



# The SEAFARERS LOG

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

## The QUEENS are back!



Delaware North Companies Inc. on May 4 purchased (from left) the highly regarded *American Queen*, *Mississippi Queen* and *Delta Queen*. The famed steamboats, idle since shortly after September 11, will remain based in New Orleans. A contract between the SIU and the company was being finalized as this issue of the LOG went to press. Page 3.

### Seafarers Head to Annapolis, Md. as Townsend Kicks Off Campaign



Maryland Lt. Gov. Kathleen Kennedy Townsend (center) last month announced her bid for governor during a rally in Annapolis, Md. She aims to become the state's first female governor. Joining her are Paul Hall Center students Richard Moore Jr. and Lakindra Williams. For more photos, see page 5.



The SIU participated in National Maritime Day memorial ceremonies May 22 in Washington, D.C. Four days earlier, the union took part in a more informal gathering—"Maritime Night at the Ballpark," a minor league baseball game in nearby Bowie, Md. sponsored by the U.S. Maritime Administration. Pictured on the field during the National Anthem are (from left) U.S. Department of Transportation Chief of Staff John Flaherty; U.S. Maritime Administrator Capt. William Schubert; Paul Hall Center Unlicensed Apprentices Patrick O'Donnell, Richard Moore Jr., Joshua Robinson, Michael Hall and Francis Dundas; U.S. Coast Guard Rear Adm. Sally Brice-O'Hara and SIU Pres. Michael Sacco. Pages 12-13.

National Maritime Day 2002

## President's Report

### 'Immeasurable Contributions'

Of all the comments made on National Maritime Day about our merchant marine, none was more persuasive than this segment of President Bush's official proclamation: "Today, the men and women of the United States Merchant Marine and thousands of other workers in our Nation's maritime industry continue to make immeasurable contributions to our economic strength and our ongoing efforts to build a more peaceful world. We must ensure our maritime system can meet the challenges of the 21<sup>st</sup> century."

Michael Sacco

That kind of insight from the chief executive bodes well for the prospects of success in our ongoing battle to strengthen the U.S. fleet. As Seafarers know, it's a big challenge, to say the least. But it's also one which surely depends in part upon strong support from the president—support that naturally should follow such clear recognition of America's ongoing reliance on its mariners.

As with practically every other ceremony that has taken place since September 11, this year's National Maritime Day observances had a different feel. As a nation, we have awakened to many realities about our strengths and shortcomings. That awakening slowly but surely includes an increased understanding and appreciation of what the United States Merchant Marine means to this great country.

And that insight begins with a history that goes back much further than eight months. It dates back to the very beginning of this nation. From Revolutionary times through the World Wars and Desert Storm, right through to the present, the merchant marine has been a bedrock of America's national and economic security.

Of particular note is our performance during World War II. The younger people in our industry may not know that during those years the U.S. fleet pulled off the greatest sealift operation in history. By delivering the goods, usually under the most difficult of circumstances, our mariners made victory possible.

It has been said before, but it's worth repeating: Our brave mariners suffered an enormous casualty rate, second only to that of the Marine Corps. It was during that period the merchant marine truly earned its title as the fourth arm of defense.

We lived up to that billing again in Korea and Vietnam and, more recently, during the Persian Gulf War. Clearly, history has shown that we inevitably will be called upon again. In fact, even today we are playing a role in the early stages of Operation Enduring Freedom.

That's one reason why I know that our greatest moments aren't in the past. The devastation of September 11 spurred a new, overdue resolve to seriously commit to strengthening our defense capabilities. Much of that commitment, of course, centers around homeland security, but it also involves taking a hard look at what America needs to sustain its forces overseas in an extended fight.

At a time when our security is under intense examination, it should be obvious that no plan is complete without a genuine requirement to revitalize our fleet. That must include, among other steps, immediate enactment of an extended and expanded Maritime Security Program. It must include fair treatment of U.S. mariners and U.S.-flag ship operators by our own government. It must include unwavering support for our cargo preference and cabotage laws. And it absolutely must include steadfast investment in the civilian-crewed fleets and programs overseen by the U.S. Military Sealift Command.

History has proven again and again that we cannot and must not rely solely on the good will of other nations to aid us, whether in times of war or peace. As America moves forward in the post-September 11 era, let us not lose sight of what the merchant marine has meant to our nation.

Most importantly, let us never subject ourselves to the unthinkable danger that quickly would follow the disappearance of the American flag from the high seas.

## Port Security Efforts Continue

### New Bills Introduced; Credentialing Program Launched

The enduring port security concerns of experts nationwide are addressed in new legislation recently introduced by Sen. John Breaux (D-La.) and Sen. Gordon Smith (R-Ore.), the bipartisan leaders of the Senate Subcommittee on Surface Transportation and Merchant Marine.

The Ship, Seafarer and Container Security Act (S.2329), unveiled April 25, promises better information about shipping and shipping threats, improved tracking of vessels and security of the nation's maritime environment. Those are subjects of apprehension among leading authorities in their quest to craft an all-inclusive and effective port security package.

"Port security is one of the most important concerns facing the transportation industry, and one of the most difficult and least understood vulnerabilities to the American economy," Sen. Breaux said in introducing the bill. "Since September 11, I have toured ports and held field hearings, and I've learned we have a lot of work to do to make our ports safer. This Congress must pass a united, comprehensive federal plan to improve security at our seaports where passenger and freight transportation security remain serious issues."

Key provisions of the Ship, Seafarer and Container Security Act will:

- Require certain vessels to carry transponders to transmit and track their positions so the Coast Guard can track U.S. and foreign vessels.

- Require the Department of Transportation (DOT) to negotiate an international agreement in two years or submit legislation to congress to identify mariners with a uniform identification system, provide greater transparency of the ownership of ship registration to track vessel ownership, and mandate stronger standards for marine containers.

- Require DOT to better assess the risks posed by certain vessels and ensure enforcement of security zones.

Sen. Breaux intends to have the bill's provisions incorporated into any House-Senate conference report on seaport security.

The Senate Commerce, Science and Transportation Committee currently is considering the legislation.

#### DOT Credentialing Program

In other developments, the U.S. Department of Transportation's newly created Transportation

Security Administration—acting under a series of congressional mandates to improve security and provide increased safety for the traveling public—launched a wide-reaching credentialing program.

A key segment of this undertaking is to ensure that only authorized workers (all personnel whose duties require unescorted access to secure areas of the transportation system) are permitted entry into secure transportation areas.

The program is designed to establish a standardized transportation worker identification card (TWIC) that is universally recognized and accepted across the entire transportation sector. The credential would protect personal privacy, and be used locally within the facility infrastructure to meet multiple levels of secure access requirements.

Generally, the SIU endorses the proposed concept of one standardized, universally recognized and accepted credential for all maritime transportation workers in the form of a "smart card," which meets multiple levels of secure access. A smart card is a credit card-sized device that contains multiple technologies including an integrated circuit chip and one or more of the following: magnetic stripe, bar codes, photo identification, encryption and authentication, biometrics, or a non-contact radio frequency transmitter. The SIU currently is actively involved in the decision-making process that will impact the specifics of TWIC implementation.

In a closely related area, the Coast Guard is continuing to press the International Maritime Organization to adopt strict new international security standards. Among the proposals submitted recently to the IMO's Marine Safety Council is a seafarer identification card. The U.S. is proposing that these cards include digital photograph, holder's signature, issuing authority, proof of nationality, positive identification of the mariner's qualifications, permission to enter other countries, and biometric templates (non-invasive physical attributes such as fingerprints, face, voice, etc. that can be used to uniquely identify an individual).

#### Mariners, Cargo Denied Port Entry

Meanwhile—even before Congress enacts new port security measures—security concerns already are resulting in mariners and cargo being denied entry to U.S. ports.

The Coast Guard and the Immigration and Naturalization Service (INS), using the authority they already possess, are turning away vessels with suspicious cargo and refusing crew members shore leave. The Coast Guard also is persistent in its effort to persuade the International Maritime Organization (IMO) to adopt sweeping new international port security requirements.

In a recent episode, the Coast Guard prevented a French vessel from offloading container cargo

*Continued on page 5*



Photo by James R. Tourtellotte

The U.S. Customs Service, with its electronic cargo processing systems has the most knowledge about cargo, aircraft and vessels entering and leaving the United States at ports of entry. Vessel movements at ports are controlled through documents filed with the Customs Service.

## Scholarship Committee Selects 10 Winners

The Seafarers Health and Benefits Plan has announced this year's SIU scholarship recipients. Selected by a panel of professional educators last month were five Seafarers and five dependents of SIU members—for a total monetary value of \$130,000.

In past years, Seafarers were eligible for three of the scholarships—one four-year, \$20,000 award and two \$6,000 stipends for a two-year course of study at a college or vocational school. This year, however, none of the applicants qualified for the four-year scholarship. The scholarship committee instead awarded three additional two-year grants, for a total of five.

The Seafarers selected for the 2002 scholarships are **Mark A. Dyer**, **Pamela C. Monaco**, **Samuel Garrett**, **Jeanette Montgomery** and **Fernando D. Mesa**.

Additionally, five dependents of SIU members were selected to receive a \$20,000, four-year schol-

arship. They are Allison Kelly Barra, daughter of inland member **Louis D. Barra**; Brian M. Bragg, son of **William E. Bragg**; Arleen B. Cayan, daughter of **Dencio A. Cayan**; Brittany N. Stropich, daughter of Steve L. Stropich; and Christopher A. Urta, son of **Angelo J. Urta**.

This year's selection committee, meeting in San Francisco, was appointed by the Board of Trustees of the Seafarers Health and Benefits Plan.

The panel was composed of the following scholars and academicians: Dr. Michael Glaser, St. Mary's College of Maryland; Dr. Gayle A. Olson, University of New Orleans; Dr. Henry Toutain of Gustavus Adolphus College in Minnesota; Dr. Trevor Carpenter, Charles County (Md.) Community College; Dr. Charles Lyons Jr., American Association of Colleges and Universities; Father David A. Boileau, Ph.D., Loyola University; and Dr. Keith Schlender, Medical College of Ohio.

For a more in-depth look at each of the scholarship winners, see page 9.

Volume 64, Number 6

June 2002

The SIU on line: [www.seafarers.org](http://www.seafarers.org)

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998 and at additional offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way Camp Springs, MD 20746.

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# Delaware North Acquires 3 'Queens'

When a company with 25,000 employees and \$1.6 billion in annual revenue shows up at an auction, one would expect a strong bid.

Delaware North Companies Inc. delivered such an offer May 4, purchasing the famous *Delta Queen*, *Mississippi Queen* and *American Queen* for a reported \$80 million. Delaware North also

bought the Delta Queen Steamboat Co. brand name, and strongly indicated that it will keep Delta Queen's traditional operations in place.

That includes basing the steamboats in New Orleans, along with their reservation and sales center. Delaware North also "plans to interview and retain the majority of the operation's em-

ployees."

"We were very impressed with the local management and talent," said Dennis Szeffel, president of Delaware North Companies Hospitality and Entertainment Group. "Our hope is that we can preserve this operation's most valuable resource—its employees. Their knowledge of the rivers and the company's history, along with the exceptional skill it takes to operate these vessels, is incredibly important to the ongoing success of these operations."

A spokeswoman for Delaware North told reporters that the company in other acquisitions normally has kept more than 90 percent of the employees.

The SIU is optimistic about reaching a contract with the purchaser; a tentative agreement appeared imminent late last month. The purchase itself also must be finalized, but federal regulatory approval was expected by the end of May.

