representative in Chicago; SIU representative, port representative and safety director in Algonac, Mich.; and safety director and port agent in the port of St. Louis. He retired in January



Joe Sigler, pictured at his retirement gathering in St. Louis, started his SIU career in 1952.

1995.

Brother Sigler's two sons, Manuel and Raymond; and one daughter, Terrilyn, survive him. A memorial service for Brother Sigler was held Feb. 14 in Indianapolis.

Mississippi Mishaps

A 739-foot freighter owned by the same Chinese company whose vessel *Bright Field* hit New Orleans' Riverwalk shopping center in 1996 added to the unfortunate legacy last month.

Cosco Shipping's *Bright State* on Feb. 19 hit the stationary 600-foot vessel *Genmar Alexandra* on the Mississippi near New

Orleans. The accident reportedly caused 22,000 gallons of fuel oil to leak from the moored Marshall Islands-flagged tanker into the river.

In 1996, the *Bright Field* smashed into the shopping center and nearby Hilton Hotel, causing about \$19 million in damage.

Just two days after last month's mishap, the Mississippi's only entrance for deep sea ships from New Orleans to the Gulf of Mexico was closed again—this time due to a fatal

accident. According to news reports, the 178-foot supply boat *Lee III* sank Feb. 21 after striking the 534-foot containership *Zim Mexico III* in the fog. The five-man crew of the supply boat remained missing after two days of searching (as this issue of the *LOG* went to press).

The *Zim Mexico III* reportedly is registered in Antigua and Barbuda, owned by Germany's B. Rickmers GMBH Cie., and operated by Zim American Israeli Shipping Co.

U.S.-Flag Cruise Plan Remains on Schedule

NCL America recently confirmed plans to rechristen the *Norwegian Sky* as the *Pride of Aloha* and introduce the 2,000-passenger vessel into the company's new U.S.-flag division this summer. The ship will undergo a multi-million dollar refurbishment.

The *Pride of Aloha* will fill in for the *Pride of America*, which recently sustained storm damage in a German shipyard. The latter vessel was refloated Feb. 15, exactly one month after the storm hit it.

According to news reports, though other parts of the ship were damaged, the *Pride of America's* hull wasn't harmed and the vessel will be completed. No official estimated completion date has been announced.

The *Pride of America* initially was included in Project America, a substantial effort to enhance U.S. shipbuilding and the U.S.-flag cruise industry. The development was hurt by the attacks of September 11, 2001, but NCL last year committed to beginning a U.S.-flag operation in Hawaii.

Free Choice Act Gains Support in Congress

Even though the National Labor Relations Act—which established the legal right to form unions and negotiate for better benefits, pay, safety standards and working conditions—was enacted in 1935, employers across the country continue to use threats, coercion and intimidation to block workers' efforts to unionize.

For that reason, Sen. Edward Kennedy (D-Mass.) and Rep. George Miller (D-Calif.) on Nov. 21, 2003 introduced the Employee Free Choice Act (S.1925 and H.R. 3619). The proposed legislation ensures that when a majority of employees in a workplace decide to form a union, they can do so without the debilitating obstacles used by employers to block their workers' free choice.

"We like to think that workers are free to join a union," Kennedy stated. "But too often that basic aspect of freedom is denied in our modern society because hard-line corporate managers succeed in denying a fair choice by workers."

Miller added, "We are here...to demand for workers in America the basic legal, labor and human rights by which we judge other nations around the world: the freedom of association and the right to collectively bargain."

The AFL-CIO picked Dec. 10—International Human Rights Day—to highlight the fact that

U.S. labor laws not only do not protect workers who want to organize unions, but in many cases facilitate employers' efforts to block them. Civil rights leaders, Democratic presidential candidates and major labor advocates stood with tens of thousands of workers at 90 events in 37 states that day to ask that their rights be recognized.

Workers at many of the marches, press conferences, hearings and other venues spoke about the opposition they have faced in attempting to exercise their right to form a union.

"Behind the closed doors of the workplaces of America, workers face incredible—often ruthless—opposition when they try to come together in a union," said AFL-CIO President John Sweeney. "These employers are literally robbing working people and their communities of better lives. At a time in our nation when the middle class is shrinking, when the gap between the rich and poor is growing, workers deserve the right to form a union to win a real voice on the job through collective bargaining."

Federal labor law protects workers' freedom to form unions—in theory. In reality, employers' most powerful tactics to suppress workers' freedom to form unions are legal under U.S. law. Others, such as firing workers for union activity, are technically illegal—but are penalized



John Sweeney
AFL-CIO President

so lightly or enforced so poorly that the law is no deterrent.

The Employee Free Choice Act will:

- Allow employees to freely choose whether to form unions by signing cards authorizing union representation.

- Provide mediation and arbitration for first contact disputes.

- Establish stronger penalties for violation of employee rights when workers seek to form a union and during first contract negotiations.

Members of Congress appear to be listening to the workers. In less than three months, 155 members of the House and 27 senators had agreed to co-sponsor the bill. Union members are encouraged to get involved with the nationwide campaign by calling their U.S. senators (202) 224-3121 and representatives (202) 225-3121, and urging them to co-sponsor the Employee Free Choice Act.

Trustee Mike Swayne Passes Away at Age 69

Michael E. Swayne, an SIU trustee, passed away Jan. 23 at Somerset Medical Center in Somerville, N.J. He was 69.

Born in Bronx, N.Y., Swayne initially was appointed alternate trustee for the SIU Employment Board in June 1981. He achieved full board status in August 1992 and thereafter served as a trustee for the Seafarers Welfare Plan, the Seafarers Pension Plan, and the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Swayne worked as a manager of labor relations for SIU-contracted Transoceanic Cable Ship Co. of Morristown, N.J. for more than 40 years. He retired in 1996.

"Mike was a strong supporter of the U.S. Merchant Marine," said SIU President Mike Sacco. "He really looked out for the people aboard the ships and made sure that they got a fair shake. I'm personally grateful for everything he did for the union and especially our membership. He was a model for good labor-management relations and he will truly be missed."

SIU Vice President Contracts Augie Tellez echoed Sacco's views, offering, "Mike was a real advocate for the welfare of the ship's crew. He understood that the success of a vessel depended on the continued effectiveness and efficiency of its crew. Mike worked tirelessly

to ensure that crews always were treated fairly. He was a very strong advocate for training and, in short, a real people's guy."

Carolyn Gentile, general counsel to the Seafarers Plans, worked closely with Swayne. "He was a consummate gentleman and a real pleasure to work with," Gentile said. "Michael had a very sweet disposition about him and wonderful sense of humor. I'm sure I speak for the entire SIU family when I say we all will miss him and his talents."

An avid gardener, Swayne took great pride in his horticultural skills. He also enjoyed the culinary arts. He was a communicant of St. Matthias Roman Catholic Church and was on the board of trustees for the American Maritime Officers in Dania, Fla. Swayne also was past vice chairman of the American Maritime Officers Service.

He is survived by his wife of 44 years, the former Ida Murphy; three sons, Michael, Jr., James, Sr., and John; three daughters, Patricia Swayne, Maureen Swayne and Anne Sickles; and seven grandchildren.

Funeral services for Swayne on Jan. 28 were held at St. Matthias Roman Catholic Church in Somerset, N.J. Interment followed in the Cedar Grove Cemetery in Franklin, N.J.



The late SIU Trustee Michael Swayne, left, chats with Tony Naccarato of Intrepid Personnel and Provisioning during a 1993 trustee/port agents meeting in San Francisco. Swayne, who achieved full board status as an SIU trustee in August 1992, passed away Jan. 23.

Maritime Administration Approves Deepwater Liquid Natural Gas Port

The U.S. Maritime Administration (MarAd) last month stated that it soon will be easier to import natural gas from fuel tankers without disruption to shoreline communities and the environment, thanks in part to a new deepwater liquid natural gas (LNG) port approved by the agency.

The LNG port, to be built by El Paso Energy Bridge Gulf of Mexico LLC about 116 miles south of New Orleans in the Gulf of Mexico, is a terminal to process and transfer natural gas received from LNG transport ships to a pipeline system, which will carry the natural gas ashore for distribution to U.S. markets.

"This new facility will improve efficiency by eliminating the need for a carrier to come all the way into a shore side port and save money in the process," said U.S. Secretary of Transportation Norman Y. Mineta.

Worldwide, natural gas is in plentiful supply. However, the United States holds less than 4 percent of the world reserves. The Deepwater Port Act of 1974, as amended in 2002, recognized the need for new LNG import facilities and provided American industry with the option of constructing new LNG

port facilities in the waters beyond U.S. territorial limits.

According to MarAd, the construction and operation of deepwater ports "will enhance the options available for the importation of natural gas into the U.S., thus allowing greater benefits from the economic and environmental advantages of LNG imports."

This is the second approval issued under the Deepwater Ports Act; the first approval was issued in November 2003. Maritime Administrator Captain William G. Schubert noted that his agency has three additional applications under review, and expects to receive more. "Natural gas consumption is rising rapidly, and an increased supply is important for our energy independence," he said.

MarAd reported that Energy Bridge Gulf of Mexico LLC (Energy Bridge GOM) is a wholly-owned subsidiary of El Paso Field Services Holding Company, which is 100 percent owned by El Paso Tennessee Pipeline Company, which is, in turn, a major subsidiary of El Paso Corporation, based in Houston, Texas.



U.S. Transportation Secretary
Norman Y. Mineta



U.S. Maritime Administrator
Captain William Schubert

Joint Action With Saudi Arabia Aims to Fight Terrorist Financing

The United States and Saudi Arabian governments again have joined together to ask the United Nations to add four branches of the Al-Haramain Islamic Foundation to its consolidated list of terrorists tied to al-Qaida, Osama bin Laden and the Taliban. The U.S. Treasury Department recently announced that the designation of the Al-Haramain branches in Indonesia, Kenya, Tanzania and Pakistan under Executive Order 13224 "is the latest in a series of public joint actions with our ally in the war on terrorist financing. These branches have provided financial, material and logistical support to the al-Qaida network and other terrorist organizations."

U.S. Treasury Secretary John W. Snow stated, "The United States and Saudi Arabia share a deep commitment to fighting the spread of terrorism in all its forms. The branches of al-Haramain that we have singled out today (Jan. 22) not only assist in the pursuit of death and destruction; they deceive countless people around the world who believe that they have helped spread good will and good works. By working together to take action today and calling on the

United Nations to do the same, our two countries send a clear message: Those who hide intentions of terror behind a veil of benevolence and charity will not escape justice from the international community."

The Saudi government in 2003 ordered Al-Haramain to close all of its overseas branches. Al-Haramain stated it closed branches in Indonesia, Kenya, Tanzania and Pakistan, but continued monitoring by the United States and Saudi Arabia indicates that these offices and/or former officials associated with these branches are either continuing to operate or have other plans to avoid these measures. The actions by the Bosnia-Herzegovina branch, designated in March 2002, to reconstitute itself and continue operations under the name "Vazir" is one example. Similarly, the Indonesian branch of Al-Haramain has attempted to operate under an alias.

According to the Treasury Department, the four branches designated earlier this year "are only the most recent of Al-Haramain's overseas branches to be investigated, and the U.S. remains committed to ensuring



U.S. Treasury Secretary
John W. Snow

that the branches of this charity cannot be used to support terrorism. The Saudi Arabian government has informed the host countries that these entities are not Saudi entities and should be treated appropriately under local law. Designation at the UN triggers international obligations on all member countries, requiring them to take steps to ensure that these offices cannot continue to use their remaining infrastructure or finances to fund or otherwise support terrorism. It is also a critical action to publicly identify these supporters of terrorism, providing warning to other entities that they are prohibited from doing business with them."

Mulholland Retires from Matson

After more than 38 years of service, C. Bradley Mulholland retired Jan. 1 from Seafarers-contracted Matson Navigation Company, Inc., which he served as vice chairman of the board. He also retired from his position as executive vice president of Alexander & Baldwin, Inc., Matson's parent company, and from director positions on the boards of both companies.

Mulholland joined Matson in 1965 and served in a variety of increasingly responsible positions throughout the company, ultimately being named president and chief operating officer of Matson in 1990, and then president and chief executive officer in 1992. He became vice chairman of the board in 2002.

"We thank Brad for his many years of devoted service to Matson and his contributions to the organization over an extended period,"

said A&B President and CEO Allen Doane. "We wish him the best in his retirement."

Mulholland started as an assistant booking clerk in Southern California and, over the years, held such varied positions as district sales manager, regional sales manager, vice president sales, vice president of Matson Agencies, senior vice president in freight operations and president of Matson Terminals, Inc.

In 1996, Mulholland was honored by the United Seamen's Service with the prestigious Admiral of the Ocean Sea Award (AOTOS). He is a lifetime member of the National Defense Transportation Association and currently serves on the Board of the Standard Steamship Owners' Association and the San Francisco Bay Area Council. Mulholland is also on the Board of Trustees of the National Maritime Museum



C. Bradley Mulholland

Association in San Francisco. He also served for 10 years on the Mainland Distribution Committee of the A&B Foundation, the company's charitable giving arm.

Matson is the principal carrier of containerized freight and automobiles between the U.S. Pacific Coast and Hawaii, Guam and the mid-Pacific.

Liberator Crew Welcomes SIU President, Other Officials

Seafarers aboard the *Liberator* welcomed SIU President Michael Sacco, Executive VP John Fay, Secretary-Treasurer David Heindel, West Coast VP Nick Marrone and Wilmington Port Agent John Cox for a surprise shipboard meeting Feb. 11 at Berth 403 in Los Angeles. Sacco led discussions with the crew about Operation Iraqi Freedom 2, the new U.S. Maritime Security Program, political action, health care and more. Below are a few snapshots from the impromptu meeting.



Executive VP
John Fay
(left) and
President
Michael
Sacco climb
aboard the
Liberator.



President Sacco
and crew mem-
bers discuss the
vital role of
Seafarers in
Operation Iraqi
Freedom 2.



Pictured from left to right are AB Dante Cruz, AB Joshua Mensah, President Sacco and AB Ivan Ingram.



West Coast VP
Nick Marrone
(left) and Port
Agent John Cox
(right) flank
Bosun Manola
Delos Santos.