Seafarers already are sailing aboard the *Mississippi Queen*, which had a schedule in place

even before the auction. The boat, operating on bankruptcy court financing until Delaware North formally is approved as the new owner, began sailing May 7.

Headquartered in Buffalo, N.Y., Delaware North was a surprise bidder for the steamboats. According to press reports, seven bidders participated in the auction, including Orient-Express Hotels Ltd., Waveland Investments, and Uniworld, which operates Global River Cruises in Europe.

Delaware North's winning bid reportedly includes an undisclosed amount to be paid to creditors and more than \$47 million to the U.S. Maritime Administration for loans it made to build the *American Queen*.

The new owner already is a major player in the hospitality, travel, entertainment and food service industries. Delaware North has seven independent divisions whose ventures include—among many other high-profile businesses—operating Boston's FleetCenter, hotels in

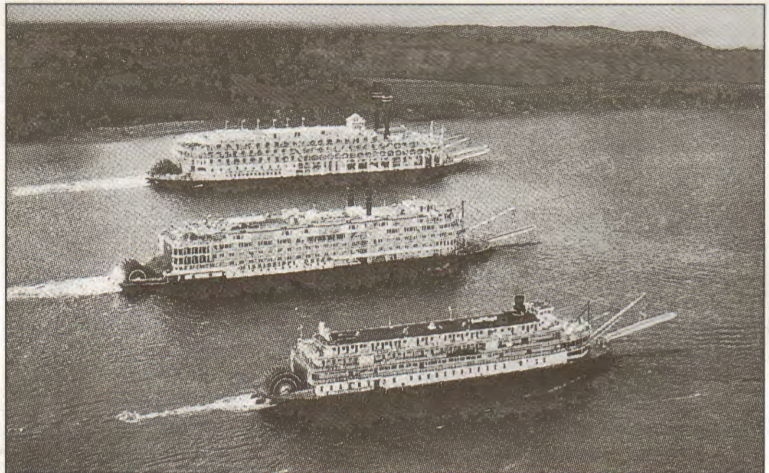
Yosemite and Sequoia National Parks, the Grand Hotel near the Grand Canyon, and "recreational hospitality services" at Niagara Falls State Park and the Kennedy Space Center. The company's chairman owns the National Hockey League's Boston Bruins, a franchise with a long and rich history.

The *Delta Queen* has a prestigious history of its own—it is a National Historic Landmark. Built in 1926, the boat is 285 feet long and can accommodate 174 guests.

The *Mississippi Queen* is 382 feet long and capacity for 422 passengers, while the 418-foot *American Queen* can carry 436 guests.

The vessels' routes vary in length and destination, but include historic journeys along the upper and lower Mississippi River as well as along the Ohio, Tennessee and Cumberland rivers.

Delta Queen's parent company, American Classic Voyages, is reorganizing following the economic fallout of September 11.



The *American Queen* (top), *Mississippi Queen* (middle) and *Delta Queen* have new owners following last month's auction.

## Newest LMSR Christened Seafarers-Crewed Soderman Joins MSC Fleet

More SIU jobs came on line recently with the christening of the U.S. Military Sealift Command's newest large, medium-speed, roll-on/roll-off ship, the *USNS Soderman*.

The vessel was launched April 26 during a ceremony at the National Steel and Shipbuilding Co. (NASSCO) in San Diego.

The newest SIU-crewed member of the MSC fleet is named for Medal of Honor recipient Army Pfc. William A. Soderman (1912-1980). The widow of the ship's namesake, Virginia Soderman, served as sponsor during the ceremony and broke a bottle of champagne across the bow to formally name the ship.

Also participating in the ceremony were Rep. Randy "Duke" Cunningham (R-Calif.), who delivered the ceremony's principal address, and Kristina Carson Fletcher, niece of the ship's namesake, who served as matron of honor.

President Harry Truman presented Soderman the Medal of Honor during a ceremony at the White House on Oct. 12, 1945 for his bravery in Belgium during World War II.

The christening marked the second time a sealift ship has used the Soderman name. The first Soderman was a commercial container ship that was converted to an LMSR and delivered to

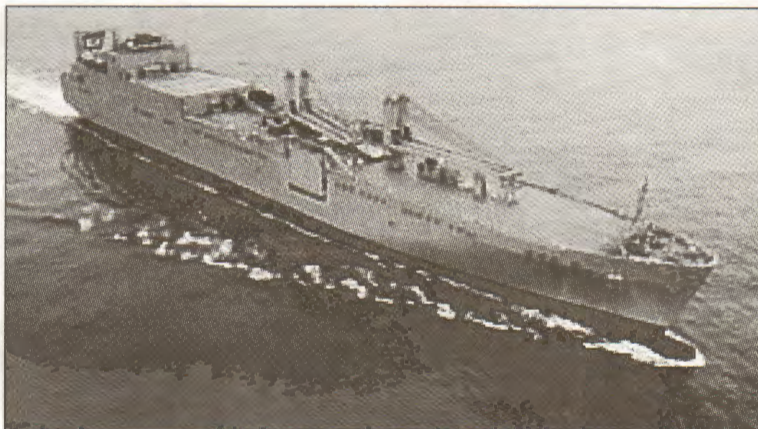
MSC in 1997. In 2001, it was transferred to the Maritime Prepositioning Force to preposition U.S. Marine Corps equipment at sea. The vessel was renamed *USNS Gunnery Sgt. Fred W. Stockham* in honor of a Marine Corps Medal of Honor recipient.

The new *Soderman* will strategically preposition Army equipment, including vehicles and supplies, at Diego Garcia in the Indian Ocean.

The *Soderman* is designed to transport helicopters, tanks and other wheeled and tracked military vehicles. It will have a cargo carrying capacity exceeding 394,000 square feet. The ship is 950 feet long, has a beam of 106 feet and will displace about 63,000 tons when fully loaded. The *Soderman*, equipped with two 32,000 horsepower gas tur-

bine engines, is capable of sustaining speeds of up to 24 knots.

The *Soderman* is one of the final pieces of a 22-ship fleet mandated by a Pentagon study following the Persian Gulf War that called for strengthening America's sealift capabilities.



The *USNS Soderman*'s nighttime launch in San Diego, accompanied by fireworks, signaled new SIU jobs and stronger sealift capabilities.

Left: The *USNS Pomeroy*, T-AKR 316, is a sister ship to the recently christened *USNS Soderman*. Aside from hull number (the *USNS Soderman* is T-AKR-17), both vessels are identical in appearance and have the same capabilities.

## ITF Comes Through Again, Secures Back Pay for Crew

The International Transport Workers' Federation (ITF) in late April secured nearly \$89,000 in back pay for Filipino crew members of the Malta-flagged tanker *Bregen*.

SIU ITF Inspector Scott Brady handled the case, which unfolded April 21-24 aboard the vessel in Freeport, Bahamas. He discov-

ered that the ship operator, Tsakos Shipping and Trading (based in Greece), wasn't honoring the terms of the ITF contract that covers the *Bregen*.

The crew included several Greeks, a Cypriot and a Russian in addition to Filipinos, but only the latter were owed back pay. After investigating, Brady spent

two days demanding that the company pay up.

"They ultimately concurred with my findings and paid back wages on board the *Bregen* of \$43,078 and, in accordance with the crew's instruction, wired \$45,900 to ITF headquarters in London for distribution to the crew upon their request," Brady noted.

The ITF, based in London and founded in 1886, is an alliance of 594 transportation-related trade unions in 136 countries, representing approximately 5 million workers. The SIU is an ITF affiliate.

For decades, the ITF has waged a campaign against runaway flags, also known as flags of convenience or FOCs. That campaign, ardently backed by the SIU, has resulted in better working and living conditions for mariners of all nationalities.

"Without the ITF insisting on regulations aboard runaway-flag ships through collective bargaining agreements, there wouldn't be any protection for thousands of mariners around the world," Brady stated.

The federation, in describing its campaign, noted, "Standardization of working conditions is the ultimate goal, and trade unions play a crucial role in achieving this. When national regulation can be so easily undermined by any successful company with branch offices in other countries, international trade unionism is essential. Without it, working conditions will inevitably plummet."



Thankful crew members from the *Bregen* received their back wages, thanks to assistance from the ITF.



Please be advised that SIU headquarters and all SIU hiring halls will be closed Thursday, July 4, 2002 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.

# Tug Liberty to the Rescue

Only with training and repetition can the response to a situation become instinctive.

Such was the case recently at Big Stone Anchorage in the Delaware Bay.

Like many tankers and oilers, the *OMI Sacramento* (formerly an SIU-contracted ship, now registered under foreign flag) was coming up the Delaware River too heavy for the 40-foot channel. The Maritrans tug *Liberty*, which works in combination with the barge *Maritrans 300* to lighter crude, was on hand to help in the lightering operation that would then enable the *Sacramento* to continue upriver.

Unfortunately, as the *Sacramento's* chief mate climbed down the Jacob's Ladder to check the ship's draft, he lost his footing, fell into the water and started drifting downstream.

Without a moment's hesitation, the crew aboard the tug *Liberty* responded instinctively to their training and released one of the tug's rescue boats to retrieve the wet and embarrassed—but otherwise unharmed—mariner.



Maritrans CEO Steve VanDyke (center) joined crew members on board the tug *Liberty* to congratulate them on their quick thinking in the rescue of a fallen mariner. From the left are Mate Jim Jennings, Assistant Engineer Rod Hood, AB/Tankerman Glenn Naundorf, VanDyke, AB/Tankerman Edmund "Big Ed" Putro and Captain Rich Adams.

# Cruise-Ship Recruitment Scam Confirmed After ITF Warnings

Following warnings from the International Transport Workers' Federation (ITF), a cruise ship recruitment scheme—which has taken more than half-a-million dollars from at least 10,000 Kenyan job seekers—has been confirmed as an elaborate fraud by the Kenyan government.

The move came after the ITF warned that the cruise ship industry could not support the jobs offered by a shady United Arab Emirates-based company, Al Najat Marine Shipping.

In mid-May, the federation published the following statement: "The ITF is issuing a worldwide alert to mariners' unions and other organizations to look out for the company, and to report any further money-for-jobs schemes. Al Najat Marine Shipping had commissioned five Nairobi-based agencies to recruit 50,000 staff for cruise ships, but applicants were asked to pay at least US\$58 each for a 'medical examination.' At least 10,000 Kenyans are known to have paid up."

Speaking in Nairobi last month, ITF General Secretary David Cockroft warned ministers the scheme "looked like a racket,

an illegal scam. There is simply no possibility that these jobs are out there," he said.

Following government investigations, Kenyan authorities on May 16 confirmed the scheme was fraudulent, and halted recruitment by the company's agents. According to the ITF, even before the industry downturn following the Sept. 11 attacks, the number of jobs available on cruise ships would be far less than what Al Najat Marine Shipping portrayed.

The ITF contacted the Kenyan government in July 2001 with concerns about the company.

According to a Moroccan newspaper report, Al Najat Marine Shipping also has attempted to recruit 20,000 cruise ship workers there. *Le Matin* reported that thousands of people had signed up for the scheme, paying at least \$100 dollars each.

In the past, the ITF has successfully assisted the prosecution of companies involved in similar scams in Belgium and Canada. "The ITF warns job seekers not to pay money for jobs, to make sure jobs really exist, and to seek advice from a trade union if at all suspicious," the federation noted.

# Pension Plan Issues Check No. 1 Million

SIU Retiree Samuel "Hoot" Gibson didn't immediately know it, but he recently became part of the union's history when he received the one-millionth check issued by the Seafarers Pension Plan.

"It says a lot about the strength of the pension plan, and I know they've been mighty good to me," declared Gibson, 75, who lives in Gilbertown, Ala. "I have had numerous medical expenses—doctor, hospital and prescription drugs—and the SIU has always been there for me. My monthly retirement checks and the bonuses I have received are all a godsend."

The Seafarers Pension Plan is based at SIU headquarters in Camp Springs, Md. Check No. 1 million was issued in April.

Gibson joined the union in 1951 and sailed in the deep sea division until 1981. He often worked aboard Alcoa passenger ships, and also sailed for Waterman, Bloomfield and others.

The Alabama native sailed in the engine department, including numerous voyages



SIU Pensioner Samuel "Hoot" Gibson, pictured recently (left) and in the early 1950s (right) in April received the one-millionth check issued by the Seafarers Pension Plan.

as an electrician or FOWT. He joined the merchant marine because "back when I started, there was nothing to do around here. And then I couldn't quit after staying with it for so many years."

Gibson attends the Christmas dinner each year at the SIU hall in Mobile, Ala. as well as other functions involving retired Seafarers.

"I would like to add that the last bonus check, for \$1,000, came just in the nick of time for expenses that were unforeseen," he noted. "I just say a big thank you to the SIU."

# Townsend Announces Bid for Governor



Maryland Lt. Gov. Kathleen Kennedy Townsend (top photo, front row, next to SIU Baltimore Port Agent Dennis Metz) on May 5 kicked off her bid for governor with a rally in Annapolis, Md. She aims to become the state's first female governor. More than 1,000 people, including U.S. Rep. Steny Hoyer (D-Md.), Gov. Parris Glendening and dozens of students from the Paul Hall Center for Maritime Training and Education (based in Piney Point, Md.) attended the gathering at the Maryland State House.



## ATTENTION SEAFARERS:

**CONTRIBUTE TO THE SEAFARERS POLITICAL ACTION DONATION**

# Labor Condemns Court Decision Opening U.S. to Mexican Trucks

An eleventh-hour legal attempt by groups looking to keep U.S. highways safe by preventing the government from ending the moratorium on Mexican truck border-crossings has been derailed by a federal appeals court in San Francisco.

The 9<sup>th</sup> U.S. Court of Appeals on May 2 denied the request by an alliance of environmental, consumer and labor organizations, which one day earlier sued the Department of Transportation. The group's lawsuit hoped to stop the federal government from implementing regulations for the operation of Mexican trucks in the United States. It also sought an injunction that would have required the administration to conduct an environmental impact statement so that key public health concerns about these vehi-

cles could be fully addressed before they were allowed throughout the country.

The litigation—filed just two days before the new guidelines were scheduled to go into effect on May 3—alleged that the Department of Transportation did not conduct a comprehensive analysis of the environmental impacts of the Mexican trucks when it made its recommendations earlier this year.

The regulations at issue—which outline safety and operational prerequisites—had to be in place before the president could lift the 1982 moratorium that bans Mexican trucks from the United States.

As reported last year in the *Seafarers LOG*, Mexican trucks were promised full access to U.S. highways under the so-called

North American Free Trade Agreement (NAFTA) of 1994. The U.S. did not meet the March 8, 2000 NAFTA-imposed deadline for opening all U.S. roads to Mexican trucks, but U.S. transportation officials since have been working toward a solution for the impasse. The regulations being challenged in the coalition's litigation are the result of U.S. officials' new policy regarding the trucks.

The plaintiffs in the suit—Public Citizen, the Environmental Law Foundation, the International Brotherhood of Teamsters, the California Federation of Labor AFL-CIO and the California Trucking Association—say the trucks are not clean enough to enter the country and will dramatically increase U.S. air pollution because:

- At least 30,000 Mexico-domiciled diesel trucks are set to enter this year, including many

older, pre-1944 trucks that are the most egregious polluters.

- Within 10 years, diesel emissions from U.S. trucks will be dramatically reduced due to new engine and fuel standards; no legislation is pending in Mexico to require Mexico-domiciled trucks to meet the same or even similar standards.

- Trucks from Mexico may not be covered from a settlement that requires U.S. trucks to remove "defeat devices" which enable them to test clean at inspection sites but run dirty on the open road.

"Trucks that cross our border from Mexico must meet U.S. emissions standards," said James P. Hoffa, Teamsters general president. "Unless these standards are met, we should not allow these trucks to further pollute the air we breathe."

Currently, Mexico does not have strict controls on diesel emissions. According to the Teamsters, Mexico-domiciled diesel trucks already have dramatically increased air pollution in the western border states. Diesel and its component chemi-

cals have been linked to cancer, birth defects and asthma, a Teamsters news release said.

AFL-CIO President John Sweeney, in a prepared statement following the court's decision, voiced his strong displeasure with the judge's ruling. "The decision by the 9<sup>th</sup> U.S. Court of Appeals to allow Mexican trucks to operate on U.S. roads—even though the trucks do not meet U.S. emissions standards—places a higher value on corporate rights than on the safety and well-being of the American people," he said.

"It is appalling that Mexican trucks will be allowed to emit dangerous pollutants on our roadways, exposing our communities and families to increased health hazards, even though U.S. law attempts to protect citizens by limiting emissions from our own trucks," the labor president continued. "Last year, the Department of Transportation said that Mexican trucks operating on U.S. soil must meet all U.S. standards. We believe these standards include laws regarding emissions, as well as labor laws and safety standards."

## UN Security Council Calls for 'Transparent' Liberian Ship Registry

The United Nations Security Council during its May 6 meeting in New York called on the government of Liberia to institute a "transparent and internationally verifiable audit regime" to ensure that revenues gained from its run-away-flag shipping registry and timber industry are used for legitimate social, humanitarian and development purposes.

The council's decision also repeated a request that the government establish an effective Certificate of Origin regime for Liberian rough diamonds that is transparent and internationally verifiable. Finally, the council requested that all UN-member states, in particular arms-exporting countries, exercise the highest degree of responsibility in small arms and light weapons transactions to prevent illegal diversion and re-export, in order to stem the leakage of weapons to illegal markets in the region.

A panel of UN experts—to be established in three months by UN Secretary-General Kofi Annan—will conduct a follow-up assessment mission to Liberia and neighboring states to investigate and report on compliance with the resolution demands. Violations, as well as any potential economic, humanitarian and social impacts of the resolution, also will be reported.

The foregoing demands were components of the UN's unanimously adopted resolution that extended already existing sanctions against the West African nation—including an arms embargo, a travel ban on a large number of government officials and some in the nation's maritime industry, and a prohibition on the import of its rough diamonds—for another 12 months. The sanctions were instituted last year in response to Liberia's support for the Revolutionary United Front Rebels in neighboring Sierra Leone.

Liberia receives an estimated \$18 million in revenue each year from its maritime registry; about 1,800 ships fly the Liberian flag.

A UN panel last year reported that Liberia has used funds raised by the U.S.-based Liberia International Ship and Corporate Register (LISCR)—which operates the maritime register on the government's behalf—to finance arms and weapons transport and other sanctions-busting activities. During the same time frame, the International Transport Workers' Federation (ITF) claimed that revenue from the registry funded president Charles Taylor's brutal war against Sierra Leone.

Transparency of ownership has been a core demand of the United States in the continuing international debate over beefing up maritime security. And although it has stirred sometimes-aggressive objections from ship owner groups and a number of delegations to the International Maritime Organization, it still has considerable backing, especially in the United Kingdom.

"The clock is ticking for the Liberian register and it should have had its last chance," said Jon Whitlow in response to the UN's decision to extend the sanctions. Whitlow is secretary of the ITF's Seafarers, Fisheries and Inland Navigation Section.

"Those who hoped it would somehow emerge looking pure and innocent from the murderous mire of the Liberian state have been made to look at best naïve and at worst complicit," Whitlow continued. "The UN's call for the Liberian flag to make its dealings transparent is particularly significant. It means the Security Council accepts that funds have been used for criminal purposes. Common decency surely demands that ship owners 'flag off' and wash their hands of this tainted operation."

The UN has given the Liberian government three months to establish and implement auditing procedures for the revenue it receives from its maritime and corporate registry to ensure it is spent on legitimate (social, humanitarian or development) purposes.

## Port Security

Continued from page 2

that was mislabeled and considered to be dangerous to the port. The containers were deemed "misdeclared and in substandard condition." The ship was ordered out of port where it anchored before departing for a foreign destination.

In an April 8 move, the INS announced that it would no longer grant visa waivers or shore leave to any crew members who did not possess valid U.S. visas. Under the procedural shift—made without a change in its formal policy—the INS will detain crew members on board their vessels if they arrive in the U.S. without valid visas. In instances where seamen claim medical emergencies in order to gain shore leave, the INS would review requests on a case-by-case basis.

Published reports say some vessel owners already are experiencing detention of crews aboard ships making U.S. port calls. The INS unequivocally has declined to adopt a uniform policy to administer these actions, stating instead that detention decisions have been left to local INS authorities.

In a parallel development, which came after several foreign crew members jumped ship in Norfolk, Va., the INS told ship operators not to lower their gangways until INS agents were present. This policy change was instituted to prevent such incidents in the future.

Other ship operators have been required to provide armed guards to stop crew members without visas from leaving vessels.

### Security Scanning Device

Elsewhere, U.S. Customs officers in Seattle have implemented a new system that makes inspecting the interior of a cargo shipping container as simple as gazing at a computer monitor. According to published reports, the mobile gamma-ray scanning device reveals the contents—cargo, weapons and even people—inside the quarter-inch thick steel walls of a shipping container.

The system became operational in Seattle in early April; Tacoma is expected to go on line with units in the near future. It has

been operational at truck crossings along the country's southern borders for two years.

An estimated 1.3 million shipping containers transit the port of Seattle annually. This unit can scan 11 containers per hour compared to the time it takes inspectors to check one unit. Nationwide, the Customs Service has more than 20 systems deployed.

### Port Terrorism Prevention Act

In another congressional move, Sen. Charles E. Schumer (D-N.Y.) on April 30 introduced the Port Terrorism Prevention Act of 2002 (S. 2426). This measure—intended to beef up security at all U.S. ports—would provide \$150 million during fiscal year 2003 to acquire at least 100 mobile scanning devices; \$50 million annually during fiscal years 2003 through 2007 for research and development grants, and \$500,000 for a government report to Congress covering automated scanning systems used by the U.S. Customs Service.

Under the measure, manifest discrepancies would be eradicated by granting the Customs Service the authority to fine parties (from \$10,000 to \$20,000 per violation) for failing to correct manifest entries. Additionally, certain merchandise descriptions such as "freight of all kinds," "hazardous not otherwise specified" and "said to contain" would be barred from use.

### Security at California Ports

The Coast Guard has put new security guidelines into place covering marine terminals in Southern California and the vessels and trucks calling at the facilities. The ports of Los Angeles, Long Beach and Port Hueneme are affected.

Announced in January after the Coast Guard held a number of

meetings with officials from the transportation community, the new security requirements went into effect May 1. They are based on three levels of risk, with measures growing in intensity as the security risk increases.