SIU President Describes Key Aspects of Union, School

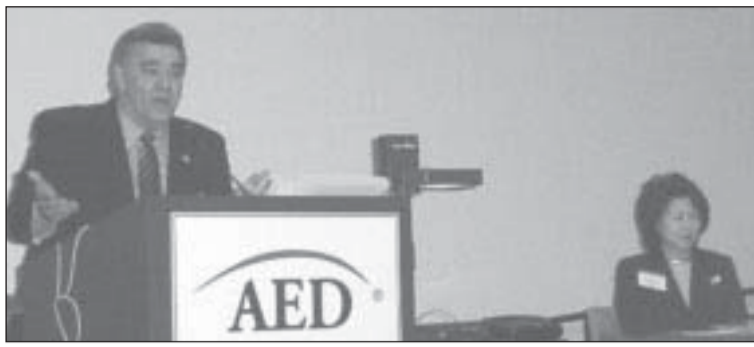
Emphasizing the U.S. Merchant Marine's role as America's fourth arm of defense, SIU President Mike Sacco delivered an informative and well-received presentation Jan. 22 to more than 100 officials and staff members from the U.S. Department of Labor.

Sacco also highlighted the unlicensed apprentice program offered by the Paul Hall Center for Maritime Training and Education—a program approved last year by U.S. Secretary of Labor Elaine L. Chao through the department's National Apprenticeship Standards.

The speech took place in Washington, D.C. and was part of the department's staff training.

Sacco noted that Seafarers were mobilizing for the next phase of Operation Iraqi Freedom—a mission that involves transporting new materiel and troops to Iraq as well as bringing back other equipment.

"More than 2,000 of our members sailed during the all-out combat phase of the war, and they delivered the goods. In fact, the entire U.S. Merchant Marine has



SIU President Mike Sacco addresses a U.S. Department of Labor audience—including Secretary Elaine L. Chao, right—during a Jan. 22 presentation in Washington, D.C.

been praised at the highest levels of government for what has been described as the most efficient sealift operation in history," Sacco told the audience.

SIU members crewed more than 100 vessels during the war. Overall, the merchant marine moved more than 20 million square feet of vital cargo—enough to fill more than 350 football fields.

"I want all of you to know that our membership is very proud and very serious about supporting our troops," the SIU president stated. "They understand their role as the nation's fourth arm of defense, and they are committed to getting the job done, wherever and whenever needed."

"Here again, the Paul Hall Center plays an important role. The school helps ensure that our loyal U.S. citizen crews are properly trained to work aboard all types of vessels."

Speaking of both the union and its affiliated training center in Piney Point, Md., Sacco noted, "We help people by giving them great career opportunities and educating them for a lifetime. For instance, earlier this month I met a first-time student at the Paul Hall Center who told me the school almost seemed too good to

be true. Here was a guy who simply needed some direction—who just needed an opportunity to

have a good career. And he's finding that opportunity in Piney Point. He was absolutely beaming when he talked about the school."

Among the other points made by Sacco were:

- > The Paul Hall Center (named after the union's second president, who was inducted into the Department of Labor Hall of Fame last year) offers education beyond vocational training, from remedial reading and math, all the way to a two-year college program that offers degrees in nautical science and marine engineering

- > Since 1984, more than 2,000 Seafarers have earned their GEDs through the Paul Hall

Center's high school equivalency program.

- > The Seafarers Health and Benefits Plan offers annual scholarships for SIU members and their dependents. The scholarship program started in 1952, with the values of the scholarships increasing from time to time. Currently, the Plan offers eight scholarships annually, with a total value of \$132,000.

Sacco also discussed the school's facilities; the manpower office; the veterans' program; anti-terrorism training; recruiting efforts made by the union and the school; and the SIU's history of wartime service.

Alaska Tanker Company Reaches Safety Milestone

Even for a business that must be accustomed to racking up safety awards, the latest milestone attained by SIU-contracted Alaska Tanker Company (ATC) stands out.

ATC President and CEO Anil Mathur recently reported that the company in late January completed 5 million man-hours without a single "lost time" injury.

"When our young company started up some five years ago, we used to have on average one lost time injury every month, matching the industry average at the time," Mathur reported. "We have now gone well over two years—including all of 2002 and 2003—without any lost time injuries."

"The ATC team's relentless drive to create an incident-free workplace continually propels us past significant safety and environmental milestones," he added.

SIU Vice President Augie Tellez said that ATC "deserves all

of the positive recognition that they receive. They're always eager to accept input from the crews, and they're very inclusive when it comes to building a commitment to safety. The SIU members who crew their ships, along with the officers and company personnel, have every reason to feel proud."

Last year, seven Seafarers-crewed ATC ships received vessel

safety awards at an annual industry gathering in New Orleans. Also last year, the Alaska state legislature formally congratulated the company for its outstanding safety and environmental record. ATC then earned a major Washington State award for excellence in marine safety and environmental stewardship.

ATC's fleet eventually is expected to include four new Alaska-class tankers. The double-hull ships are being built in San Diego for BP Oil Shipping Company, USA; the first is slated for delivery in June.



U.S. Secretary of Labor Elaine L. Chao warmly introduces SIU President Mike Sacco.



The *Alaskan Frontier*, scheduled for delivery in June, is one of four double-hull Alaska-class tankers being constructed on the West Coast. SIU-contracted Alaska Tanker Company will operate the new vessels.

U.S.-Flag Vessels, Port Facilities Submit Security Plans to Coast Guard

By early February, 90 percent of U.S.-flag vessels and port facilities had submitted security plans as required by the Maritime Transportation Security Act (MTSA) of 2002, according to the U.S. Coast Guard. The agency said penalties already are being issued to those that have not submitted any of the information required.

The organization has begun issuing notices of violation with a \$10,000 penalty. The names of specific vessels and facilities that have received notices have been designated "Sensitive Security Information" and will not be released to the public.

It is believed that all SIU-contracted companies already are complying.

"Security in America's ports is a shared responsibility," said Rear Adm. Larry Hereth, director of port security for the Coast Guard. "We have made tremendous progress protecting the ports, and we need everyone to continue that progress by meeting these requirements."

Designed to protect the nation's ports and waterways from a terrorist attack, the MTSA

Shipboard and port security has come under closer scrutiny because of new regulations including the Maritime Transportation Security Act.

requires the development and implementation of security plans for vessels and facilities that have higher risks of involvement in transportation security incidents. The act further mandates that all affected vessels and facilities be in compliance by July 1, and timely security plan submission is a key milestone in reaching that goal.

Under the act, large cargo and passenger vessels, port facilities, outer continental shelf facilities, and others in the maritime industry were required to submit vulnerability assessment reports and security plans. Additional civil penalties for failing to submit the security plan may be issued at a later date, and non-compliant



operators may have their operation shut down after July 1, if an approved security plan is not in place.

The Coast Guard has established a Help Desk to assist industry with understanding the regulations. It can be reached from 8 a.m. to 8 p.m. EST Monday through Friday at (202) 366-9991, toll-free at (877) 687-2243 or, by e-mail at uscgrgs@comdt.uscg.mil. The full text of the rules and other information can be found on the Coast Guard's Help Desk website at: <http://www.uscg.mil/hq/g-m/mp/mtsa.shtml>.

Sentencing Announced in Mariner Document Scam

The U.S. Coast Guard and the U.S. Department of Justice recently announced that a woman has been sentenced to 14 months' imprisonment and two years of supervised release following her conviction for conspiring to create false mariner documents.

According to the agencies, Maria Machado Diaz "was found by United States District Judge Adalberto Jordan to be a leader and organizer in the conspiracy, which involved the smuggling of illegal aliens into the United States posing as commercial seamen. Three other defendants in the case pled guilty and were sentenced to lesser sentences."

Diaz was sentenced Jan. 21. The announcement was jointly made in Miami by Marcos Daniel Jiménez, United States attorney for the Southern District of Florida; Rear Adm. Harvey Johnson, commander, Seventh Coast Guard District, U.S. Coast Guard; and Jonathan Sall, special agent in charge, U.S. Coast Guard Investigative Service.

According to the U.S. Department of Justice, one defendant, Marvin Joseph, Jr., fled South Florida after his indictment and remains a fugitive. All defendants were charged with

conspiracy to commit offenses or to defraud the United States, in violation of Title 18, United States Code, Section 371, and encouraging or inducing an alien to come to, enter, or reside in the United States, in violation of Title 18, United States Code, Section 1324.

The agencies investigated Diaz and her co-defendants from October 2002 until March 2003. Undercover agents conducted numerous operations in which they purchased false mariner employment documents, kept tight surveillance and obtained video and audio recordings of the suspects.

The indictment charged that the defendants sent numerous letters to the United States government stating that certain aliens were guaranteed employment on ships docked in Miami. In each case, the aliens were not guaranteed employment on the vessels as stated by the defendants. The indictment also charged that by sending the letters, the defendants were inducing and encouraging the aliens to enter the United States despite knowing that the aliens did not have authority to enter the country.

Seafarers and Guests Enjoy Holiday Event In Wilmington Hall



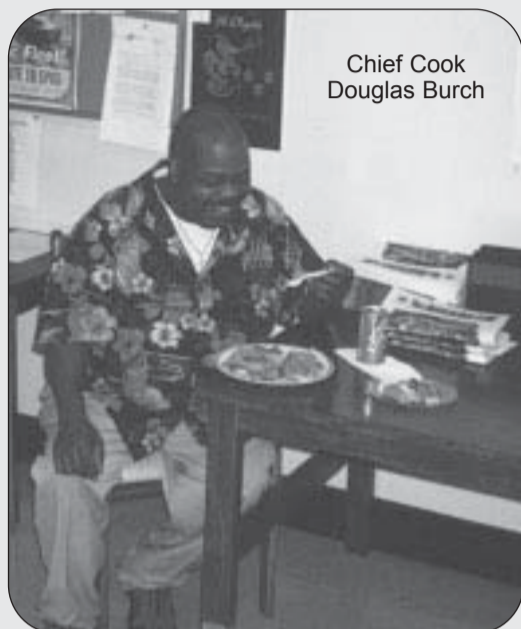
Steward/Baker James Lewis



SIU Wilmington Safety Director Marshall Novack and
MTL Port Captain Igor Loch



Chief Cook James Boss



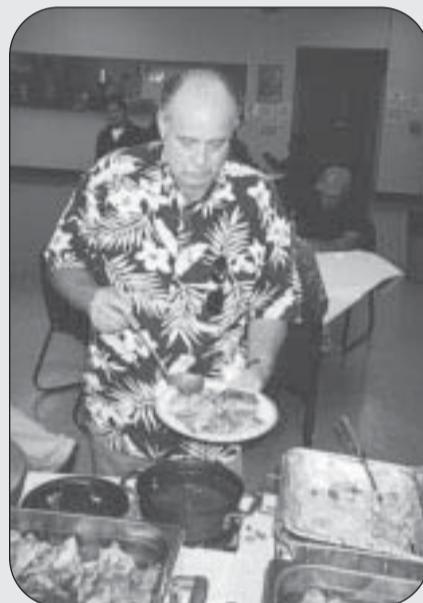
Chief Cook
Douglas Burch



EU Steven Benivedes, Bosun Mauro Gutierrez and GVA James Smith



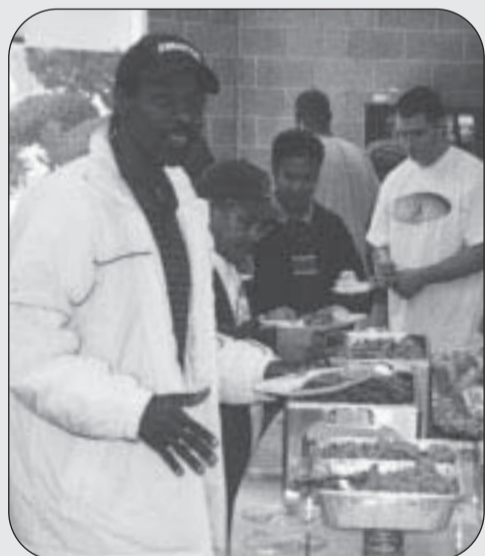
Storekeeper Terry Malone, AB Richard Volkart and EU Steven Benivedes.



QMED David Hamilton



GSTU Jorge Barahona



QMED David Watkins



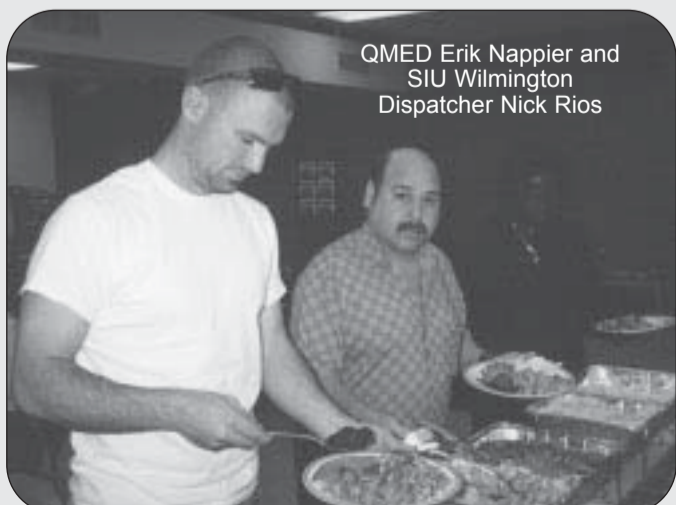
AB Vincent Ippolito



GUDE/EU Rigoberto Beata



SIU Wilmington Dispatcher Jesse Solis



QMED Erik Nappier and
SIU Wilmington
Dispatcher Nick Rios



Tausha Cox, GVA/Wiper Alonzo Sanz and AMC CEO Bob Shanazarian

BLS Updates Union Statistics

Union membership among wage and salary workers in the United States declined to 12.9 percent in 2003, according to the U.S. Department of Labor's Bureau of Labor Statistics. The rate fell from 13.3 percent the previous year.

Labor Department statistics show that men are more likely to be union members than women; blacks are more likely to belong to a union than whites, Asians or Hispanics; and nearly two-fifths of education workers and police and firefighters are union members.

From a geographical perspective, four states had union membership rates over 20 percent in 2003—New York (24.6 percent), Hawaii (23.8 percent), Alaska (22.3 percent), and Michigan (21.9 percent).