**Level 1** – The threat of an unlawful act against terminals and vessels is considered possible, but not likely.

**Level 2** – Intelligence indicates that terrorist activities in the area are likely.

**Level 3** – An unlawful act is considered imminent and intelligence indicates terrorists have chosen specific targets.

The Coast Guard has outlined specific security measures that must be followed at each level. Terminal operators are charged with implementing the measures as appropriate.

When the *Seafarers LOG* went to press, the captain of the port (COP) had Southern California facilities under a Level 1 alert. Under this level, every person entering the terminal must have business to conduct at the facility and show valid identification cards. Further, all packages and vehicles entering or exiting the terminal area are subject to inspection. On a random basis, five percent of the vehicles are subject to search.

More measures are required should the COP call a Level 2 alert. Terminal representatives would be required to escort all contractors, vendors and visitors to their destinations inside the facility. Ten percent of vehicles randomly would be subject to search.

In Level 3, all deliveries to vessels must be inspected. In addition, all ship stores must be screened for explosives, and explosive-sniffing dogs must sweep the terminal prior to the arrival of a vessel, as well as other security measures.

## Contract Reminder

Beginning June 16, under terms of the standard freightship and tanker agreements, members with 3,000 or more days of sea time will receive pension credits for their vacation benefits. For instance, if a Seafarer sails on a tanker where he receives 15 days of vacation per month, and that individual works eight months a year, then he will receive pension eligibility for 360 days.

Also, members can include their vacation benefit when determining annual earnings upon which the wage-related pension is calculated. This leads to a larger pension.

# Article Cites Manpower Crisis Facing U.S. Merchant Marine

An article in the May issue of *Sea Power* magazine warns that the United States would be hard-pressed to satisfy armed forces' sealift requirements in the event of a full-scale conflict.

The piece also quotes several prominent maritime authorities who emphasized the importance of the U.S. Merchant Marine.

The article was written by Robert Little, a *Baltimore Sun* reporter who authored similar pieces last summer which were carried on the *Sun's* front page.

*Sea Power* is published by the Navy League of the United States. In the magazine, Little notes that more than 95 percent of the materiel needed by U.S. troops for a normal overseas military mission must be transported by ship. "Sealift remains essential to combat success in virtually any large military operation carried out by U.S. personnel in a foreign theater," he writes. "Smaller regional campaigns, like the war in Afghanistan, can be supported to a considerable extent by airlift, but aircraft simply cannot carry the huge tonnages of supplies and equipment necessary to sustain a large invading or occupying force like the one amassed during Operation Desert Shield.

"The largest airplane in the U.S. Air Force inventory, a C-5 Galaxy, can carry only two M1-A1 Abrams tanks, for example, because of the immense weight of the tanks. A cargo ship could carry ten or 20 times as many tanks, and thousands of tons of other military supplies and equipment as well."

U.S. Air Force Gen. Charles "Tony" Robertson Jr. (ret), former head of the U.S. Transportation Command, says the nation "needs a fairly robust, certainly healthy U.S.-flag fleet to do the [Department of Defense's] business. When a crisis occurs—I mean a real knockdown, drag-out crisis—for the

country to rely on foreign-flag carriers is something we would not want to do."

Similarly, Capt. William Schubert, head of the U.S. Maritime Administration (MarAd), says that the U.S. fleet's status "is a very serious issue that needs to be addressed right now—today. We don't have time to postpone this issue any longer, or there could be some very serious consequences. I am not very comfortable right now that we have the ability to respond to an emergency."

The article examines U.S. sealift assets and many of the challenges facing the industry. For instance, Rear Adm. David Brewer, commander of the U.S. Military Sealift Command, notes that STCW requirements could impact "the surge fleet during a large-scale activation."

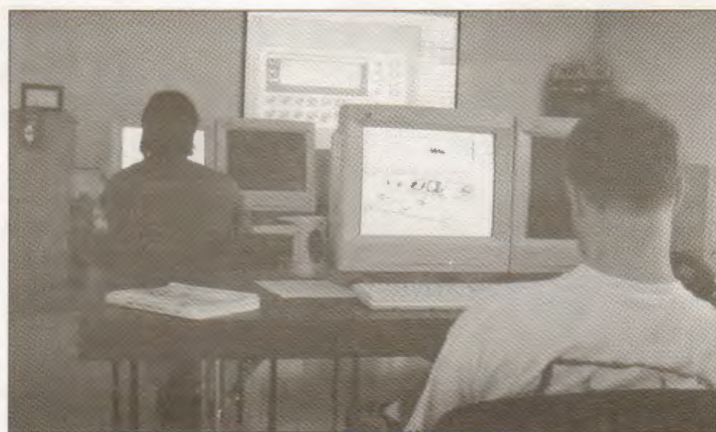
Strikingly absent from the otherwise fairly comprehensive critique was an assessment of runaway-flag shipping and its impact on the U.S. fleet. Runaway flags, a sort of waterborne version of NAFTA, unquestionably have harmed not only the U.S. Merchant Marine but also the fleets of many other nations.

The writer does point out that the U.S. "has always relied on civilian merchant mariners to move its military supplies and equipment overseas in time of war."

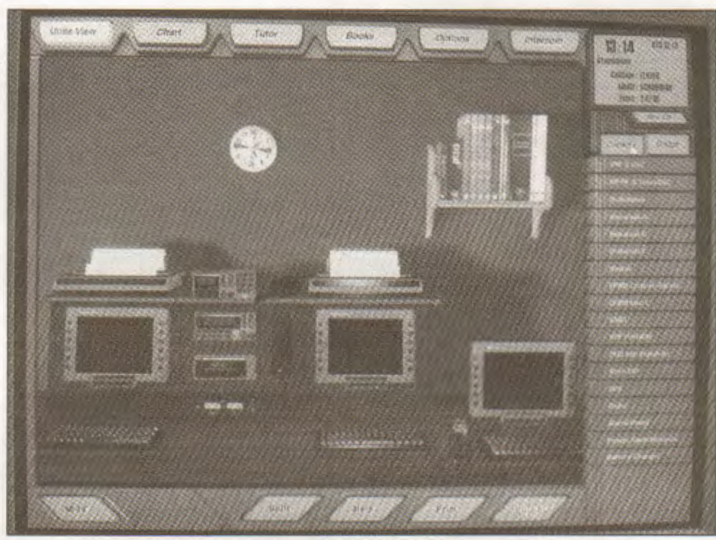
Finally, the piece mentions several potential steps for boosting the American-flag fleet. Among them are creating a merchant marine reserve; developing an emergency plan for training and certifying retired and inactive mariners; and initiating various changes at maritime training institutions.

Schubert concludes that the challengers are "a real wake-up call that shows how important the U.S.-flag Merchant Marine is to our national defense."

## GMDSS Still Going Strong



The Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., offers a 70-hour GMDSS course that is approved by the U.S. Coast Guard. The school began offering the course in February 2001. The class utilizes state-of-the-art training tools, as shown in these photos. GMDSS stands for global maritime distress and safety system. Under amendments to the International Convention on Safety of Life at Sea (SOLAS), all cargo ships and passenger vessels greater than 300 gross tons that sail on international voyages must be fitted with GMDSS equipment.



## Reminder for Government Operations Employees Working for NOAA, Army Corps of Engineers, MSC

The "open season" for the Thrift Savings Plan runs from May 15 through July 31. Now is the time to increase or decrease your amount of contributions to the different plans.

It pays to contribute as much to the thrift plan as you can afford. This year you can contribute up to 11 percent of your salary. Civil Service Retirement System (CSRS) participants can contribute up to 6 percent of your salary.

In the Federal Employees Retirement System (FERS), the agency will make an automatic contribution of 1 percent of your

base pay. If you contribute money, your agency (National Oceanic and Atmospheric Administration/NOAA, Army Corps of Engineers or Military Sealift Command) will make matching contributions up to a certain amount. These additional agency contributions can really boost the value of your retirement plan—it's like giving yourself a raise in your pension. That's especially true if you contribute the most you can afford each year and keep your money invested throughout your career.

Money in the Thrift Savings

Plan may be invested and transferred between five funds. The Government Securities or G fund, the Common Stock Index Investment or C Fund, the Fixed Income Investment or F fund, the Small Capitalization Stock Index Investment or S Fund, and the International Stock Index or I fund.

Planning for your financial well-being at retirement is important. Take the time to learn about your retirement benefits. Information for FERS and CSRS programs can be obtained from the Afloat Personnel Management Center or at [www.tsp.gov](http://www.tsp.gov).

## Notice to Civmars Re: Force Protection Duties

Recently, the union has received several messages from Civmars notifying us that they have received orders to perform security duties outside the vessel. These duties have included riding a launch boat, riding a security boat to patrol around the vessel, standing on the pier for ID check, and standing at port entry points away from the vessel to check vehicles and passenger identifications.

The union has notified MSC that Civmars should not be required to perform these types of force protection assignments, nor should they be asked to perform these assignments on a voluntary basis. This type of force protection assignment should be performed by military personnel or other personnel working at the direction of the military.

These duties are outside the scope of work normally performed by Civmars. Civmars are not adequately prepared to perform these assignments, and these duties place Civmars in positions which pose uncertain risks.

If you receive an assignment of this type, please contact your ship's chairman, who should notify the union. We will try to resolve these situations at the lowest operational level to ensure MSC continues to meet its mission requirements and that mariners will not be required to perform these types of duties.

## Union, MSC Agree on Position Conversions

The union's government services division recently reached an agreement with the Military Sealift Command (MSC) to implement an expansion of the existing AB positions aboard its Civmar-crewed vessels. This will increase the number of ordinary seamen positions and reduce the number of steward utilitymen slots.

Changes to this program will affect job opportunities and working conditions for Civmars in the deck and steward departments.

MSC is experiencing a severe shortage of ABs in its East Coast fleet and a moderate shortfall on the West Coast. This program will require changes to the manning scales of most PM1 vessels. As these changes are introduced, more AB billets will open, affording an opportunity for steward utilities to apply for work in AB positions.

The union is very supportive of all upgrading opportunities provided through this position conversion program, and encourages those Civmars who are interested in a future in the deck department to make application for transfer.

At the same time, the union is concerned about the possible impact to working conditions for remaining

personnel in the steward department and the overall impact to food service and sanitation due to the manning adjustment. These concerns were raised in bargaining sessions with MSC management representatives. As a result of these talks, the union signed a memorandum of understanding (MOU) with the command which calls for a joint monitoring of the AB/OS-conversion program and its impact aboard MSC ships.

The parties will convene within 45 days of implementation to examine input and feedback from the captains and the chief stewards about any changes in working conditions. The union urges all chief stewards (east and west coasts) to keep your union representatives informed about the program's effect on the steward department.

Stewards may send their comments to:

[civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org). This email address is set to receive comments about detailing issues and reports regarding the conversion program. Please file any grievances through your ship's chairman. Civmars generally will not receive responses to messages sent to this address.

## Port Council Honors Sen. Carnahan



The St. Louis Port Council of the AFL-CIO Maritime Trades Department last month saluted U.S. Sen. Jean Carnahan (D-Mo.) (pictured with SIU and MTD Pres. Michael Sacco) during its annual banquet. This year's event took place May 11 in St. Louis. Sacco presented the port council's "Able Helmsman" award to Carnahan, who is the first woman in Missouri history to serve in the Senate. He described her as "someone who has demonstrated a firm, effective commitment to the people she represents. It's very simple: Senator Carnahan supports the goals of organized labor."

# Bosuns: Individually and Together, Seafarers Must Get the Job Done

The maritime industry has its complexities, from high-tech equipment to often-voluminous regulations and beyond.

Last month, however, the union's newest class of recertified bosuns spelled out some nuts-and-bolts truths that are vital not only to the SIU but also, one could argue, to the entire U.S. fleet.

Addressing fellow members and unlicensed apprentices during the May membership meeting in Piney Point, Md., the dozen "recertifieds" shared their views on the union's effectiveness and how each individual member must play a role in that success. They also described the importance of different components—political action, training, job performance, contract negotiations, representation in the U.S. and abroad, to name a few.

Completing the four-week course at the Paul Hall Center for Maritime Training and Education were **Abdulla Alwaseem**, (from the port of Wilmington, Calif.), **Mark Billiot** (Norfolk, Va.), **Ralph Broadway** (Baltimore), **Dave Coleman** (Mobile, Ala.), **Thomas Gruber** (Jacksonville, Fla.), **Frank Hedge** (Wilmington, Calif.), **Joseph Olson** (Brooklyn, N.Y.), **Ricardo Quinones** (San-turce, P.R.), **Omaha Redda** (Houston), **Francisco Sousa** (Wilmington, Calif.), **Michael Watson** (Tacoma, Wash.) and **Jay White** (Houston). The course—which blends classroom training, hands-on instruction and conferences with representatives of the union's various departments—is considered the top curriculum for deck-department Seafarers.

## Early Lesson

White, who joined the union after what he described as a disappointing stint aboard oil-patch workboats, recalled a message he heard in 1987 aboard his first SIU ship. "My bosun told me the SIU is all about a fair day's wage for a fair day's work. If we didn't get the work done, we would lose the contracts. I have never forgotten that," he said.

"Remember, the ships do not exist to give us a free ride around the world and a paycheck," White continued. "The companies invest in the ships to do a job. The SIU invests in us to maintain the



**FROM PINEY POINT TO THE WHITE HOUSE**—The SIU's newest recertified bosuns spent most of the four-week course on the campus of the Paul Hall Center in Piney Point, Md. Above, they're pictured with SIU officials right after the May membership meeting at the school. At left, the class included meetings at AFL-CIO headquarters—and a quick stop across the street for this photo at the White House. Graduating from the course (and pictured in both photos) were Abdulla Alwaseem, Mark Billiot, Ralph Broadway, Dave Coleman, Thomas Gruber, Frank Hedge, Joseph Olson, Ricardo Quinones, Omaha Redda, Francisco Sousa, Michael Watson and Jay White.

ships and get them from point A to point B. When everyone does a good job, everyone looks good. That's when we get a little extra time off in port or maybe make a little extra money. When everyone does his share, this also gives Mr. (Augie) Tellez and his staff power at the bargaining table. When we don't do our job, we get no extras, we are weak and our union representatives have to go to the table with excuses."

Billiot said he was heartened to learn more about "all the hard work that goes into keeping the American flag flying on the ships we have. And I'd have to say my overall experience at Piney Point has been great, starting as a trainee in 1988. It seems as though every couple of years, some new regulation is introduced and new training is needed

for us as Seafarers to maintain our ability to sail. The school puts a great deal of effort in keeping up with and staying ahead of the changes, and adding classes."

## Political Action, Opportunities

For Mobile resident Coleman, brushing up on the U.S. maritime industry's heavily regulated makeup—a condition which demands political activity as a matter of continued existence—proved especially worthwhile. "SPAD dollars keep the union wheels turning," he stated, referring to the SIU's voluntary political action fund. "I used to think, 'Oh well, I'll just sign and contribute to SPAD,' but I didn't fully understand its importance. Those dollars are fighting for our survival, from the White House to a small town in Alabama."

Alwaseem encouraged his fellow Seafarers to "always remember it is very important to donate to SPAD to support our political activity.... I enjoy being a seaman and I'm very proud to be a member of the SIU, which is the strongest maritime union in the world. I thank the union officials, past and present, for all the hard work that they put forward to make this a true union."

Broadway reported that since graduating as a trainee nearly 20 years ago, "I've always been able to find work through the union halls, and SPAD is a major component. It keeps our jobs secure."

Sousa and Hedge both touted the opportunities they've found through the union and the school. "I have sailed non-union and with other unions. No one offers the opportunities to advance my

career that the SIU offers," declared Sousa.

Hedge has been a member of five different unions. "The SIU is the only union that has helped me advance within my industry," he pointed out. "I've always appreciated what our officials do for the membership and the industry. As for the school, it's all positive. SIU members have everything to gain by upgrading."

Redda said he is living proof of the chances to better oneself. "I joined the union 20 years ago. Before that, I used to ride two buses to go and work for less than \$4 an hour," he remembered. "Today, I have a beautiful wife and kids and all that goes with it. Damn right I'm a union man!"

Redda added that the Paul Hall Center "is state of the art. Whatever training is called for in any department, it's offered here. I would recommend upgrading to all SIU members."

## Safety Training

Watson half-jokingly said he found at least one drawback to staying at the school. "I had an excellent experience at Piney Point. I gained a lot of weight and acquired new knowledge and skills," he noted.

Like most of his classmates, Watson is a frequent upgrader. He also is a veteran of two shipboard fires (*Aleutian Developer* and *Liberty Bell*) and therefore has an acute appreciation of the acclaimed Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.

"I believe that you can't get enough practice. Hands-on training is the key part in fire fighting," Watson said. "The Joseph Sacco Fire Fighting and Safety School was excellent, as was the computer lab."

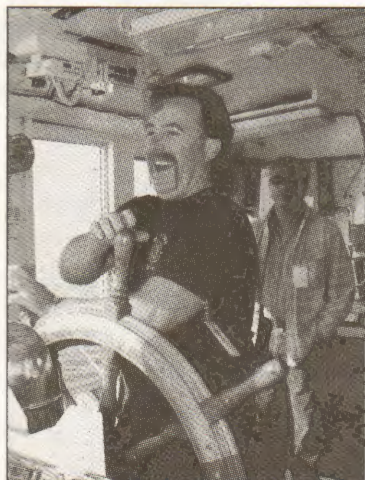
## Next Generation

A number of the bosuns offered guidance and encouragement to the unlicensed apprentices in the audience.

"Study at the school, and listen to your supervisors on the ship," said Quinones. "And remember, the only stupid question is the one not asked."

"Ask questions and learn," agreed Olson. "You can better your education and job opportunities by taking advantage of what's offered at this school."

Gruber suggested that the newest Seafarers can choose from two paths. "You can either attend the school of hard knocks, or the one here before you. The things here at Piney Point will make your life easier."



Hands-on training is a big part of most Paul Hall Center courses, including recertification. Honing their skills are (from left) Frank Hedge, Omaha Redda, Mark Billiot (at wheel) with Paul Hall staff member Jack Russell, Francisco Sousa and Joseph Olson.

# Guilty Pleas Entered In Pollution Case Involving FOC Ship

A ship manager based in Piraeus, Greece and a 56-year-old chief engineer pleaded guilty last month in a New York federal court to falsifying a runaway-flag ship's log to hide the dumping of oil into the ocean.

The sentencing hearing for Ionia Management and Christos Kostakis was scheduled for May 24, too late for this edition of the *Seafarers LOG*. The company may be fined up to \$500,000; the mariner faces possible fines and up to five years in jail.

The case has been described as one of several recent episodes in which U.S. authorities, unable to penalize those responsible for dumping oil in international waters, instead seek their prosecution for lying in the logs, once the ship reaches the U.S.

In a joint announcement issued May 7, the U.S. attorney for New York's Eastern District—along with officials from the Coast Guard, Environmental Protection Agency and FBI—noted that the Bahamian-

flagged tanker *Alkyon*, operated by Ionia, "like other large ships produces waste oil from operation of its engineering machinery. Much of this waste oil accumulates in the bottom, or bilges, of ships' engine rooms. During routine operations, ships accumulate too much oily bilge water to carry from port to port. Because waste oil is an environmental hazard, the *Alkyon*, like other similar ships, is equipped with a pollution-prevention device known as an oil-water separator. An oil-water separator processes a ship's oily bilge water by separating water containing no more than 15 parts of oil per million and discharging that water overboard.

"When an oil-water separator detects water containing more than 15 parts of oil per million, an alarm sounds and the oily water is prevented from being discharged overboard. The oil residue produced by the oil-water separator is stored aboard the ship for proper disposal in port, or is burned in a ships' incinera-

tor. An oil-water separator requires regular maintenance, cleaning, and replacement of filters."

Federal law requires that vessels document use of the oil-water separator, discharges of processed water and disposal of oily water. The ship's chief engineer is responsible for operating the oil-water separator and maintaining and recording information in the oil record book.

The government announcement further noted that on Jan. 8, the *Alkyon* was en route to New York Harbor when its shipping agent made a routine request for the U.S. Coast Guard to inspect the tanker upon its arrival. The inspection, which took place off Staten Island, "established that piping had been manipulated so that the *Alkyon's* oil-water separator could be bypassed, and that oily bilge water had been discharged directly into the sea.... When a Coast Guard officer asked crew members if they used a 'bypass pipe' to evade the oil-water separator, Chief Engineer Kostakis produced a pipe and stated that it was used only for emergencies."

An inspection of the ship's oil record book revealed false entries. Kostakis, a Greek, waived indictment and pled guilty to knowingly and willfully making the bogus accounts. Ionia pled guilty to the same charge.

As part of the plea agreement, the parties will recommend to the sentencing judge that the total fine imposed be payable to the National Fish and Wildlife Foundation, a charitable and non-profit corporation established by Congress to promote and conserve U.S. environmental resources. Additionally, Ionia will reimburse the government for its expenses incurred in prosecuting the case, estimated to be \$35,000.

Finally, Ionia must provide the Coast Guard with a compliance checklist for the "proper care and disposal of oily waste" no later than four days before any of its ships arrives at any port in the United States. The checklist requires the company to certify that each arriving ship has been properly processing and disposing of its waste oil.

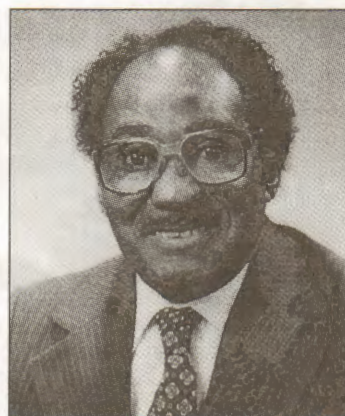
# Retired Ohio Legislator Casey Jones Dies at 86

Casey C. Jones, who supported legislation to assist Great Lakes mariners, passed away April 2 in Springfield Township, Ohio, after a nearly year-long illness. He was 86.

Jones, a Democratic state representative for 25 years who retired in 1995, had been active in the AFL-CIO Maritime Trades Department's Toledo Port Council for many years. He helped enact a bill to extend unemployment benefits to those who worked on lake freighters.

Jones also sponsored bills that tackled issues such as migrant labor, literacy, education about minority cultures, sickle cell anemia, crime victims and more.

A native of Princeton, Ky., he once played basketball for the Harlem Globetrotters and the Toledo entry in what became the National Basketball Association. U.S. Rep. Marcy Kaptur (D-Ohio) said Jones' sports background "brought that spirit



Casey C. Jones Sr.  
1915 - 2002

of teamwork and camaraderie to the political process. He had a way of carrying himself that people were always comfortable with."

He is survived by his wife of 38 years, two sons, four daughters, 17 grandchildren and a number of great-grandchildren. Funeral services took place in Toledo.