The largest number of union members, 2.4 million, lived in California. New York came in second with 1.9 million followed by Illinois with 1.0 million. About half—7.9 million—of the 15.8 million union members in the United States lived in six states (California, New York, Illinois, Michigan, Ohio and Pennsylvania) although these states accounted for just over one-third of wage and salary employment nationally.

In the earnings arena, full-time wage and salary workers who were union members in 2003 had median usual weekly earnings of \$760, compared with a median of \$599 for wage and salary workers who were not represented by unions.

USNS Mercy Becomes Home For Displaced Fire Victims

When devastating fires blazed through the San Diego, Calif. area last fall, hundreds of homes were destroyed, and residents were ordered to evacuate.

Temporary housing was set up in gymnasiums and theaters on local military bases and at the Naval Medical Center in San Diego—as well as aboard the Military Sealift Command hospital ship *USNS Mercy*—to serve as shelters for the displaced persons. The *USNS Mercy* is crewed by SIU members in the Government Services Division. The vessel, normally kept in reduced operating status in San Diego, is designed to provide emergency care for U.S. combat forces.

More than 100 victims of the fires were given beds and meals aboard the 894-foot vessel, and the ship's medical treatment facility was prepared to open an intensive care unit for those requiring respiratory care.



The *USNS Mercy* became home to victims of the San Diego fires.

The *USNS Mercy* is the sister ship of the Baltimore-based *USNS Comfort*, also crewed by SIU members in the Government Services Division. It was the *Comfort* that assisted in the relief efforts in New York following the September 11, 2001 terrorist attack on the World Trade Center and also took part in Operation Iraqi Freedom, treating more than 650 patients, including members of the U.S. forces as well as Iraqi civilians and prisoners of war.

Kilauea Completes Record Transfer

On Oct. 23, 2003, the *USNS Kilauea*, a Military Sealift Command ammunition ship crewed by SIU members in the Government Services Division, and the aircraft carrier *USS Nimitz* completed the largest

at-sea transfer of ordnance since the beginning of Operation Iraqi Freedom.

Aircraft operating off the Navy carrier had dropped 125,000 pounds of ammunition during Operation Iraqi Freedom but the *Nimitz* had to off-load the remaining 4.3 million pounds before heading for home.

Planning and coordinating for the transfer began 45 days in advance. With personnel from both vessels working together as one team, it then took 12 hours of vertical replenishment (assisted by a Seahawk helicopter) and five hours of connected replenishment with the 564-foot *Kilauea* for each of two days to complete the transfer.

SIU crew members from the *USNS Kilauea*, a Government Services Division vessel, helped offload the largest at-sea transfer of ammunition from the aircraft carrier *USS Nimitz*.



Seafarers Rally with UFCW Members

Continued from page 3

Hevesi (D).

Along with SIU rank-and-file members, the event was attended by SIU Vice President Atlantic Coast Joseph T. Soresi, SIU Government Services Representative Kate Hunt, SIU Brooklyn Patrolman Joe Baselice, and SIU Philadelphia Representative Joe Mieluchowski.

The work stoppage has idled grocery clerks from San Diego to San Luis Obispo. The companies have kept stores open with scabs but have lost tens of millions of dollars in sales.

"I don't see how they can stay in business unless they agree to a fair contract with the workers," said Heindel. "We were on the picket line for at least three hours, and in all that time maybe a handful of people went into the store (an Albertsons Market). More than twice that many people respected the line and went to a different (non-boycotted) store two blocks away."

In the latest development



Seafarers took part in a major rally for UFCW members Feb. 5 on Wall Street.

before the *LOG* went to press, supermarket executives and UFCW leaders on Feb. 11 met in a secret location for the first formal strike negotiations in nearly two months. Sources said the talks went into the evening and were expected to continue the

following day.

The three supermarket operators on Feb. 3 rejected an offer from the union to have its members return to work immediately if the markets would agree to binding arbitration.

'Union Plus' Offers Consumer Benefits

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

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

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

Credit Card

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

Secured Credit Card

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

Mortgage and Real Estate

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

Life Insurance

Members may purchase term insurance at low group

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

Health Savings

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

Auto Insurance Program

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

Education Services

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

National Labor College Scholarship

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

Loan Program

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

Accidental Death Insurance

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

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

Family Savers Hotel Royal Plaza

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

Car Rentals

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

Union-Made Checks

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

Flower Service

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

North American Van Lines

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

Your Credit Score

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

Vacation Tours

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

Bill Calls for Monthly Payment to WWII Mariners

The American Merchant Marine Veterans (AMMV), which includes thousands of retired Seafarers, is urging passage of a new bill that would provide a monthly payment to World War II merchant marine veterans or their widows.

U.S. Rep. Bob Filner (D-Calif.) on Jan. 27 introduced the "Belated Thank You to the Merchant Mariners of World War II Act of 2004." The legislation (H.R. 3729) calls for compensation of \$1,000 per month.

In official remarks to fellow members of Congress, Filner noted, World War II Merchant Mariners suffered the highest casualty rate of any of the branches of services while they delivered troops, tanks, food, air-

planes, fuel and other needed supplies to every theater of the war. Compared to the large number of men and women serving in World War II, the numbers of merchant mariners were small, but their chance of dying during service was extremely high. Enemy forces sank over 800 ships between 1941 and 1944 alone."

Filner further pointed out mariners weren't included in the GI Bill of Rights, which Congress enacted in 1945. "The merchant marine became the forgotten service," he said. "The fact that merchant seamen had borne arms during wartime in the defense of their country did not seem to matter."

Many WWII mariners finally

received veterans' recognition in 1988, along with access to what Filner described as a "watered-down" GI Bill. It took another 10 years to extend the cutoff date for recognition of mariners as veterans so it matched the date utilized by the military.

A member of the U.S. House Committee on Veterans' Affairs, Filner observed, "While it is impossible to make up for over 40 years of unpaid benefits, I propose a bill that will acknowledge the service of the veterans of the U.S. Merchant Marine and offer compensation for years and years of lost benefits. The average age of (World War II) merchant marine veterans is now 81. Many have outlived their savings. A monthly benefit to compensate

Attn: WWII Mariners

The AMMV's Just Compensation Committee urges all U.S. mariners who sailed during World War II to help gain more support for H.R. 3729 – the Belated Thank You to the Merchant Mariners of World War II Act of 2004.

"It will take a lot of determined effort to finish this job," said Ian Allison, retired Seafarer and co-chairman of the committee.

For a copy of the bill, along with guidelines on how to help support the legislation, send your name and address to:

Henry Van Gemert, Co-Chairman
Just Compensation Committee
800 West 25th Ave.
Palmetto, FL 34221
Telephone (and fax) (941) 722-1194
Email Henry1124@aol.com

for the loss of nearly a lifetime of ineligibility for the GI Bill would be of comfort and would provide

some measure of security for veterans of the U.S. Merchant Marine."

St. Louis AMMV Chapter Helps Secure Recognition for WWII Merchant Mariners

The S.S. Samuel Parker Chapter of the American Merchant Marine and U.S. Navy Armed Guard Veterans (AMMV) continues doing its part to help ensure that World War II-era mariners are recognized and remembered.

Late last year, the chapter had a hand in the dedication of two U.S. Merchant Marine memorials—one in Woodson Terrace, Mo., the other in St. Peters, Mo. Altogether, the chapter (with varying degrees of involvement) has helped spur the creation of four such memorials in and around St. Louis since 1998.

Bill Hessi, head of the Samuel Parker Chapter, said he and the

other members particularly were pleased with the St. Peters dedication last Veterans' Day. That memorial is sponsored by the local V.F.W., whose national organization hasn't officially recognized merchant mariners as veterans.

"The ceremony was awe-inspiring and we were extremely proud to be a part of it," said Hessi, who sailed on two Victory ships during the war, starting at age 19. "The recognition can only help, and I think it also may help our chances of passing H.R. 3729 (see story, this page)."

Earlier last November, the Woodson Terrace memorial was unveiled. It includes the U.S.

Merchant Marine flag along with those of the armed forces.

Previously, the chapter dedicated a nine-ton anchor in downtown St. Louis (1999) and a granite memorial in the Jefferson Barracks National Cemetery.

The anchor is located outside the Soldiers' Memorial, a museum with displays from various wars.

In 1944, President Franklin D. Roosevelt said of the U.S. Merchant Marine, "They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous transportation job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet's record during this war."



Members of the St. Louis AMMV (top photo) stand beneath the U.S. Merchant Marine flag at the Woodson Terrace Memorial (pictured below, far right).



Last Veterans' Day, a new Field of Dreams Memorial (above, at left and below) was dedicated in St. Peters, Mo. that includes the U.S. Merchant Marine.

Photos by Ivar Link



A nine-ton anchor outside the Soldiers' Memorial in downtown St. Louis recognizes the contributions of the U.S. Merchant Marine and U.S. Navy Armed Guard in World War II.



This stone at the Jefferson Barracks National Cemetery memorializes U.S. Merchant Mariners and U.S. Navy Armed Guard members who gave their lives in the war.

National WWII Memorial Includes Merchant Mariners

The National World War II Memorial, scheduled for dedication May 29, in Washington, D.C., includes the U.S. Merchant Marine.

According to the memorial's parent organization, "The memorial plaza and Rainbow Pool are the principal design features of the memorial, unifying all other elements. Two flagpoles flying the American flag will frame the ceremonial entrance at 17th Street. The bases of granite and bronze will be adorned with the military service seals of the Army, Navy, Marine Corps, Army Air Forces, Coast Guard and Merchant Marine."



The National World War II Memorial will be dedicated in Washington, D.C. during a four-day span in late May.

At Sea and Ashore With the SIU



Seafarers gather in the SIU Algonac hall for the November membership meeting.



Mississippi Queen Executive Chef Paul Wayland-Smith (left) presents 2nd Cook James H. Neuner with a cake, congratulating him on his retirement last August. Brother Neuner started sailing with the SIU in 1993 primarily aboard vessels operated by the Delta Queen Steamboat Co., including the *American Queen* and *Mississippi Queen*. He makes his home in Paducah, Ky. Thanks to Delta Queen Chief Purser Kathleen Cade for sending in this photo.



In the Santurce, P.R. hall, SIU Patrolman Amancio Crespo issues union books to Seafarers (clockwise from top left) John Walsh, Daniel Herrera, Helia Calderon and Antony Mendez.

Recertified Bosun Jesse Mixon celebrates his November birthday on board the *Overseas Chicago* with fellow shipmates (from left) Chief Steward Don Lewis, Capt. Craig Grosso, Chief Pumpman Mark Sawin, Mixon, Chief Mate Nick Karagiannis, 2nd Engineer Gordon Marsh and Chief Engineer Mark Nowak. Thanks to AB James Elbe for sending in this photo.

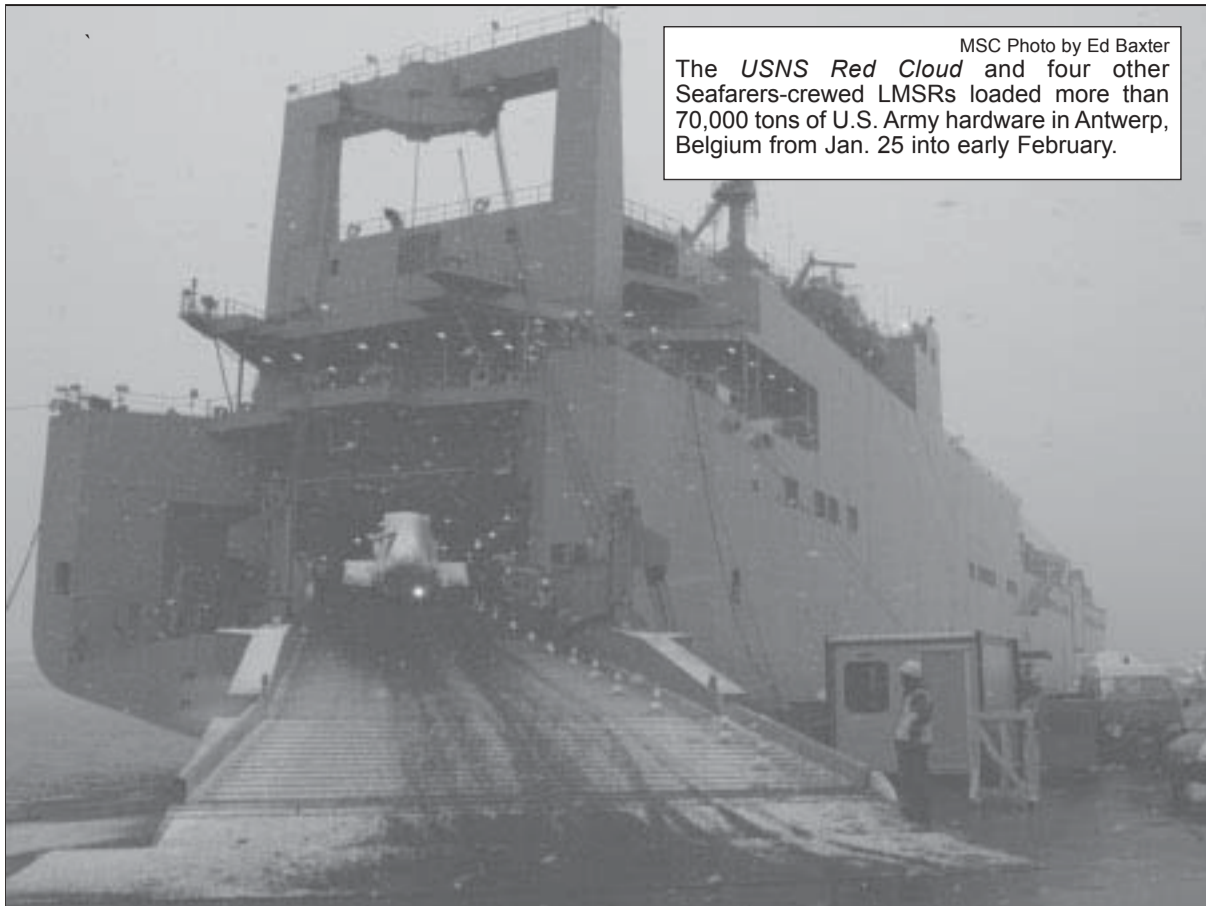


From Bosun Andrew N. Boney come these two photos of the *Keystone State* during the first operation of the cranes.