## More Pollution

### EPA Charges 2 Engineers from Panamanian-Flagged Car Carrier

Two engineers from the Panamanian-flagged car carrier *Cygnus* have been charged with making false statements in the ship's oil record book. According to the U.S. Environmental Protection Agency, they allegedly recorded that waste oil was burned in the ship's incinerator when, instead, it was being discharged into the ocean.

The mariners—Chief Engineer Pyeong Gab Jeong and First Engineer Duk Jo Jeong, both Koreans—in late April were ordered to remain in Portland, Ore., as were four other crew

members who are material witnesses. The 623-foot *Cygnus* is owned by Feng Lee Maritime Corp. of Panama City and is operated by Fujitran Corp. of Japan.

According to press reports, Coast Guard and EPA inspectors on April 10 boarded the *Cygnus* in Portland and determined that the ship's waste oil recovery system had been bypassed. They had received an email from a former crew member that reportedly included images of the disconnected ship's manifold attached to a hose that drains overboard.

# OMU Cortes' Ashes Committed to the Deep



Above: Chief Mate Robin Espinosa (left) and Capt. Peter Sarandinaki prepare to scatter the ashes of Brother Cortes. Below: officers and crew read from Psalm 107: 23-31.



As his ashes were being scattered over the Atlantic Ocean, the officers and crew of the *CSX Discovery* bid a final farewell to their fellow Brother of the Sea, Heriberto Cortes.

Capt. Peter Sarandinaki, in a note to Cortes' widow, Teresa, wrote that Sunday, April 7, at 10 a.m., while steaming off the East Coast of the United States, "the ship's main engine was placed on slow ahead and the crew assembled for a memorial service on the fantail."

Tributes of remembrance were voiced by Steward Jonny Cruz, SA Erasmo Guevara and QMED/Electrician Roy Frett. Readings from the old and new testaments followed, after which all hands were joined together in reciting The Lord's Prayer. "We then had a moment of sil-



Steward Jonny Cruz (right) and Captain Sarandinaki participate in the memorial service for OMU Heriberto Cortes.

ence," Sarandinaki continued, "as Heriberto's ashes were slowly scattered in the wake of the ship, accompanied by a final farewell salute of three prolonged blasts on the ship's whistle."

Cortes, 48, joined the union in 1971. He sailed as an OMU and died March 12 while working aboard the *CSX Producer*.

# Prison Sentence Delivered In Alien Smuggling Suit

When four illegal immigrants from China died aboard a Japanese cargo ship bound for Seattle in January 2000, it illustrated the ongoing problem of foreign-flag vessels serving as conduits for smuggling people into the U.S.

Last month, a Chinese man—who himself snuck into the country five years ago—was sentenced to nine years in prison for his role in coordinating the attempted illegal immigration of 18 other Chinese nationals. Chao Kang Lin, 31, was sentenced in Seattle on May 9. Two other conspirators already had been convicted and sentenced to shorter terms.

While the case of the Japanese-flag *Cape May* hardly is unique—the vessel was one of at least 15 found along the West Coast that year with Chinese civilians concealed in containers—the fatalities drew widespread attention. Altogether, 18 people hid in a 40-foot container aboard the *Cape May* for a 10-day voyage from Hong Kong to Seattle. They paid anywhere from \$38,000 to more than \$40,000 apiece for the transportation.

U.S. immigration officials who had been alerted to the scheme opened the container in Seattle. They found conditions described in press and government reports as horrific and torturous.

The bodies of three dead men were stacked in the container's rear; a fourth man died later. They died from starvation and dehydration caused by seasickness.

The survivors, cramped and short on stores, endured a predictably brutal, dark journey.

News reports stated that, according to newly unsealed court documents, U.S. authorities have connected the *Cape May* incident and several other smuggling maneuvers to a pair of Chinese "triad" crime operations.

According to the U.S. Department of Justice, Lin traveled to Seattle to meet the aliens upon their arrival and arrange their transportation to New York City. While awaiting the connection, he was contacted by a China-based alien smuggler (commonly called a snakehead) who told Lin to check the local newspaper for a report on the deaths.

## Reminder: SIU/NMU Reciprocity

As reported in previous issues, the Seafarers Health and Benefits Plan (SHBP) is operating a pilot program with the NMU Welfare Plan which is intended to benefit Seafarers.

When the NMU merged into the SIU, one union was created. However, in accordance with the merger agreement, the benefits plans of each union (as they previously existed) remain separate.

In the case of the health plans, eligible members who before the merger were covered by the SIU plan, continue to receive coverage under that plan. Similarly, eligible members who were covered by the NMU still are with that plan.

The six-month pilot program (which ends in July) essentially gives full credit for sea time toward members' health-benefits eligibility, re-

gardless of which plan they are covered by. As long as a member has enough sea time to qualify for health benefits, it doesn't matter if that time was accumulated on SIU- or former NMU-contracted ships, or a combination of both. The member gets credit toward eligibility under his or her plan.

The pilot program will be reviewed by trustees after its expiration.

Additionally, the Seafarers Vacation Plan and the Seafarers Pension Plan have announced reciprocal agreements with their NMU counterparts. Those agreements fundamentally allow members to receive credit toward their pension and vacation benefits based on their total days worked, even if their sea time is divided between companies that are signatory to the plans.



# Ten Scholarships Awarded to Seafarers, Dependents

Forty-nine years after awarding its first scholarships, the Seafarers Health and Benefits Plan program is still going strong. In 1953, four full college scholarships were given out in the amount of \$1,500 each, for a total of \$6,000. Today, \$130,000 is being

divided up between the ten 2002 scholarship recipients—both Seafarers and their dependents. On this page are brief descriptions of the backgrounds and educational goals of the 10 college-bound students.

## SEAFARERS

*Five scholarships were awarded this year to Seafarers, each in the amount of \$6,000 for study at a two-year college or vocational school.*



Mark A. Dyer

Deep sea member **Mark A. Dyer**, 34, began sailing in 1989 at the urging of his younger brother Aaron. Upon arriving at his first ship, the *USNS Rigel*, he was surprised by Aaron and another brother, Jeff, who were waiting for him at the top of the gangway. Jeff worked in the deck department and Aaron worked in the steward department. (Another brother, Lance, also sails.)

Dyer, who lives in Newport, N.C., sails as a chief steward. He has received many compliments and praises for his dedication and professionalism in the galley (especially his fresh-baked donuts) and for his strong interest in the welfare and morale of his fellow crew members.

His brother Aaron passed away at the age of 20, and Dyer, in winning this scholarship and continuing his education, is keeping a promise he made to his younger brother to better himself in his chosen occupation—culinary arts and sciences. He has already begun studies at Johnson & Wales University in Norfolk, Va., where he has been on the dean's list, and will continue with that program.

**Pamela Monaco**, 44, graduated from the SIU's entry-level training program in 1978. In 1980, she upgraded to a rating of AB and has been sailing in the deck department for the past 24 years.

In 1992, Monaco graduated from a vocational nursing program and received her vocational nursing license. For the past nine years, while continuing to sail, she also has worked part time as a nurse in the home health care field and has continued her nursing studies.

The resident of Shasta, Calif. hopes to receive an associates degree in nursing and a registered nursing license at Shasta College in Redding, Calif. and "to use these skills and qualifications to provide a positive impact into the nursing profession in my community."

Although her goals are focused on the nursing profession, Monaco has no plans to disregard her seafaring career. She says she has enjoyed her career as an AB and has "always appreciated the respect and support given to me by my SIU brothers and sisters."

**Samuel Garrett**, 40, has been a member of the SIU for 13 years. He started working in the steward department, but following a voyage during the Gulf War aboard the *Cape Etna* as an emergency wiper, the engine department is where he feels most comfortable, and he has

been sailing in that department ever since, always taking advantage of opportunities to advance his skills at the Paul Hall Center.

Garrett's long-range educational goal is to complete a two-year program in criminal justice, leading to an AS degree, at Florida Community College in Jacksonville. He would like to use his new legal skills in working on behalf of the SIU membership in both the legal and political arenas.

**Jeanette M. Montgomery**, 36, joined the SIU in 1988 in the port of Honolulu. She worked on board the *SS Independence* for a year-and-a-half before returning to San Francisco to attend college. But her funds were diminishing quickly. She began attending classes at the Paul Hall Center, and by the time she was finished, she had completed the cook/baker, chief cook and lifeboat classes and then started to sail deep sea out of the port of Seattle.

Montgomery has returned to the Piney Point school over the years, eventually completing the steward recertification course in March 2000.

Having attended college part time since 1996, Montgomery is now ready to take on a new challenge in the field of medicine. She plans to attend college full time in Bellevue, Wash. and then go on to graduate school at the University of Washington to complete a degree in clinical nursing.

Since graduating from high school in 1979, **Fernando D. Mesa**, 41, hasn't stopped working—trying everything from salesman, file clerk, receptionist, waiter, cook and machinist to help his parents with the expenses of raising a large family. It wasn't until 1994, when he began working aboard the *SS Independence* and *SS Constitution* that he felt he had found his career. He returned to Piney Point a number of times over the years to upgrade his skills.

Sailing as a DEU, most recently on the *Chemical Trader*, Mesa has been singled out as a true asset on the vessel. He received a certificate of appreciation for his excellent work aboard that ship. "His duties require him to work in all three departments," the ship's master noted. "His effort is 100 percent in all three areas and excels in all three areas."

Mesa now has the time to return to his education. He has applied to West Kissimmee Community College and Orlando Community College in Orlando, Fla. with the hopes of earning a diploma in social communications. His goal is to become a journalist or TV news reporter—and, one day, to write books—something he has always dreamed of doing.

*Five \$20,000 scholarships were awarded to five dependents of SIU members.*

Eighteen year-old Allison Barra is graduating this month from Coral Springs High School in Coral Springs, Fla.

She is the daughter of Linda and **Louis Barra**, an inland tugboat captain who joined the SIU in 1979.

She hopes to major in pre-law at Georgetown University.

Brian Bragg believes aeronautical engineering is in his future. The 17-year-old son of Jo Anne and **William Bragg Jr.**, a chief steward most recently working aboard the *Express* (USSM), is graduating this month from Inglemoor High School in Kenmore, Wash. He would like to pursue his aeronautical engineering interests at the University of Washington in Seattle or at Stanford University.

Arleen B. Cayan, 19, graduated two years ago from Carson High School in Carson, Calif. and has been taking courses at several colleges, not really sure of what she wanted to do. But after a stimulating Calculus II course, she discovered her love for teaching math, and plans to be a math professor, completing her studies at the University of San Diego.

She is the daughter of Anselma and **Dencio Cayan**, a 2<sup>nd</sup> pumpman and SIU member since 1992.

The compassion Brittany Nicole Stropich received from others while she was in recovery from an eating disorder ignited her personal desire to help people. To that end, she has chosen nursing as her career.

The 18-year-old daughter of Diane and **AB Steve Stropich** (an SIU member since 1981) is graduating this month from Escanaba Senior High School in Escanaba, Mich.

She plans to continue her studies at Grand Valley State University in Allendale, Mich.

Ever since age 11, Christopher A. Urti knew he wanted to be a doctor. This knowledge helped him design his academics and extracurricular activities toward the medical profession.

Urti is the son of Claudette and **Angelo Urti**, a recertified bosun who joined the SIU in 1965.

The 18-year-old Urti graduated from Hammond High School in Hammond, La. last year and has been attending Southeastern Louisiana University in that city. Next fall, he will transfer to Louisiana State to continue his pre-med studies.

Urti applied for the scholarship last year but was not one of the selected five. That makes this year's winner especially thankful—and should be noted by other applicants not to give up at something they really want.

## DEPENDENTS



Allison K. Barra



Brian M. Bragg



Arleen B. Cayan



Brittany N. Stropich

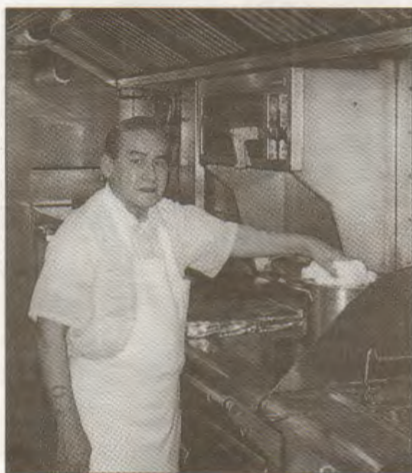


Christopher A. Urti

# Around the Port of San Francisco



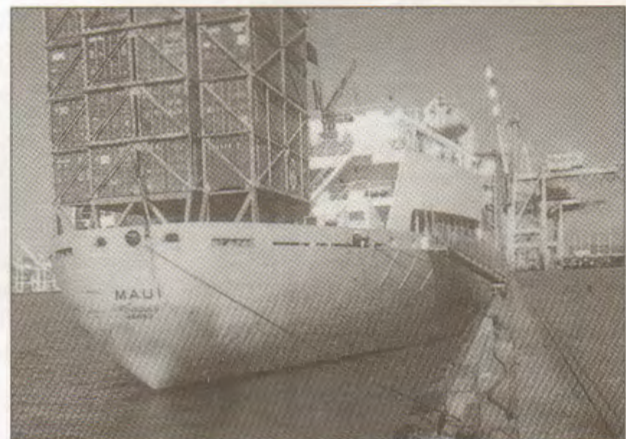
Everybody had a job to do when the *Consumer* (CSX Lines) put into the port of Oakland, Calif. recently. Clockwise (from top): OMU Jasper Brown and 1<sup>st</sup> Assistant Engineer Michael Romano work in the engine room; Bosun Larry Kunc overhauls the stores crane; and Chief Cook Frank Sison begins preparations for lunch.



These giant cranes are a recent addition to the port of Oakland and are designed to accommodate the newest generation of container ships. They can each lift 65 long tons at one time and can reach 201 feet over a ship, hoisting at a speed of 230 feet per minute and with a capacity to load more than 30 cargo containers in an hour.



Chief Steward Muhamad Sani shows off the sushi he prepared for fellow crew members aboard the *Maui* (below), a Matson containership.



## Letters to the Editor

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

### Memory (Shipping) Lane

I sailed in the SIU in the 1960s, joining the union in 1960 in Brooklyn. My father also was a union brother from the Second World War until 1966 or so. His name was Carl R. Johnson, and he sailed as bosun and deck maintenance. We moved to Seattle in 1961 and shipped from there, from then on.

I started as a wiper, and sailed mostly later as fireman/water-tender and oiler. Now I feel somewhat like my dad—he started out on square riggers and then went on to steamships, and I sailed on steamships which are now as “antique” as the sailing ships he was on as a young man, as I understand it.

In 1968 I left the sea to attend Seattle Community College to learn how to be a computer programmer, which is how I made my living until I retired in 1998.

If any of my old shipmates happen to read this, I would be happy to hear from them. I sailed on various Waterman and Sea-Land ships from Seattle, as well as other companies' ships that have long been scrapped. One ship in particular I should like to know about is the *SS Young America*, a C2 owned by Waterman that was named for the schoolchildren of the United States who bought war stamps and bonds during World War II.

(The *Young America*, now the *SS Wright*, was converted in

Galveston, Texas in 1986 and currently serves the U.S. Military Sealift Command as an aviation maintenance logistics vessel.)

John R. Johnson  
P.O. Box 681  
Hilo, Hawaii 96721-0681

### Coincidence & Thanks

I want to give my thanks to our late SIU President Paul Hall and now to our President Mike Sacco, who is doing a wonderful job. I'm grateful for the bonus and I appreciate all of our SIU brothers and sisters who are helpful to me and all other retired Seafarers.

I sailed as bosun on the Sea-Land ships, running between Puerto Rico and Cuba for many years after World War II. In retirement, I have noticed an interesting coincidence. When I retired, I purchased a house in my hometown. I live on East 56<sup>th</sup> Street—between Cuba Street and Puerto Rico Street.

Charles W. Jordan  
Savannah, Ga.

### Short & Sweet: Thanks

Thank you so much for the extra bonus. It will really help

Nicky Hunt  
Philadelphia, Pa.

### From Sea to Market

I felt the need to tell my story so that other brothers who face similar situations can have a point of reference. Sometimes life at sea can be very lonely, and because one is so involved with work, the only thing we have available to keep in touch with the world is our *Seafarers LOG*...

I joined the Seafarers Union over 11 years ago. I saw it as the opportunity of a lifetime, to continue my travels around the world while being surrounded by something I truly enjoyed: food. The year was 1989 and I had just returned from a three-year program with the United States Peace Corps in the Philippines. I worked as a volunteer with farmers of remote areas to help improve food crop yields while promoting conservation....

Hawaii was my first port o' call. A friend, seeing my economic negative flow, suggested the merchant marine would be my way out of the jam. He even arranged for me to stay with a Filipino family in Hawaii while I learned the ropes of becoming a merchant seaman.

I was hired to be a “chef trainee” on the white ships. It didn't take me long to realize I was experiencing something people would pay thousands of dollars to experience, and for others it would be just a lifetime's dream. I learned with as much eagerness as possible. I also worked overtime every chance I was given....

My house, which I had purchased as an investment before going to the Philippines—and had almost lost because of lack of employment—was once again mine to keep. I was caught up with the payments.

I managed to work 120 days in two consecutive years, within a period of just eight months. Then I went home for a week and continued to Piney Point to upgrade. Upon completion, I sailed continuously, upgrading regularly and never straying far from my goals.

As my kids grew and become more aware that their father didn't have a conventional job, they started questioning the need for me being away from them. It's the eternal question of a family man who also happens to be a seaman and truly enjoys what he does for a living. How do you

maintain that high standard of living? How do you cope with not being able to go to the places your neighbors can only dream about?

I explained the consequences of not being able to sail for eight months out of the year. My daughter triumphantly suggested, “Dad, since you love food so much, why not work at the Burger King around the corner?” Visions of automated burger machines flashed through my mind, like bad dreams.

With the blessing of our elders and the support of friends and the Fil-Am Association (in which we have been very active since moving to Florida), The Asian-American Market was born on Dec. 15, 2001.... We provide items such as foods that many ethnic groups know from their homelands, spices, music, movies, etc. But most of all, a friendly service the old-fashioned way, which is all but lost in the modern world.

Owning our own business is one of the most challenging and daring things we have done as a family. And even though there is certain clout and status as a business proprietor, there also are many uncertainties. Small enterprises usually own the owners,

not the other way around.

My practical self tells me I will not be able to stop shipping anytime soon, even though I would scale down the months I ship out in a year. My visionary self tells me the market only will get bigger and better.

During the first week of January, I went to Piney Point to complete my STCW training. I figured I might as well be ready to comply and keep up with the times.... Life at sea is not for everyone, but if that is your choice, to the newcomer I advise you to cherish every moment and place. Consider yourself lucky and open your mind to the new experiences. Have fun, but plan for a secure future.

The Asian-American Market, I hope, will serve as an anchor in the central east coast of Florida to any Seafarer in the vicinity. If you happen to be near Exit 70 on Interstate 95 and something smells like pancit or crispy lumpias, it probably is coming from our shop, which is located about a block away from the interstate at 6165 Babcock Street. Stop by, say hello and have a cup of coffee on us.

Victor I. Jimenez  
Palm Bay, Fla.



Seafarer Victor Jimenez (back row, wearing cap) is helped by family and friends in welcoming former Philippine Senator Nikki Coseteng (at Victor's immediate right) for a book signing at The Asian-American Market. Also pictured are Luz Cook, Alana-Antonio Rivera, Brian Doberk, Kevin Jimenez, Marina Harris, Lisa Jimenez, MeLynn Jimenez, Josie Good and Krystal Cook.

# SEAFARERS

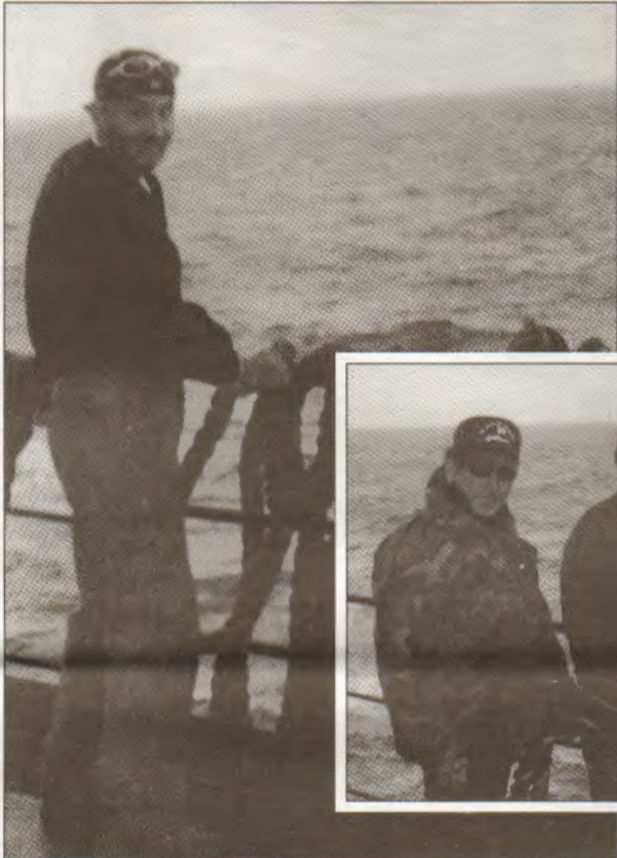
## At Sea and Ashore



Crew members aboard the *Overseas Juneau* gather for a group shot in Portland, Ore. before departing for Pakistan. It reportedly will be the Maritime Overseas Corp. vessel's last voyage before being scrapped in mid-June. At right, the crew loads deck and engine stores aboard the grain carrier for the trip.



It's all smiles following a payoff on the *Endurance* in Elizabeth, N.J. In photo above are (from left) Steward William Biondie, Steward Fernando Gonzalez, AB Abdalla Gaafar, Chief Cook Benjamin Brooks and SIU Rep Oscar Lopez. In photo at right are (from left) Bosun Raphael James, SIU Rep Joe Mieluchowski and GVA Faez Almallahee.



En route to Bombay, India last December aboard the *Green Island* are (photo above left) DEU Brandon Malone and (above right, from left) Bosun Cesar A. Gutierrez, who sent these photos to the LOG, and AB Yamira Colon. This was the first trip for Malone and the last trip for the Waterman Steamship Corp. vessel, which was scheduled for the scrapyard.



Left: Loading stores on board the *Consumer* (CSX) on the West Coast are shoregang members Nunu Randel, George Pino, Steve Biles, Gene Aruta and Kevin Copper.



Right: Jason Schoenstein, with help from a forklift, assist in the loading operation.