ROYAL TREATMENT – The SIU-crewed tugboats Z-ONE and Z-TWO, operated by Great Lakes Towing, expertly escorted the *Queen Mary 2* (right) into Ft. Lauderdale, Fla. on Jan. 26 as the new ocean liner made its first arrival into the United States. The cruise ship is 1,100 feet long. Pictured above at the arrival are (from left) SIU members Ken Bower and Derek Tracy; Sheldon Guren, owner of The Great Lakes Group; Gregg Thauvette, assistant VP operations of The Great Lakes Group; and Seafarers Al Zapata, Miguel Martinez, Ben Johnson, David Wander, Michael Worthington and Rich Williams.





MSC Photo by Ed Baxter
The *USNS Red Cloud* and four other Seafarers-crewed LMSRs loaded more than 70,000 tons of U.S. Army hardware in Antwerp, Belgium from Jan. 25 into early February.



Just as the first phase of roles in "p-crewed ships" (MSC) received at several U.S. 240,000 U.S. An estimate of those troops. The photo reporting on Merchant M

SIU DELIVERS

for



MSC Photo by Ed Baxter
Materiel loaded on SIU-crewed ships in Antwerp (more than 1 million square feet of cargo) included tanks, personnel carriers, heavy trucks, Humvees, fuel trucks, containers and more.



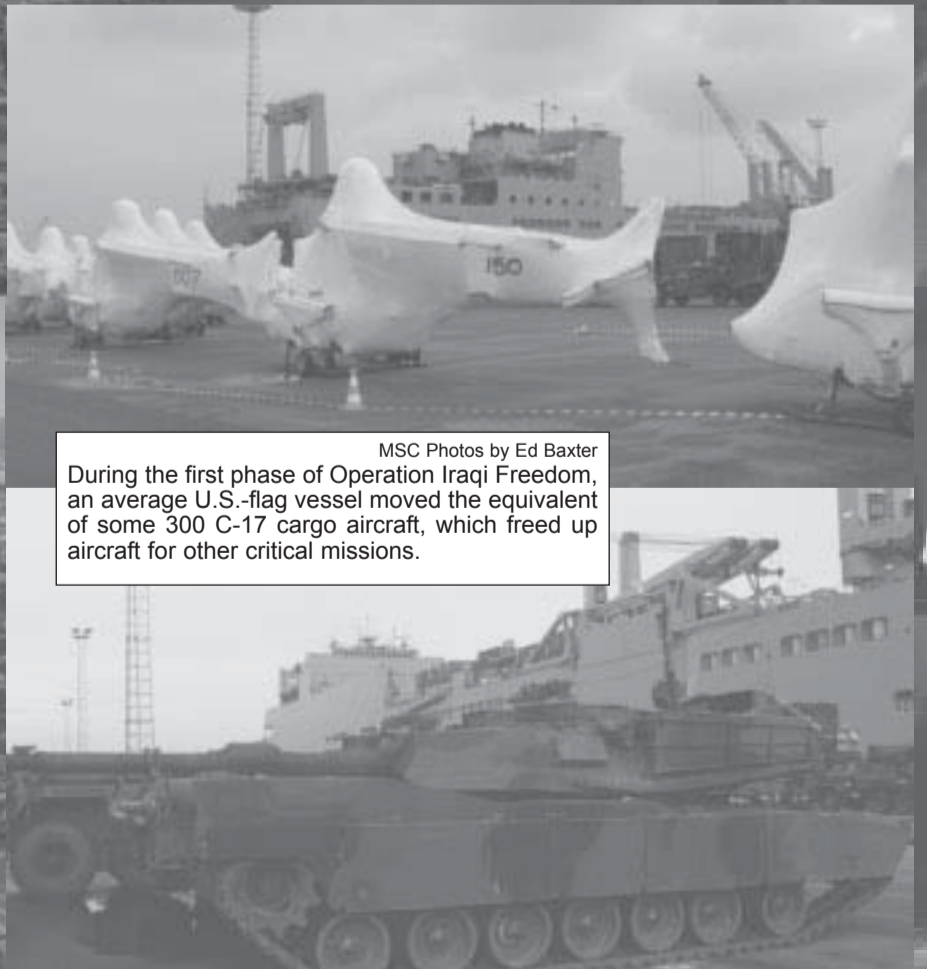
MSC Photo by Ed Baxter



Baltimore Port Agent De Metz, 3rd Engineer (and hawsepiper) Jim Port Cape Wrath



MSC Photo by Ed Baxter
SIU-crewed LMSRs handling the load-out in Antwerp included the *Brittin*, *Dahl*, *Watkins*, *Red Cloud* and *Charlton*.



MSC Photos by Ed Baxter
During the first phase of Operation Iraqi Freedom, an average U.S.-flag vessel moved the equivalent of some 300 C-17 cargo aircraft, which freed up aircraft for other critical missions.



AP Photo/Julie Jacobson



AP Photo/Gregorio Borgia

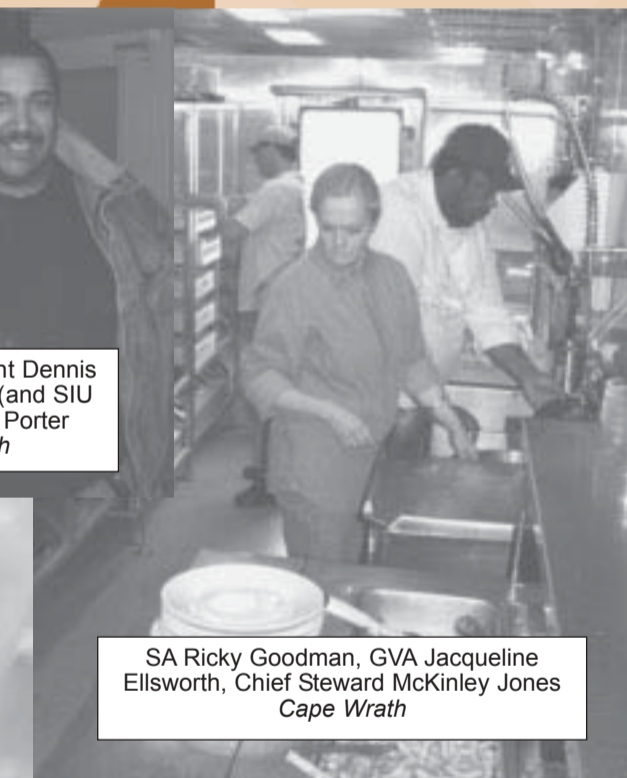


AP Photo/SSG. Eric Foltz

As thousands of SIU members answered their nation's call during the phase of Operation Iraqi Freedom, Seafarers once again are playing a vital role in "part 2" of the mission. By mid-February, no fewer than 57 SIU-crewed ships had mobilized for OIF2. The U.S. Military Sealift Command recently announced that sealift operations for this phase "will occur at major U.S. and overseas ports over the next few months. Approximately 100,000 U.S. military personnel will rotate into and out of the Middle East. An estimated 23 million square feet of cargo will be moved by sea to support the troops...."

The photos on these two pages exemplify the SIU's commitment to supporting our troops and helping maintain the proud tradition of the U.S. Merchant Marine as America's fourth arm of defense.

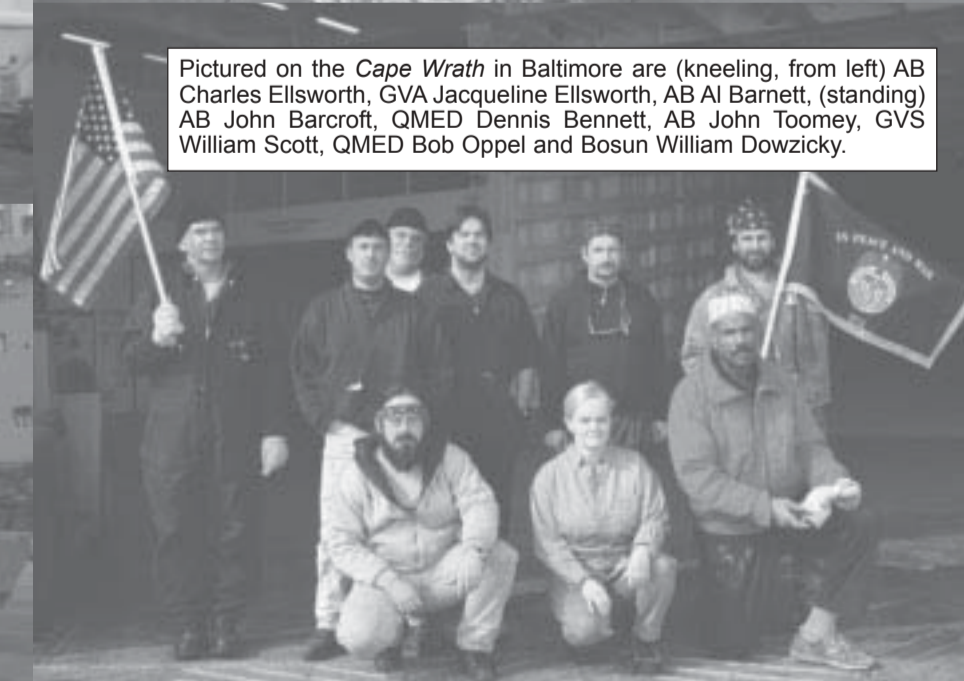
Support for U.S. Troops in Iraq



SA Ricky Goodman, GVA Jacqueline Ellsworth, Chief Steward McKinley Jones
Cape Wrath



The SIU-crewed *Cape Washington* mobilized last month.



Pictured on the *Cape Wrath* in Baltimore are (kneeling, from left) AB Charles Ellsworth, GVA Jacqueline Ellsworth, AB Al Barnett, (standing) AB John Barcroft, QMED Dennis Bennett, AB John Toomey, GVS William Scott, QMED Bob Opiel and Bosun William Dowzicky.



DEU Dawn Williams
Cape Wrath



AB John Barcroft
Cape Wrath

Seafaring Career Agrees with Hansen

Although she never fulfilled her ambition to become a member of the U.S. Navy, steward department Seafarer **Kathryn Hansen** still is enjoying a rewarding career at sea—one that in her estimation rivals any which she may have experienced while wearing a Navy uniform.

“When I graduated from high school, my dream was to go into the Navy as a WAVE (Women Accepted for Volunteer Emergency Service) but I did not,” recalled the Michigan native who embarked on her seafaring career in 2000 in the port of Piney Point, Md. “Before becoming a Seafarer, my failure to join the Navy was one of the biggest disappointments in my life because I thought I had missed out on my chance to get quality sea service training and be exposed to the regimented and highly disciplined lifestyle that are hallmarks for the military.”

“But the Seafarers gave me that chance even at my age,” she continued, “and it’s been smooth sailing ever since. I love being a merchant mariner and I’ll continue sailing as long as my health permits me to do so.”

Hansen’s love for the merchant marine and life at sea put her in potential danger last year when she—along with some 2,000 of her fellow SIU brothers and sisters—was called upon to



From sailing in a war zone to upgrading at the Paul Hall Center, Kathryn Hansen takes her tasks in stride.

crew vessels laden with military personnel, equipment, ammunition and various other supplies bound for the war zone during Operation Iraqi Freedom. As always, Seafarers answered their call to duty, and Hansen was no exception. She heeded her country’s appeal without hesitation.

“I made two trips to Kuwait during the war against Iraq,” said Hansen, who sailed aboard the *USNS Pillilau* and *USNS Gordon*. She worked 12-hour days during both runs and not surprisingly encountered little difficulty keeping up with the

hectic pace.

“Being in a war zone while working on those vessels was stressful, but I really had no trouble coping” she said. “Once I got everything organized, it went very smooth.” In addition to crew members, active duty military people were aboard each of the ships during her voyages.

“They all were well-mannered and extremely disciplined,” Hansen said. “Most of them were very young ... you could tell when they came through the food lines. This part was rather difficult for me because I have children (Sean, who served during Desert Storm; Joseph and Travis) who are their ages,” she continued. “When I looked at the young soldiers, I thought of my

own children and I just kept praying that they all would return home and have the chance to have a good life.”

Hansen made it through her trips to the war zone without incident, but the experiences left a lasting impression. “I came home with a totally new outlook on life and a different appreciation of the world and the things that go on in it,” she said. “You can only imagine what it’s like to live in a Third World country until you see it firsthand ... then you get a sense of how blessed we are to live in the United States. You finally understand how fortunate we all are.”

When Hansen’s war zone voyages ended, she returned to the familiar surroundings of vessels

on the Great Lakes. It was there that she spent the early days of her career sailing in the steward department on such vessels as the *Adam E. Cornelius*, *Walter J. McCarthy* and *Paul H. Townsend*. Currently, she is

undergoing certified chief cook upgrade training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

“I’d put the quality of the training that I am receiving here up against any available anywhere,” Hansen said. “The instructors are all wonderful people who answer all your questions. If you don’t know how to do something, they’ll gladly show you.”

“As far as the facilities here are concerned, I can only say that they are excellent. I highly recommend that all brothers and sisters come here to enhance their skills and make a better living for themselves and their families. It’s the best.”

“Although I’ve only been sailing SIU for about five years, I’ve actually been involved with the merchant marine for more than 30 years,” Hansen said. “Previously, I was married to a chief engineer who also sailed on the Great Lakes, so the merchant marine is a way of life for my family.”

Apparently, Hansen wants to keep it that way. She recently convinced her nephew to take advantage of all that the SIU has to offer. He is slated to attend entry level training at the union’s affiliated school in Piney Point.

IMPORTANT NOTICE SEAFARERS HEALTH AND BENEFITS PLAN COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

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

Update your Beneficiary Designations

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

Inform the Plan of your Divorce

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

Full-time College Students

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

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



Attention: Seafarers

During this election year especially, help SPAD push the SIU message.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 2004

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	1	4	0	0	1	0	3	1	4
Baltimore	8	2	0	5	5	1	2	11	3	1
Guam	1	7	1	1	3	1	0	1	7	2
Honolulu	5	11	4	3	8	1	0	16	13	4
Houston	26	15	14	25	10	9	7	43	24	26
Jacksonville	29	31	16	27	28	8	14	62	40	27
Joliet	0	1	3	0	0	2	1	0	1	2
Mobile	14	12	2	9	8	2	4	18	16	2
New Orleans	9	17	11	14	13	6	7	31	23	14
New York	23	12	10	25	14	4	10	41	20	25
Norfolk	14	12	6	12	16	4	3	19	16	8
Philadelphia	1	3	0	5	3	1	1	4	4	4
Piney Point	0	4	1	1	6	0	1	0	3	2
Puerto Rico	7	4	1	7	7	2	3	13	7	1
San Francisco	18	9	4	22	8	3	6	32	12	3
St. Louis	2	2	2	1	2	2	0	1	2	4
Tacoma	28	24	22	23	24	24	8	50	35	20
Wilmington	23	18	11	18	15	8	9	40	26	19
Totals	209	185	112	198	170	79	76	385	253	168
ENGINE DEPARTMENT										
Algonac	0	2	1	2	1	0	0	0	2	2
Baltimore	4	6	1	3	8	0	0	10	5	1
Guam	1	5	0	0	2	1	0	1	5	0
Honolulu	6	5	0	2	3	1	2	9	11	2
Houston	10	7	2	10	6	4	1	20	12	11
Jacksonville	19	23	5	16	18	8	3	41	34	8
Joliet	0	0	0	0	0	0	0	0	1	1
Mobile	7	2	1	3	5	1	2	14	5	1
New Orleans	6	7	1	9	6	1	1	10	14	6
New York	10	3	5	8	2	3	2	20	12	14
Norfolk	4	15	5	9	10	3	6	8	19	5
Philadelphia	2	1	2	4	2	1	1	1	2	1
Piney Point	2	4	0	2	2	0	0	3	6	1
Puerto Rico	1	3	2	5	4	2	2	6	1	0
San Francisco	13	8	1	10	2	1	5	16	12	4
St. Louis	2	2	0	1	1	1	0	2	4	0
Tacoma	9	15	8	9	13	3	7	20	20	11
Wilmington	9	4	6	5	6	2	1	17	10	10
Totals	105	112	40	98	91	32	33	198	175	78
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	1	1	2	3	1	1	2	2	3	1
Guam	1	2	0	0	0	1	0	2	4	0
Honolulu	14	4	2	9	6	0	2	23	5	3
Houston	15	3	2	10	1	1	6	28	6	4
Jacksonville	20	9	8	16	7	2	1	33	25	11
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	4	3	2	6	4	1	1	8	3	3
New Orleans	4	3	0	7	1	0	2	14	7	3
New York	13	4	5	15	6	1	7	20	7	11
Norfolk	5	13	6	7	5	5	4	13	18	4
Philadelphia	2	1	0	3	1	0	0	4	0	0
Piney Point	3	2	1	2	2	2	0	4	2	1
Puerto Rico	1	1	1	2	2	0	0	2	1	2
San Francisco	14	0	3	18	4	3	6	28	4	2
St. Louis	0	1	0	2	1	0	0	0	0	0
Tacoma	23	4	3	14	2	3	12	35	7	4
Wilmington	14	3	3	13	2	0	1	34	4	5
Totals	134	54	38	127	45	20	44	250	97	54
ENTRY DEPARTMENT										
Algonac	0	1	1	0	0	0	0	0	2	2
Baltimore	0	5	7	0	5	8	0	0	3	3
Guam	0	6	0	0	2	0	0	0	6	0
Honolulu	4	8	6	3	5	2	0	13	13	17
Houston	2	13	14	1	11	8	0	4	23	32
Jacksonville	2	13	21	4	7	13	0	2	21	28
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	0	4	1	0	2	1	0	2	10	2
New Orleans	1	3	5	0	4	1	0	4	13	10
New York	3	31	20	3	16	8	0	7	44	52
Norfolk	0	7	13	0	12	12	0	0	8	14
Philadelphia	0	1	1	0	1	0	0	0	1	2
Piney Point	0	6	46	0	5	19	0	0	7	47
Puerto Rico	0	4	3	1	5	1	0	2	5	2
San Francisco	1	9	6	3	7	4	0	7	18	9
St. Louis	0	2	1	0	2	0	0	0	1	3
Tacoma	4	26	22	5	9	13	0	7	33	29
Wilmington	5	8	13	2	5	10	0	5	16	25
Totals	22	147	180	22	98	100	0	53	225	277
Totals All Departments	470	498	370	445	404	231	155	886	750	577

*"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 2004 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: April 5, May 3
Algonac	Friday: April 9, May 7
Baltimore	Thursday: April 8, May 6
Boston	Friday: April 9, May 7
Duluth	Wednesday: April 14, May 12
Guam	Thursday: April 22, May 20
Honolulu	Friday: April 16, May 14
Houston	Monday: April 12, May 10
Jacksonville	Thursday: April 8, May 6
Joliet	Thursday: April 15, May 13
Mobile	Wednesday: April 14, May 12
New Bedford	Tuesday: April 20, May 18
New Orleans	Tuesday: April 13, May 11
New York	Tuesday: April 6, May 4
Norfolk	Thursday: April 8, May 6
Philadelphia	Wednesday: April 7, May 5
Port Everglades	Thursday: April 15, May 13
San Francisco	Thursday: April 15, May 13
San Juan	Thursday: April 8, May 6
St. Louis	Friday: April 16, May 14
Tacoma	Friday: April 23, May 21
Wilmington	Monday: April 19, May 17

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

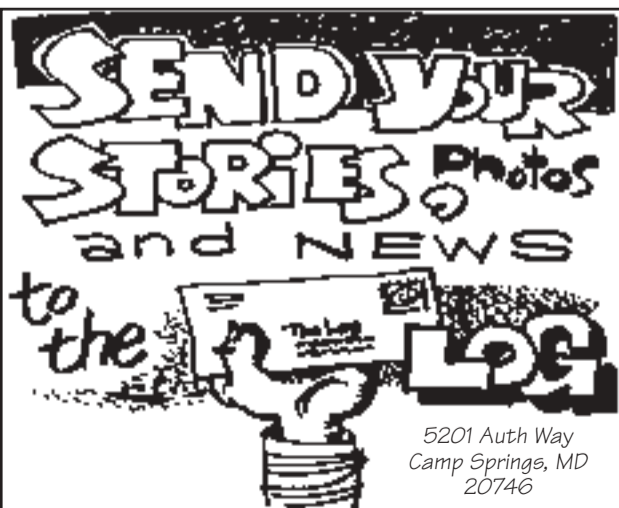
Personals

PAUL MORAN (QMED or Wiper)

Mike Sano, a fellow shipmate from the late 1980s and early '90s on Maersk Lines' M/V Anderson in Diego Garcia, is trying to get in touch with you. Please call him at (504) 259-7546 or contact him by e-mail at: masanoce@aol.com.

Correction

The February issue of the LOG contained an incorrect phone number for Prescription Solutions customer service. The correct number is 800 797-9791.



5201 Auth Way
Camp Springs, MD
20746

**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 Corgay, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,
Vice President Government Services

René 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 Kalihl St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JANUARY 16 — FEBRUARY 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	1	1	5	6	4	7	4	13	4	14
Jacksonville	3	1	1	6	1	1	4	16	6	10
New Orleans	6	2	5	9	4	5	3	11	2	14
New York	12	0	7	16	1	7	6	37	7	0
Norfolk	1	0	0	1	0	0	2	1	0	0
Tacoma	0	0	0	1	0	0	0	8	2	0
Wilmington	6	0	0	8	1	0	0	17	2	2
Totals	29	4	18	47	11	20	19	103	23	40
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	3	1	5	6	2	4	1	8	3	14
Jacksonville	3	2	0	4	2	0	2	10	6	11
New Orleans	2	0	5	4	0	3	1	6	2	9
New York	1	2	3	4	1	3	4	14	5	0
Norfolk	1	0	0	1	0	0	2	1	0	0
Tacoma	2	0	0	1	0	0	1	4	2	2
Wilmington	12	1	0	12	0	0	0	11	7	0
Totals	24	6	13	32	5	10	11	54	25	36
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	1	0
Houston	3	0	11	4	0	1	0	6	2	14
Jacksonville	1	0	1	2	0	0	1	5	1	5
New Orleans	3	1	7	6	1	3	0	5	3	9
New York	6	4	5	5	0	6	2	14	8	1
Norfolk	2	0	0	2	0	0	0	4	0	0
Tacoma	1	1	0	0	0	0	0	3	4	0
Wilmington	1	4	0	1	4	0	1	10	5	2
Totals	17	10	24	20	5	10	5	47	24	31
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	1	0	0	0
Norfolk	0	0	0	0	0	0	1	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	3
Wilmington	0	0	0	0	0	0	1	0	0	0
Totals	0	0	0	0	0	0	5	0	0	3
Totals All Departments	70	20	55	99	21	40	40	204	72	110

PICS-FROM-THE-PAST

These photos were sent to the LOG by Pensioner Troy Smith of Rome, Ga.

The picture below was taken aboard the SS *Mary Adams* in 1952. The Liberty ship was on a run to Korea. Smith is at far left.

The other picture was taken aboard the SS *Steel Worker* in 1956, sailing to the Persian Gulf. Smith sits in the center of the front row. He shipped as a wiper on both vessels.

Troy Smith, 76, began his seafaring career in 1945 in the port of Baltimore. He retired in 1989. In addition to the above mentioned vessels, Brother Smith's career also included voyages on the *Sea-Land Consumer*, the *Humacao* and the *Ponce*.

If any of the other crew members in either photo would like to contact Troy Smith, they may write to him at: 5 Clarendon Place, Rome, GA 30165.



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



DEEP SEA



SALIF AHMED, 64, began his seafaring career in 1968 in San Francisco. His first ship was the *Robin Hood*. Born in Yemen, he shipped in both the deck and engine departments. Brother Ahmed upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1977. He last went to sea on InterOcean Management's *Great Land*. Brother Ahmed lives in Seattle.

ELBIO CALACE, 66, joined the SIU in 1995. Born in Uruguay, Brother Calace worked primarily aboard



American Hawaii Cruises' *SS Independence*. A member of the steward department, he enhanced his skills in 2001 at the Seafarers training school. Brother Calace is a resident of Honolulu.



BILLY RAY EASTWOOD, 48, hails from Louisiana. Brother Eastwood started his career with the

SIU in 1972 in the port of Piney Point, Md. His first voyage was aboard the *Suamico*. Brother Eastwood worked in the deck department as a bosun and improved his skills often at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He completed the bosun recertification course there in 1996. Brother Eastwood last sailed on the *Cape Texas*, a Mormac Marine Enterprise vessel. He makes his home in Beaumont, Texas.

JAMES A. HATFIELD, 64, started his seafaring career in 1972 in San Francisco. Brother



Brother Hatfield's first voyage was aboard Delta Steamship Lines' *Santa Magdalena*. The Louisiana-born mariner shipped in the steward department, last sailing on the *R.J. Pfeiffer*. Brother Hatfield lives in San Francisco.



WILLIAM HUDSON, 63, joined the SIU in 1957 in the port of Mobile, Ala. His first ship was Emerson Steamship

Co.'s *Catherine*. Brother Hudson was born in Leaksfield, Miss., and worked in the engine depart-

ment. He enhanced his skills on three occasions at the Seafarers training school in Piney Point, Md. Brother Hudson's final voyage was on the *Blue Ridge*. He resides in Mobile.

WILFREDO MIRANDA, 64, hails from Puerto Rico. Brother Miranda started his seafaring career in 1969 in the



port of New York. His first voyage was aboard Isco's *Steel Engineer*. Brother Miranda worked in the steward department, last sailing on the *Horizon Expedition*. He lives in his native commonwealth in the city of Santurce.

ABDULLA SALEH, 65, began his seafaring career in 1991 in the port of New York. His first voyage was aboard the *Franklin J. Phillips*. Born in Yemen, Brother Saleh worked in the steward department. His final trip to sea was aboard the *Cpl. Louis J. Hauge*. Brother Saleh is a resident of Brooklyn, N.Y.

INLAND



W. ROY GOLDEN, 64, was born in Harold, Texas. He started his SIU career in 1981 in Houston. Boatman

Golden worked mainly aboard vessels operated by Higman Barge Lines. He shipped in the deck department as a captain and calls Many, La. home.

MARC F. GORFINE, 61, joined the Seafarers in 1987 in the port of Norfolk, Va. after serving in the U.S.



Marine Corps. Boatman Gorfine sailed in the deck department and worked chiefly aboard vessels operated by the Association of Maryland Pilots. Virginia Beach, Va. is his home.



WILLIAM GOSSETT, 62, is a veteran of the U.S. Navy. He joined the Seafarers in 1980 in the port of

Philadelphia. Boatman Gossett initially worked on an Admiral Towing vessel. Born in Ottawa, Kan., he shipped in the deck department as a captain. He upgraded his skills on two occasions at the Seafarers training school in Piney Point, Md. Boatman Gossett resides in Aiken, S.C.

MARTHA KELL, 61, launched her career with the Seafarers in 1987, joining in the port of Piney Point, Md. Born in Arkansas, Sister Kell worked in the steward department. She upgraded her skills in 1995 and 1999 at the Seafarers Harry Lundeberg School of Seamanship. Sister Kell worked mainly aboard vessels operated by Orgulf Transport Co. She makes her home in Edwardsville, Ill.

ROBERT MORTON, 63, joined the SIU ranks in 1980 in the port of Norfolk, Va. The U.S. Navy veteran first



sailed with the SIU aboard a Steuart Tanker Co. vessel. Brother Morton worked in the deck department and upgraded his skills at the Seafarers training school in 2001. He last shipped on a Pennsylvania Maritime, Inc.

vessel. Brother Morton was born in Nashville, Tenn. and makes his home in Hertford, N.C.



HARRY SCHOLER, 61, was born in New Jersey. He began his seafaring career in 1979 in the port of New York

after serving in the U.S. Navy. Boatman Scholer worked in the inland as well as deep sea divisions, first sailing on the *Guayama*. A member of the deck department, he enhanced his skills in 1982, 1992 and 1998 in Piney Point, Md. A resident of Orlando, Fla., he last sailed aboard a Maritrans Operating Co. vessel.

JOSEPH SHUBERT, 62, began his SIU career in 1968 in St. Louis. Before launching his seafaring career, Boatman Shubert served in the U.S. Air Force. The

Gastonia, N.C. native sailed in the deck department as a captain and worked mainly aboard National Marine Service, Inc. vessels. Boatman Shubert resides in Orlando, Fla.

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

Name	Age	EDP
Bello, Ramon	65	Jan. 1
Coiro, Louis	78	Jan. 1
Dorsey, John	60	Dec. 1
Ebanks, Willam	58	Jan. 1
LaPlante, Raymond	60	Jan. 1
Richard, Virgil	60	Feb. 1

Reprinted from past issues of the Seafarers LOG.

1941

More than 2,500 members of the Atlantic and Gulf District participated in the election of officers of the SIU Atlantic & Gulf District for 1941. This was the first election conducted since the two districts were amalgamated into the one district.

The election covered the Atlantic District representative, the Gulf District representative, and the port agents and patrolmen in all ports from Boston to Texas City and including San Juan, Puerto Rico.

1955

The membership of the Seafarers International Union, Atlantic & Gulf District, ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Men sailing before Dec. 31, 1950 got "A" ratings; men sailing regularly since Jan. 1, 1951 were rated Class "B" and men who had no time aboard SIU ships before Jan. 1, 1955 or who had not shipped regularly during the periods to cover classes A and B received a "C" rating.

In the future, seamen with "A" ratings will receive preference over the other two categories for job calls and the "B" rated seamen will receive preference over "C" men.

1963

The SIU-manned *Floridian* became the first American merchant ship fired on by Cuban MIG jet airplanes when she was attacked last Thursday, March 28, by two Russian-built aircraft about 50 miles north of Cuba. The jets first circled the ship for 20 minutes before opening up with their machine guns.

The attack came in the same waters between

Cuba and Florida where Cuban MIGs attacked the American shrimp boat *Aia* with rockets and machine guns on February 20. Seafarer Jack Nelson, an AB, took pictures of the attack from the deck, which he handed over to U.S. intelligence sources when the ship docked in Miami.

1975

The SIU-contracted *Golden Monarch*, the last of three 90,000-ton tankers built for Aeron Marine Shipping Co., was launched last month at the National Steel and Shipbuilding Co. in San Diego, Calif. The *Golden Monarch* joins

her sister ships the *Golden Dolphin* and *Golden Endeavor* on the waterways; both of those ships were launched in San Diego last year.

All three vessels are 894 feet long, and are capable of carrying 25 million gallons of crude oil (500,000 barrels). They are the first double-bottom ships (to protect against oil spillage in collisions) of their size ever constructed, and the largest vessels ever built on the West Coast.

1993

SIU-crewed ferries were called into service to transport thousands of people from Manhattan across the Hudson River following the explosion which rocked the World Trade Center. The ferries, which traditionally operate between Manhattan and New Jersey, quickly increased the number of runs and pick-up locations.

The blast, which resulted in at least five deaths and thousands of injuries, also severely disrupted local subway, train and bus service. But 10 SIU-manned passenger ferries, operated by ARCOP of New Jersey, quickly started an emergency schedule that afternoon and relieved the overcrowding for the city's stranded commuters.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

EDWARD ATKINS



Pensioner Edward Atkins, 76, passed away Dec. 11. Born in North Carolina, Brother Atkins joined the SIU in 1948 in the port of New

York after serving in the U.S. Army. His first ship was the *Robin Gray*, a Sinclair Oil Corp. vessel. Brother Atkins worked in the deck department and last sailed on the *SS Independence*. He resided in San Luis Obispo, Calif. and began receiving his pension in 1992.

JAMES BROOKS



Pensioner James Brooks, 73, died Nov. 7. He began his SIU career in 1965 in the port of Mobile, Ala. A veteran of both the U.S. Navy and U.S.

Army, Brother Brooks' first SIU ship was the *Wingless*. The Alabama-born mariner sailed in the deck department. He last went to sea on the *Cove Leader* and made his home in Gulfport, Miss. Brother Brooks started receiving compensation for his retirement in 1990.

ROBERT CASTILLO



Pensioner Robert Castillo, 59, passed away Oct. 15. Brother Castillo became a Seafarer in 1978 in the port of New York. His first ship was Inter-ocean Management's *Cantigny*. Born in Chile, Brother Castillo worked in the steward department. His last vessel was the *Sea-Land Developer*. Brother Castillo resided in Lynwood, Wash. and began receiving retirement compensation in 2003

JOSEPH CROWLEY



Pensioner Joseph Crowley, 76, died Oct. 11. Brother Crowley began his seafaring career in 1956 in the port of New York after serving in the U.S. Navy. His first vessel was the *Ocean Deborah*. The New York native worked in the deck department and went on pension in 1992. He last sailed aboard the *Sea-Land Anchorage*. Brother Crowley made his home in Shelton, Wash.

JUAN GARCIA



Pensioner Juan Garcia, 72, passed away Dec. 9. He joined the SIU in 1969 in San Francisco. Brother Garcia, who was born in Puerto Rico,

first sailed aboard the *Osprey*, a Puerto Rico Marine Management vessel. He worked in the engine department. Brother Garcia started receiving his pension in 1993. He called Stockton, Calif. home.

JOHNNIE H. GREEN

Pensioner Johnnie H. Green, 85, died Jan. 8. Brother Green began his SIU career in 1947 in the port of



Norfolk, Va. His first vessel was the *Alcoa Patriot*. Born in Savannah, Ga., he worked in the steward department. Brother Green last sailed on the *Sea-Land Pittsburgh*. The Bronx, N.Y. resident started receiving compensation for his retirement in 1985.

DAVID GUAJARDO



Brother David Guajardo, 53, passed away Oct. 19. He embarked on his seafaring profession in 1977 in the port of Houston. Brother Guajar-

do's maiden voyage was on Inter-ocean Management's *Banner*. The Texas-born mariner worked in the engine department, last sailing aboard the *Overseas Marilyn*. He resided in San Antonio.

ANIBAL GUTIERREZ



Brother Anibal Gutierrez, 79, died Oct. 10. Brother Gutierrez launched his seafaring profession in 1992 in the port of Wilmington,

Calif. His first vessel was the *Sealift Pacific*. Brother Gutierrez shipped in the deck department and last worked aboard the *Sea-Land Developer*. Born in Honduras, he called Houston home.

ROBERT HUTCHINS



Pensioner Robert Hutchins, 88, passed away Nov. 18. He started his career with the Seafarers in 1944 in the port of Norfolk, Va. A native of

Blakely, Ga., he worked in the steward department, last sailing on the *Sea-Land Pioneer*. Brother Hutchins, who lived in Jacksonville, Fla., went on pension in 1981.

EVERETTE KLOPP



Pensioner Everette Klopp, 76, died Dec. 24. Brother Klopp commenced his SIU career in 1951 in San Francisco. A native of

Minnesota, he sailed in the deck department and worked in both the deep sea and inland divisions. Brother Klopp last sailed on American Maritime Transport's *Golden Endeavor*. The Granite Bay, Calif. resident started receiving his pension in 1992.

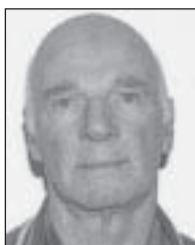
CHRIS MAGBANUA



Pensioner Chris Magbanua, 87, passed away Dec. 12. He began his seafaring career in 1965. Born in the Philippines, Brother Magbanua first sailed

on the *Ocean Pioneer*. The steward department member resided in San Francisco and went on pension in 1982. He last worked on the *Sea-Land McLean*.

JAMES MATES



Pensioner James Mates, 73, died Oct. 26. Brother Mates embarked on his seafaring career in 1960. He worked in the deck department and last sailed on the *Sea-Land Innovator*. Brother Mates began receiving compensation for his retirement in 1999. He was a native of Pennsylvania, but called San Francisco home.

NICHOLAS MORAMARCO



Brother Nicholas Moramarco, 54, passed away Oct. 15. He began his career with the SIU in 1989 in the port of Piney Point, Md. after serv-

ing in the U.S. Navy. Brother Moramarco's first vessel was the *SS Independence*. The California-born mariner worked in the deck department and last shipped on the *Horizon Navigator*. He began receiving retirement stipends in 2000. Sherman Oaks, Calif. was his home.

GILBERT MURRAY



Pensioner Gilbert Murray, 73, died Dec. 8. Brother Murray embarked on his profession with the SIU in 1967 in San Francisco after serving in the

U.S. Army. Brother Murray first went to sea aboard Hudson Waterways' *East Point Victory*. Born in Yale, Mich., he shipped in the steward department. Brother Murray last sailed on the *Ambassador*, a Crowley American Transport vessel. He became a pensioner in 1992 and resided in Jacksonville, Fla.

JAMES O'DONNELL



Pensioner James O'Donnell, 83, passed away Oct. 5. A native of Montana, Brother O'Donnell launched his SIU career in

1968 in San Francisco. He initially went to sea aboard the *Burbank Victory*. Brother O'Donnell shipped in the engine department and last worked on the *Sea-Land Mariner*. He began receiving his pension in 1986. He made his home in Cave Junction, Ore.

ANN RAFALOVICH



Pensioner Ann Rafalovich, 93, died Nov. 17. Sister Rafalovich started her career with the Marine Cooks & Stewards (MC&S) in San Francisco.

The McKees Rock, Pa. native worked in the steward department and made her home in Portage, Pa. Sister Rafalovich began receiving compensation for her retirement in 1978.

RALPH REYNOLDS

Pensioner Ralph Reynolds, 82, passed away Dec. 17. He embarked on his profession with the MC&S in San Francisco. Brother Reynolds sailed as a member of the steward

department and became a pensioner in 1975. He was born in New York, but made his home in Jacksonville, Fla.

RAMON SANTANA

Pensioner Ramon Santana, 93, died Oct. 30. Brother Santana commenced his career with the MC&S in San Francisco. The steward department member started receiving stipends for his retirement in 1972. Brother Santana made his home in San Diego.

PEDRO SAQUILAYAN



Pensioner Pedro Saquilayan, 85, passed away Dec. 13. He began his seafaring career in 1953 in the port of New York after serving in the U.S. Army.

His first ship was Isco's *Steel Worker*. Born in the Philippines, he sailed in the steward department. Brother Saquilayan last went to sea on the *Santa Lucia*, a Delta Steamship vessel. He became a pensioner in 1981 and resided in Melbourne, Fla.

JOHN SCHAEFER



Pensioner John Schaefer, 75, died Nov. 22. Brother Schaefer started his career with the SIU in 1964 in the port of New York. His first vessel was

Delta Steamship's *Del Aires*. Born in Detroit, he sailed as a member of the engine department. Brother Schaefer last worked aboard the *Duchess*, a Seahawk Management vessel. The Rose City, Mich. resident began receiving compensation for his retirement in 1993.

WALTER SUSKA



Pensioner Walter Suska, 79, passed away Jan. 2. He began his seafaring career in 1943 in the port of Norfolk, Va. Brother Suska's first vessel was

Isco's *Steel Fabricator*. The South River, N.J. native worked in the engine department. Brother Suska lived in his native state and started receiving his pension in 1986.

WILLIAM WALKER



Pensioner William Walker, 82, died Oct. 20. Brother Walker initiated his SIU career in 1953 in Lake Charles, La. after serving in both the U.S.

Navy and U.S. Coast Guard. Brother Walker worked in the deck department, last sailing on the *Stonewall Jackson*. He went on pension in 1992 and resided in Wiggins, Miss.

INLAND

ROBERT CAMPBELL



Pensioner Robert Campbell, 83, passed away Oct. 7. Boatman Campbell launched his career with the Seafarers in 1977, joining in

the port of Piney Point, Md. Born in Philadelphia, he sailed in the deck department and worked primarily aboard vessels operated by Taylor Marine Towing Co. Boatman Campbell began receiving his pension in 1986. He resided in Camden, N.J.

ELLIS SPIVEY



Pensioner Ellis Spivey, 75, died Nov. 8. He joined the SIU in 1970 in Port Arthur, Texas. Born in Tampa, Fla., Boatman Spivey worked mainly aboard

vessels operated by Higan Barge Lines. He shipped in the deck department as a captain. Boatman Spivey went on pension in 1993. He made his home in Beaumont, Texas.

GREAT LAKES

ANDREW ASPSETER



Pensioner Andrew Aspseter, 95, passed away Dec. 21. Brother Aspseter embarked on his career with the SIU in

1963. Born in Michigan, he worked primarily aboard vessels operated by American Steamship Company. The deck department member made his home in Sawyer, Wis. and began receiving his pension in 1974.

ROBERT BAUGHMAN



Pensioner Robert Baughman, 75, died Oct. 29. He commenced his SIU career in 1963 in Frankfort, Mich. The Michigan-born mariner worked

in the engine department and started receiving compensation for his retirement in 1992. Brother Baughman lived in Frankfort.

THOMAS HART



Pensioner Thomas Hart, 64, passed away Nov. 24. Brother Hart joined the ranks of the SIU in 1970 in Detroit. He first sailed aboard the

Raymond Reiss. Born in Michigan, Brother Hart sailed as a member of the engine department, last working on the *H. Lee White*. He went on pension in 1991. New Matamoras, Ohio was his home.

JOHN McCLINTON



Pensioner John McClinton, 78, died Oct. 21. He became a Seafarer in 1960, joining in Detroit after serving in the U.S. Navy. His first SIU ship

was the *Mt. McKinley*, an American Tramp Shipping & Development vessel. Brother McClinton shipped in the deck department and worked in both the Great Lakes and deep sea divisions. His final voyage was on the *Paul H. Townsend*. Brother McClinton was born in Detroit but lived in Alpena, Mich. He became a pensioner in 1991.

Continued on page 20

Digest of Shipboard Union Meetings

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

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

CHEMICAL PIONEER (USS Transport), Dec. 22—Chairman **Kelvin S. Cherington**, Secretary **Mark Wertanen**, Educational Director **Marvin Wilmoth**, Deck Delegate **Phillip A. Morris**, Engine Delegate **Joseph L. Sam**, Steward Delegate **Wilbert Williams Jr.** Chairman praised crew for good job on recent fire incident; everyone reacted quickly and efficiently. Educational director encouraged members to upgrade skills at Paul Hall Center in Piney Point, Md. Treasurer stated \$470 donated to steward for death in his family. No beefs reported. Engine department requested clarification on weekend time off for day workers and information about cleanup of greasy equipment while on watch. Many thanks given to Seamen's Center in Texas City and Freeport for gifts and support given to mariners working during holiday season. Next port: Norfolk, Va.

COAST RANGE (Intrepid), Dec. 23—Chairman **Marvin P. Zimbardo**, Secretary **Lanette A. Lopez**, Educational Director **Candido Castro**, Deck Delegate **Donnie Collins**. Chairman announced end-of-year payoff in Garyville, La. Dec. 31. He encouraged crew members to read LOG to keep current on union and maritime issues, with particular attention to president's report. No beefs or disputed OT reported. Suggestion made to reduce age and seetime requirements for pension.

ENDURANCE (USSM), Dec. 20—Chairman **Romeo L. Lugtu**, Secretary **Michael L. Baker**, Educational Director **Ron M. Schexnayder**, Deck Delegate **Feliciano M. Gimutao Jr.**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Thurman C. Johnson**. Chairman reported good trip. He and secretary wished happy holidays to crew members. Treasurer stated \$1,825 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department (Steward Baker, Chief Cook Johnson and **GSU A. Saleh**) for fine holiday meals. Next ports: Oakland and Long Beach, Calif.

1st LT. JACK LUMMUS (Amsea), Dec. 17—Chairman **William L. Bratton**, Secretary **John J. Fallon III**, Educational Director **Michael S. Rueter**. Chairman announced crew change Jan. 6. Secretary read minutes from last meeting. Educational director stressed importance of education and spoke about opportunities available at Paul Hall Center to help mariners upgrade skills. Treasurer stated \$198 in ship's fund. DVD player was recently purchased for crew lounge. No beefs or disputed OT reported. Everyone reminded to pay dues in order to continue sailing. Thanks given to steward department for delicious Thanksgiving Day meals and to engine department for fixing range.

HORIZON ENTERPRISE (Horizon Lines), Dec. 28—Chairman **Roger J. Reinke**, Secretary **Steven M. Dickson**, Educational Director **Michael J. Wells**, Deck Delegate **Erowin C. Udan**. Chair-

man announced arrival Jan. 3 in Tacoma, Wash. with payoff following customs inspection. He noted that repairs to garbage disposal completed. Fans will be placed in rooms currently without them. Secretary noted sanitary inspection due Dec. 31. Educational director stressed importance of contributing to SPAD and for crew members to keep all documents and paperwork up to date. No beefs or disputed OT reported. Thanks given to San Francisco union officials for assistance and information. Everyone reminded to vote on contract changes. Steward department given vote of thanks for holiday meals and festivities.

HORIZON NAVIGATOR (Horizon Lines), Dec. 7—Chairman **Werner H. Becher**, Secretary **Vainuu L. Sili**, Educational Director **Daniel F. Dean**, Deck Delegate **Robert J. Natividad**, Steward Delegate **Glenn A. Taan**. Chairman announced arrival Dec. 9 in Oakland, Calif. with payoff same day. He asked that everyone have change of linen for relief and that doors be kept locked in port. Secretary added that everything running smoothly. Educational director talked about opportunities available at Piney Point to upgrade skills. Good time to do so would be from Dec. 30 to Jan. 21, 2004, when vessel is in Hong Kong shipyard. No beefs or disputed OT reported. Discussion held about tax withholding on vacation checks. Vote of thanks given to steward department for job well done.

HORIZON SPIRIT (Horizon Lines), Dec. 17—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Lorance D. Pence**. Chairman announced payoff Dec. 19 in Tacoma, Wash. He thanked everyone for following safety procedures and for donating money for fresh fish in Guam. Educational director urged crew members to upgrade skills at Paul Hall Center. Schedule of upgrading courses is listed in each issue of *Seafarers LOG*. He also stated that the Southern Maryland facility is good place for family summer vacations. Treasurer stated \$210 in video fund. New movies to be purchased next trip. New tape rewinder needed as well. No beefs or disputed OT reported. Thanks given to steward department for getting ship in holiday spirit with decorations, good food and lots of cookies. Next ports: Oakland, Calif.; Honolulu; Guam; Hong Kong.

ITB BALTIMORE (USS Transport), Dec. 28—Chairman **Jeffrey H. Kass**, Secretary **Pedro R. Mena**, Educational Director **Geoffrey L. James**, Deck Delegate **Khaled Munassar**, Engine Delegate **Ahmed Salim**. Chairman spoke about vital importance of contributing to SPAD. He reminded crew to keep passageways quiet, respect each other's work and keep laundry facilities clean. He also encouraged everyone to utilize excellent facilities at Paul Hall Center for upgrading and improving skills, and he informed them of new prescription drug program and of need to renew z-cards

early. Educational director stated \$200 in movie fund and said that magazine subscription to *Sports Illustrated* will be renewed. No beefs or disputed OT reported. Next ports: Cherry Point, Wash.; Long Beach, Calif.

ITB JACKSONVILLE (USS Transport), Dec. 23—Chairman **John R. Lamprecht**, Secretary **John A. Stephen**, Educational Director **Stanley M. Sporna**. Chairman noted long trip to Pakistan. He requested list of everyone who wants to be relieved. Captain will send those names to manpower. Educational director encouraged Seafarers to contribute to SPAD and vote for legislators who support maritime issues. No beefs or disputed OT reported. Crew members asked to help steward department keep ship clean. Bosun trying to establish new system for storing trash. Request made that prior arrangements be made for shore leave. Repair to bosun's sink needed, and new mattresses on order. Next ports: Portland, Maine; Houston.

LIBERTY SPIRIT (Liberty Maritime), Dec. 30—Chairman **Thomas P. Banks**, Secretary **James A. Jackson**, Educational Director **Alton P. Hickman Jr.**, Steward Delegate **Romalies J. Jones**. Chairman announced next trip to Haifa, Israel. Educational director advised crew members to take full advantage of upgrading courses available at Piney Point. Some disputed OT noted in deck department; no beefs reported. Vote of thanks given to steward department for job well done.

MAERSK VIRGINIA (Maersk Lines), Dec. 17—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins Jr.**, Deck Delegate **Juan I. Arzu**, Engine Delegate **Alexander Koro-teyev**, Steward Delegate **John Padilla**. Chairman announced payoff Dec. 21 in Newark, N.J. Educational director advised crew members to check expiration dates on z-cards and submit for renewal at least six months in advance. He also encouraged everyone to upgrade skills at Piney Point whenever possible. Treasurer stated \$1,516.63 in movie fund. No beefs or disputed OT reported. Suggestion made to increase vacation benefits. Everyone asked to rewind

movies and return them to locker and to continue keeping laundry room clean and orderly. Thanks given to steward department for job well done. Next ports: Norfolk, Va.; Charleston, S.C.

Seen in San Juan ...



Bosun Charles David James works aboard the *Atlantic Guardian* at Pier 10 in San Juan, P.R. The Global Marine Systems vessel is one of the most advanced cable ships in operation.

OVERSEAS PHILADELPHIA (OSG), Dec. 20—Chairman **Timothy J. Olvany**, Secretary **Jose A. Rivera**, Educational Director **Edgar G. Pacana**, Deck Delegate **Daniel Vasquez**, Engine Delegate **William Pough**, Steward Delegate **Henry Greene Jr.** Chairman informed crew members of possibility of lengthy job on coastwise tankers. Secretary advised everyone to check that all shipping documents are kept current. Educational director spoke about upgrading opportunities at Paul Hall Center. Treasurer stated \$1,100 in ship's fund. No beefs or disputed OT reported. Everyone asked to check crew mess information board daily. Suggestion made for contracts department to look into option of retiring after 20 consecutive years in union. Vessel in need of all forms on board (e.g., minutes, crew lists, medical, vacation). Next port: Tampa, Fla.

SEABULK CHALLENGE (Seabulk Tanker), Dec. 28—Chairman **Harold L. Sebring**, Secretary **Timothy J. Dowd**,

Educational Director **Daniel W. Fowers**. Chairman noted new washing machine on board. Educational director advised crew members to upgrade skills at Piney Point. Safety money from company (for 500+ days with no lost time) available after first of year. No beefs or disputed OT reported. Clarification requested about end-of-year pay. Thanks given to steward department members **Timothy Dowd**, **Heath Bryan** and **Nelson Bernardez** for great holiday spread. Next ports: Jacksonville and Port Everglades, Fla., Texas City, Texas.

SEALAND ACHIEVER (USSM), Dec. 28—Chairman **David N. Martz**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Frank L. Thompson**, Engine Delegate **John A. Osburn Jr.**, Steward Delegate **James R. Thacker**. Chairman thanked crew for pleasant voyage and for good job separating plastic items from garbage. Educational director encouraged everyone to upgrade skills at Paul Hall Center and to remember importance of supporting SPAD. No beefs or disputed OT reported. New mattresses and recliner chairs received aboard ship. Steward department given vote of thanks for great holiday meals. Thanks also given to those who helped fix washing machine and ice machine. Next port: Houston.

MAERSK GEORGIA (Maersk Lines), Jan. 1—Chairman **Raymond Henderson**. Chairman announced payoff Jan. 3 in Halifax, Nova Scotia. He asked crew members to keep all doors locked while in port and to follow new Coast Guard security procedures. Educational director reminded members to take advantage of union's upgrading program at Paul Hall Center and of need to renew z-cards early. No beefs or disputed OT reported. Suggestion made to purchase larger TV, new DVD player and treadmill for gym. Laundry parts on order. Crew wishes all union brothers and sisters and their families a Merry Christmas and Happy New Year. Thanks given to Steward **Billy Gigante** and **GU John Nunez** for keeping ship clean. Next ports: Newark, N.J.; Norfolk, Va.; Charleston, S.C.

Seafarers' Training Helps Save Crew Member's Life

The following letter was received from **Tony Mociun**, chief mate aboard the *SIU-crewed Mahimahi* during voyage 79.

Guam, January 15, 2004.

At 0940 in the port of Guam, quick thinking by the crew members of Matson's *MV Mahimahi* saved **Ernesto (Ernie) Villanueva**, the steward utility, from choking to death.

The recertified steward, **Lou Laupati**, heard Ernie choking in the pantry as he was preparing for the afternoon meal. He heard Ernie cough loudly three times and then the coughs became softer. Lou called to Ernie from the galley but there was no answer. Lou quickly dropped what he was doing and rushed into the pantry to find Ernie bent over the sink with his finger in his mouth. He immediately noticed that Ernie's face and neck were dark blue. Lou did what he was trained to do first: He called for help by dialing

Capt. Ted Bernhard's number. The captain got on the radio to the deck gang and passed the word for the sailors to 'drop everything' and make haste in getting to the galley. Without missing a beat, the captain radioed the tower and reported the emergency. **Ron Barrer** responded that he was calling the paramedics. All of this happened in the space of less than one minute!

With everyone racing toward the galley, **AB Brian Burns** ran to the sailor's deck and grabbed the Automatic Emergency Defibrillator (AED), which was easily accessible, being hung on a hook outside his room. The bosun, **Vernon Haik**, grabbed the resuscitator, and the captain retrieved the emergency medical "go-bag."

In the meantime, after Lou hung up the phone, he returned to Ernie, whose head was now hanging into the sink. Putting together the clues that Ernie had given him—choking and a finger



Recertified Steward **Lou Laupiti** put his Piney Point and shipboard training to practice when he helped save a crew mate's life aboard the *Mahimahi*.

in his mouth, Lou figured Ernie had something stuck in his throat. He grabbed Ernie from behind, clasped his hands together just under Ernie's rib cage and gave a mighty thrust. Nothing happened. He gave another more powerful thrust, and a piece of ham flew out of Ernie's throat.

The captain and crewmembers arrived just as Ernie's breathing was restored. It was a happy ending to what could have resulted in death had it not been for the quick thinking all around.

As Laupiti said, "I knew what to do because I pay attention to those lectures and demonstrations we get on the ship."

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.)

A Grateful Family Of Seafarers

The SIU has been good to me ever since I finished high school and went to work.

I am grateful to the Seafarers International Union for all the

good work on union ships that it has brought to my family. Most of my family worked and organized out of New Orleans. Nearly 50 years later, uncles and sons and nephews of my brothers still are working aboard union vessels.

My uncle, **J.A. Spina**, and my brother, **S.J. Canales Sr.** were full book members and lifelong Seafarers. They began in the '40s from New Orleans. I was taken to the union hall on Decatur Street in New Orleans by an uncle to see Harry Lundeborg and hear Paul Hall speak.

I began working tugs and

Higgins boats intercoastal to Orange and Port Arthur. I got my Coast Guard papers in Mobile and then sailed deep sea. Back in 1945 and '46, the line around the Customs House on Canal Street was two and three rows thick.

I gave up my permit in 1950 to go to Korea. I had sailed Delta and Alcoa bauxite and coffee runs to South America. But I had to sign up to go fight the communists. I knew the battle it was to keep them out of the halls.

God bless the SIU.

Modesto Canales
San Benito, Texas

Final Departures

Continued from page 18

WAYNE PERKINS



Pensioner Wayne Perkins, 85, passed away Dec. 28. A veteran of the U.S. Army, Brother Perkins joined the SIU in 1963 in

Detroit, initially working on an Inland Lakes Management vessel. Born in West Branch, Mich., he sailed in the steward department. Brother Perkins' last voyage was aboard the *Niagara*, an Erie Sand vessel. He began receiving stipends for his retirement in 1984 and called Claire, Mich. home.

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

EMILIO ALDARONDO



Pensioner Emilio Aldarondo, 83, died Jan. 12. Brother Aldarondo launched his NMU career in 1947. Born in Puerto Rico, his first ship

was the *SS Boringuen*. Brother Aldarondo shipped in the steward department and frequently upgraded his skills. He started receiving his pension in 1970.

ANTHONY ARNICEVICH



Pensioner Anthony Arnicevich, 84, passed away Jan. 30. He joined the NMU in 1937 and initially went to sea out of the port of

Philadelphia. Brother Arnicevich's first ship was the *SS Astral*. Born in Italy, he shipped in the steward department. Brother Arnicevich began receiving stipends for his retirement in 1986 and last sailed on the *Chesapeake*.

DEATRICE BEACHUM



Pensioner Deatrice Beachum, 70, died Nov. 29. Brother Beachum began his NMU career in 1963. A native of Mount

Calm, Texas, his first ship was the *SS Gulfinger*. Brother Beachum worked in the steward department, last sailing on

the *SS Galveston Bay*. He started receiving compensation for his retirement in 1995.

TEOFILO CAMACHO



Pensioner Teofilo Camacho, 92, passed away Feb. 15. Born in Chorillis, Peru, he joined the NMU in the port of Philadelphia. A deck

department member, Brother Camacho's first ship was the *SS Mormacland*. He began receiving his pension in 1978.

WEYMAN DICKERSON

Pensioner Weyman Dickerson, 75, died Dec. 21. Brother Dickerson joined the ranks of the NMU in the port of Philadelphia. A native of Pennsylvania, he worked in the deck department. Brother Dickerson last went to sea in 1966. He began collecting his retirement pay in 1967.

THEODORE FERGUSON



Pensioner Theodore Ferguson, 80, passed away Jan. 25. A native of St. Louis, he initially sailed from the port of San Francisco. Brother Fer-

guson's first ship was the *SS American Carrier*. The steward department member began receiving compensation for his retirement in 1989. He last sailed on the *SS Dawn*.

EDWARD HASKINS



Pensioner Edward Haskins, 92, died Nov. 11. Brother Haskins launched his career with the NMU in 1963. Born in

Birmingham, England, he initially went to sea aboard the *Santa Mariana*. Brother Haskins worked in the steward department and last sailed on the *American Legend*. He began receiving his pension in 1977.

DAVID KISNER

Pensioner Edward Kisner, 80, passed away Dec. 30. The West Virginia-born mariner commenced his NMU career in 1961. Shipping from the port of New York, he first went to sea on the *Gen. R.M. Blatchford*. Brother Kisner worked in the engine department and began receiving stipends for his retirement in 1983. His last ship was the *SS Texaco Trader*.

FRANK RANSOM

Pensioner Frank Ransom, 79 died



Dec. 2. Brother Ransom joined the NMU in 1943 in the port of Houston. Born in Texas, his first voyage was on the *SS O.M. Bernuth*. Brother Ran-

som initially worked in the steward department and frequently upgraded his skills. Moving to the deck department, he became a bosun in 1957. His last voyage was on the *Gulf Supreme*. Brother Ransom began collecting retirement stipends in 1980.

LEON VANTERPOOL



Pensioner Leon Vanterpool, 86, passed away Jan. 16. He began his NMU career in 1946. Born in St. Thomas, U.S. Virgin Islands, Brother

Vanterpool initially sailed on the *Mitchell*. He sailed in the steward department as a chief steward. Brother Vanterpool last shipped on the *Santa Elena*. He started receiving compensation for his retirement in 1967.

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

Name	Age	DOD
Barabash, Frederick	83	Dec. 12
Berghaus, Herbert	62	Jan. 9
Brown, Charlie	79	Jan. 21
Covington, Curtis	92	Jan. 7
Diaz, Luis	83	Jan. 4
Durborow, Edgar	87	Jan. 2
Ebanks, Erlin	99	Jan. 2
Hernandez, Ramiro	84	Jan. 20
Hunt, Jeanette	82	Dec. 21
Irigoyen, Manuel	82	Dec. 18
Martin, Gilbert	81	Jan. 18
Martinez, Angel	86	Dec. 18
Ortiz Rabassa, Antonio	85	Nov. 15
Ramos, Alejandro	70	Dec. 22
Reyes, Nick	76	Nov. 23
Riva, Antonio	94	Jan. 13
Rivers, Robert	76	Jan. 24
Rodriguez, Mario	84	Jan. 8
Schultz, George	84	Jan. 5
Uscocovich, Marcos	80	Sept. 8
Yoko, Kumagai	90	Mar. 4, '03

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 April 5 headquarters membership meeting to review the 2003 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 few months. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

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

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning February 16, 2004.

Recertification

Bosun (to be announced)

Engine Upgrading Courses

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

Safety Specialty Courses

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

Academic Department Courses

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

See page 24 for an overview of the Government Vessels courses.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 646 — Graduating from the water survival class are unlicensed apprentices from class 646 (in alphabetical order) Carlo Balajadia, Robert Beck, Branden Brees, Nicholas Collins, Michael Cox Jr., Timothy Dexter, Rocky Dupraw, Kevin Ford, Peter Jensen, Kevin Johnson, Brandon Jones, Jayme Jones, Joseph Maloney, Jaime Medina Vazquez, John Niday IV, Jose Nunez, Orlando Pabon, Hashiem Pittman, Antoine Rainey, Coda Russell, Shawn Sayers, Christopher Stroh, David Tran, Patrick Van Heck, Ty Varnadoe, Vinh Vo and Djuan Wright. (Note: Not all are pictured.)



Welding — Certificates of graduation for completion of the welding course were given Jan. 23 to (in alphabetical order) Towanda Brown, Thomas Cleary, Adnan Nasser, Johanna Saul and Mark Wain. Their instructor, Buzzy Andrews, is second from left.



Tanker Familiarization/Assistant Cargo (DL) — Unlicensed apprentices completing the tanker familiarization/assistant cargo (DL) course Jan. 16 are (in alphabetical order) Brannon Adams, Michael Alexander, Robert Brady, Gary Cruz, Jim Farmer, David Guthrie, Raymond Hotchkis, Ramsey Ingram, Reginald Jackson, Damien James, Carlo Johnson, Ryan Krom, Lance McFarland, Jermaine McNish, Richard Nemanic, Robert Patterson, Christopher Paul, James Perkins, Xavier Rivera, Rimothy Ross, Gregory Scott, Jonathan Scurry, John Selman, Kenneth Sharp, Daniel Smith, Keith Smith and Brett Younginger. Their instructor, Jim Shaffer, is at far right.



Crane Operations — Malcolm Harris (left) and Tony Corcino (center) successfully completed the crane operations course Jan 16. With them is their instructor, Greg Thompson.

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.

Basic Safety Training Classes



STCW — Jan 9: Mark Campbell, Victor Cintron, Malcolm Demery, George Heyson, Nathan Hollander, Mark Lance, Jose Montero, Kenneth Nance Jr., Robert Nelson Jr., Jason Peters, Charles Peyton III, Richard Sullivan and Jeffrey Williams.

STCW — Jan 9: André Gross, Benjamin Blanchard, Regina Moore, Errol Menair, Ralph Lawson, Thomas Solnok, Erin Richardson, Luis Lopez, Glenn Ferguson, Angelo Golden, Donna Laulu, Danielle Mueller, Tyson Kurtz, Daniel Stock, Jaime Mullins, James Herring, Santiago Corre, Jon Chavez, Jonathan Heu, Fernando Grant, Jerald Topasna, Selena Francisco, Rodel Austria, Bryan Abuluyan, Francis Sueño, Michael Sakalauskas, Adam Brown, Christopher Barnett, Anna Wagner, Kepola Ahin, Dimitre Mladenov and Todd Steele.



STCW — Jan 23: John Adkins, Alberto Arhas, Patrick Clarke, Keiva-Lei Cadena, Randall Coard, Paul Conway, Chad Costa, William Gartland, Fernando Grant, Latchesara Kaymakanova, Tyson Kurtz, Garrett Ireland, Bjorn Ramskog, Jacob Lippertz, Jarrod McNeil, Tor Nygren, Jennifer Ranada, Chris Robinson, Frosti Smith, Ken Stanley, Derrenda Strother, Gay Netta Taay, Joseph Taylor IV, Jerald Topasna, Joseph Winningham, Latasha Woodruff and Heidi Zibell.



Paul Hall Center Classes



Lifeboatman/ Water Survival

Under the instruction of Stan Beck (standing) are Dec. 5 graduates of the water survival course. They are (in no particular order) Brenda Nett, Richard Sabino, Eric Johnson, Luis Rhee, Ryan Bucasas, Pauahi Maikai, Giuseppe Saverino, Timothy Daily, Benjamin Paulo, Lamberto Palamos Jaime Manzon, Renato Ballestero, Bianca Contreras, Celia Acacio, Gabrielle DePaulis and Pamela Phillips.

With instructors Stan Beck and Tony Sevilla are Jan. 16 graduates Glenn Ferguson, Tyson Kurtz, Selena Francisco, Kepola Ahin, Daniel Stock, Dimitre Mladenov, Jonathan Heu, Fernando Grant, Erin Richardson, Luis Lopez Jr. and Jaime Mullens.



Another group of Jan. 16 water survival course graduates includes Ricardo Salazar, Jerry Guglielmo, Mario Suazo, Angelo Golden Jerald Topasna, Bryan Abuluyan, Rodel Austria, Francis Sueño, Todd Steele and John Janis. In the rear is instructor Tom Gilliland.



Completing the water survival course Jan. 16 are Latasha Woodruff, Andrea Urlie, Bonny Pak, Derrenda Strother, Joseph Taylor, Greg Gandeza, Jacob ZLippertz, Joseph Winningham, Chad Costa, Daryl Whitney, Randall Coard, Willy Gartland, Latchesara Kaymakanova, John Janis, John Adkins, Clint Nishimiya and Stacy Ann Nishimura. (Note: Not all are pictured.)



Jan. 30 was graduation day for Garret Ireland, Jarod McNeill, Frosti Smith, Heidi Zibell, Keiva-Lei Cadena, Jennifer Ranada, Patrick Clarke, Chris Robinson, Ken Stanley, Gay Netta Taay, Scott Dayoan, Tanya Fau, Sean Nakamura, Michele Lono, Melanie Acpal, Renee Hill, Kathleen Silva, Joanne Walden, Brandy Filtzer and Andrew Ancog. Their instructor was Tony Sevilla.



Another recent group of graduates of the water survival course are Donna Laulu, Jeff Howard, Danielle Mueller, Ben Blandard, Santiago Corre, Mike Hayden, Kyle Riley and Anna Wagner.



Graduating recently from the water survival course are André Gross, Geroge Richardson, Adam Brown, Regi Moore, Michelle Hayes, Jon Chavez, Cheri Conklen, Chris Burnett and Hilary Lohman.



GMDSS — With instructor Brad Wheeler (left) are Jan. 16 graduates of the GMDSS course. They are (in alphabetical order) Daniel Lovely, Brian Miller, Nebojsa Milosevic, William Powell, Fernando Rigonan and David Steinberg.



ARPA — Boatmen from New York Waterway completed the ARPA course Jan. 30. From the left are Mike Smith (instructor), Richard Silverthorne, John Willette, Norman Littles, John Winiarski and Brad Johnsen.

Upgrading at the Paul Hall Center
 Take advantage of the upgrading courses available at the Paul Hall Center. See page 21 for a schedule of upcoming classes.

Government Vessels Courses

Seafarers Train to Support U.S. Military



Cargo Handling and Crane Operations — Included in the third week of the government vessels course of study, this class provides students with a comprehensive examination of cargo handling situations aboard vessels. The operation and maintenance of equipment is stressed, along with safety precautions and requirements. Students are given opportunities for practical application.

The Paul Hall Center for Maritime Training and Education in Piney Point, Md. offers a curriculum of Government Vessels courses to boost and refine the skills of mariners who sail aboard military-contracted vessels.

Because of the unique requirements of the military contracts, the program is structured as three 1-week modules which are open to mariners sailing in any department—but are mandatory for all QMED Oiler/Motor and Able Seaman (AB) ratings.

The modules may be taken in any order. Upon completion of the full Government Vessels curriculum, a certificate will be issued by the Paul Hall Center.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), Level I: Anti-Terrorism/Personal Protection Brief and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

Students learn the safe way to operate and maintain the necessary equipment and are given opportunities for practical application.

The next Government Vessels course at Piney Point is scheduled to begin March 22.



Damage Control — This course is designed to provide mariners with the specific objectives of damage control and the knowledge, understanding and practical experience required for damage control at sea.

Anti-Terrorism Briefing Given to All Upgraders

Each week, as new students arrive to upgrade their skills and ratings at the Paul Hall Center in Piney Point, Md., they are required to attend "Level I: Anti-Terrorism/Personal Protection Brief," a one-hour course designed to familiarize them with the fundamental knowledge and skills necessary to protect themselves when traveling abroad, particularly those who are employed, or may be employed, on government vessels.

Currently being taught by Pat Vandegrift, assistant manpower coordinator, the classroom lecture meets the requirements issued by the U.S. Coast Guard. Vandegrift incorporates a training video and student handouts as part of the course, each item of which has been selected to support, identify or reinforce specific learning objectives.

All members of a ship's crew are critical to vessel security, he stresses, and need to be in compliance with the current maritime security program. Only through individual awareness, knowledge and an ability to effectively communicate can there be an effective security plan aboard ship.

Following a brief introduction of the course in which Vandegrift defines terrorism as "the calculated use of unlawful violence or threat of unlawful violence to inculcate fear intended to coerce or to intimidate governments or societies in the pursuit of goals that are generally political, religious or ideological," he then talks about possible causes (e.g., intimidation, notoriety, revenge), characteristics of terrorists (e.g., political, religious, criminal, mentally disturbed), various tactics used by terrorists (including bombs, kidnapping, hostage-



Assistant Manpower Coordinator Pat Vandegrift instructs new students at the Paul Hall Center about vessel and personnel safety and security in a one-hour anti-terrorism course.

taking), identification of threat conditions (normal, heightened, imminent risk) and explains the factors involved in assessing threats.

The next part of the briefing deals with individual actions that may be taken to avoid a terrorist attack and what to do in the event of being taken hostage. Of particular importance is knowing the locations of local police, fire departments, the U.S. Embassy or other safe, public places. He discusses the importance of a personal contingency plan (up-to-date will, power of attorney), and gives the students important telephone numbers they can use to keep informed of terrorism alerts.



Material Handling (Forklift) — This course provides students with a comprehensive examination of basic material handling operations, maintenance and safety. The class concentrates on the proper use and care of equipment and the prevention of user or handling errors. Students are provided an opportunity to apply the knowledge and skills learned through participation in actual cargo handling operations.