Above: SIU Assistant VP Donnie Anderson (left) reads the annual financial report at the April membership meeting in the port of Tacoma, Wash. while Port Agent Bryan Powell (center) and Union Rep Tré Dixon look on. Below: Seafarers crowd the Tacoma hall for the monthly membership meeting.



To help the crew members aboard the *Maj. Stephen W. Pless* feel more at home on Easter Sunday, Chief Cook Linda McPhetridge and Assistant Cook Fred Gilbert (below) designed and baked a bunny cake (inset). The photos were sent to the LOG by Chief Steward Douglas A. Hundshamer.



# National Maritime

**D**uring ceremonies in Washington, D.C., representatives of Congress, the administration and the military on May 22—National Maritime Day—cited the U.S. Merchant Marine's many accomplishments and sacrifices throughout history.

The merchant marine's con-



U.S. Maritime Administrator  
Capt. William Schubert

tinuing importance to U.S. national and economic security also was emphasized throughout the 70<sup>th</sup> annual National Maritime Day.

The U.S. Maritime Administration (MarAd), the U.S. Military Sealift Command (MSC) and the Washington chapter of the Propeller Club sponsored the separate events. SIU members and officials attended all three observances.

#### MarAd Memorial

The MarAd event, which took place at the U.S. Navy Memorial, expanded on the agency's traditional National Maritime Day ceremony to honor "living maritime heroes" as well as merchant mariners who lost their lives in service to the nation.

Maritime Administrator Capt. William Schubert hosted the service, which highlighted the accomplishments of America's mariners in past times of conflict and during the immediate aftermath of September 11.

U.S. Rep. Duncan Hunter (R-Calif.), chairman of the Merchant Marine Panel of the Armed Services Committee, was the event's principal speaker. After reflecting on the history of the U.S. Merchant Marine and the roles mariners have played during times of war, the congressman offered, "I think it's important to reflect on where we are today, because the best way we can salute all those who have served in the maritime industry is to take action."

Comparing current and past maritime resources, Hunter said, "We had thousands of ships during those days to carry thousands and thousands of Americans. We had the ability to build dozens and dozens—if not hundreds and hundreds—of ships during a given year. We had an enormous force of merchant mariners."

Hunter further stated that in place of the thousands of ships that previously were flagged American, we now have far fewer. "And we see nations like Liberia using flagging dollars, flagging fees that companies that used to flag American are paying into that dictatorship, into terrorist groups and into terrorist operations. We see in the shipbuilding base a very small number of shipbuilders with the ability to build ships in the event we had to surge and mobilize quickly could only build a small number of ships.

"So I think what we have to do now is to resolve to rebuild this industry," Hunter said. He pointed out that he recently had met with prominent leaders in the maritime community representing merchant mariners and shipbuilders and ship-pers. "We have put together a game plan," he said, "and I hope that in the next six to seven months—and in the next year that follows in Congress—we can really do what it takes to honor our merchant mariners. And that is to resolve that we flag American; that we have thousands and thousands [of ships] that are flagged American, manned American and serving on American-built ships."

The showing of a series of short film clips followed Hunter's remarks. Each depicted various contributions made by merchant mariners during our nation's conflicts. Also presented was a piece that showed the myriad actions taken in the aftermath of September 11.

At the conclusion of each videotape presentation, a plaque was given to an individual who represented the merchant marine for the time frame and events previously reflected upon. Surviving merchant marine veterans of World War II were honored, as were those who supported America's military services during the Korean, Vietnam and Persian Gulf conflicts. Recognition also was afforded all segments

of the maritime community for their immediate, heroic response to the September 11 attacks on America. Five mariners received plaques for service to their country during periods of war and struggle:

- Thomas R. Gibson on behalf of all merchant marine veterans of World War II,
- J. Robert Lunney, representing all merchant mariners who served during the Korean War,
- Capt. John Trimmer for all merchant mariners who served during the Vietnam War,
- Retired SIU Bosun Rowland "Snake" Williams representing all merchant mariners who answered the call during the Persian Gulf War, and
- Capt. James Parese, who represented all segments of the maritime community for their instant reaction to the needs of fellow citizens in New York on September 11. Parese, now a member of MEBA, is a graduate of the Paul Hall Center for Maritime Training and Education.

#### Maritime Day Luncheon

U.S. Rep. Don Young (R-Alaska) was scheduled to deliver the keynote address during the Propeller Club's Maritime Day Memorial Luncheon, which took place at the Capitol. Because the congressman was involved in a pressing legislative matter, however, he was unable to attend.

In the congressman's stead, Rebecca Dye briefly addressed those in attendance. Focusing on a matter that's at the top of everyone's agenda in the maritime community, Dye stated that the U.S. House of Representatives' Port Security Bill, H.R.3983, is scheduled for action as soon as Congress reconvenes following the Memorial Day recess.

#### MSC Service

Rear Adm. David Brewer, MSC commander, was the

keynote speaker during the memorial service at the Washington Navy Yard.

He painted a vivid portrait of the partnership enjoyed by MSC and the U.S. Merchant Marine. He also reflected on the integral part that merchant mariners have played in America's security and prosperity.

"For more than half a century, Military Sealift Command has benefited from the professionalism and expertise of America's merchant mariners," the admiral said. "Whenever, wherever—if duty called, they delivered. They're still delivering today, aboard more than 110 Military Sealift Command ships every day, around the world."

Adm. Brewer said 65 percent of his command's 8,600 employees are mariners serving at sea. Further, he pointed out that MSC is the largest employer of U.S. merchant mariners in the world.

"We depend on them every day to meet the mission requirements of the best ocean transportation system in the world," he continued. "We at MSC are proud of all our mariners, so it is fitting that today is set aside to express the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine."

"I'm proud to pay tribute today to the U.S. Merchant Marine, especially those who have given their lives at sea in service to our nation," the admiral continued. "But harm's way is not always associated with war."

The admiral then cited several recent incidents in which mariners made the ultimate sacrifice while in the service of their country.

He also recalled giving the order to sail the hospital ship *USNS Comfort* on September 11. The vessel, typically maintained in reduced operating status, is crewed by members of the SIU's Government Services Division.

"Within hours of the call to action, 83 of our dedicated merchant mariners (22 more than required) reported to the bow of *Comfort*," the admiral shared, "answering the call of freedom, just as their predecessors answered the call during attacks on America from the Revolutionary War to Desert Storm."

He noted that the *Comfort* was ready to sail in less than 24 hours. Soon

thereafter, "*Comfort* sailed past the smoldering remains of the World Trade Center into New York." Once there, the crew provided 17,000 meals and 500-plus medical consultations, and processed 4,000-plus



U.S. Navy Rear Adm. David Brewer,  
commander, U.S. Military Sealift Command

pounds of laundry for more than 2,500 firemen, police officers and relief workers who had stationed themselves at ground zero.

Admiral Brewer concluded his remarks by describing the U.S. Merchant Marine as resolute, hard-working, dedicated

and patriotic. "The Merchant Marine that is good and about our great nation said.

Although she part in any of the activities, Secretary Elaine L. Chao joined in recognition of merchant mariners United States. "Through our history, merchant mariners have played a critical role in serving this great nation. Their contribution to our economic strength and their role in America's efforts to achieve a peaceful world are immeasurable."

"I hope that we can all do what we can to support the merchant mariners that we flag."

## National Maritime Day By the President of the United States

### A Proclamation

Our commercial maritime tradition dates back to play an important role today, moving passengers and cargo, and providing relief to our citizens in the world.

Merchant mariners have served America with courage and sacrifice at critical moments. Before World War II, they carried vital supplies to Europe. During that war, more than 6,000 merchant mariners were lost to attack, and more than 6,000 merchant mariners played a vital role in the Korean Conflict, especially in the *Meredith Victory*. During the Vietnam War, ships of the supplies used by our Armed Forces. Many were lost to fire. In fact, the *SS Mayaguez* incident involved the merchant ship *SS Mayaguez*.

More recently, during the Persian Gulf War, merchant mariners and midshipmen from the United States provided medical supplies and equipment and helped save many lives.

Today, the men and women of the United States Merchant Marine continue to provide economic strength and our ongoing efforts to build a strong maritime system can meet the challenges of the 21<sup>st</sup> century. Within the next 20 years, a viable maritime industry is essential to our global economy.

Accordingly, my Administration is working with labor, and environmental groups to ensure that our maritime industry is an option that complements our overland transportation system.

In recognition of the importance of the U.S. Merchant Marine, I have proclaimed May 22, 2002, as National Maritime Day, and has authorized and requested the Maritime Administration to call for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States, hereby proclaim May 22, 2002, as National Maritime Day to celebrate this observance and to display the flag in their communities. I also request that all ships sail with the flag on that day.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the United States of America, this second year of our Lord two thousand two and of the Independence of the United States two hundred and twenty-sixth.



The U.S. Maritime Administration's ceremony included tributes to mariners who sailed during World War II, Korea, Vietnam and Desert Storm. Retired SIU Bosun Rowland "Snake" Williams (second from left) represented mariners from the Persian Gulf War. He is joined by (from left) U.S. Maritime Administrator Capt. William Schubert, SIU VP Contracts Augie Tellez and Williams' wife, Doris.

# Day – May 22, 2002

the U.S. embodies all wholesome nation," he did not take foregoing of Labor combined the pres- ing the service ners to the throughout hant mariners tical role in country. ns to our eco- re great, and rica's ongoing a more e immeasur-



Rebecca Dye, representing U.S. Rep. Don Young (R-Alaska)



U.S. Rep. Duncan Hunter (R-Calif.)



MarAd gave plaques to mariners who served the nation in times of war and struggle and who symbolized all U.S. mariners from their respective eras. The honorees were Thomas Gibson, retired SIU Bosun Rowland "Snake" Williams, J. Robert Lunney, Capt. John Trimmer and Capt. James Parese, an SIU hawsepiper.

at we (in Congress) can real- it takes to honor our mer- iners. And that is to resolve g American . . ."

—U.S. Rep. Duncan Hunter (R-Calif.)



Photo courtesy of MSC U.S. Navy Rear Adm. David Brewer, commander of MSC, and the Honorable Gordon R. England, the Secretary of the Navy, toss a wreath into the Anacostia River in honor of fallen mariners during Military Sealift Command's National Maritime Day memorial service May 22 at the Washington Navy Yard.

Right: Rear Adm. Brewer (at podium), the featured speaker at MSC's event, strongly stated, "The U.S. Merchant Marine embodies all that is good and wholesome about our country."



Below: The SIU and the Paul Hall Center were well-represented throughout the day. Pictured at the Washington Navy Yard prior to MSC's memorial service are SIU officials and students from the school in Piney Point, Md.

## ime Day 2002 nited States of America lamation

to the founding of our Nation, and it continues s and freight, protecting our freedom, and link-

distinction throughout our history, but espe- ey made dangerous and difficult voyages care- re than 700 United States merchant ships were ners lost their lives. Merchant mariners played e rescue of 14,000 Korean civilians by the SS crewed by civilian seamen carried 95 percent of these ships sailed into combat zones under e capture of mariners from the American mer-

erchant mariners were vital to the largest sealift cks of September 11, professional merchant Merchant Marine Academy transported per- es to lower Manhattan. Their efforts enhanced

es Merchant Marine and thousands of other e to make immeasurable contributions to our l a more peaceful world. We must ensure our century. As cargo volume is expected to dou- etwork will help our country compete in our

n government agencies, the shipping industry, ur waterways remain a sound transportation n network.

erchant Marine, the Congress, by joint resolu- designated May 22 of each year as "National that the President issue an annual proclama-

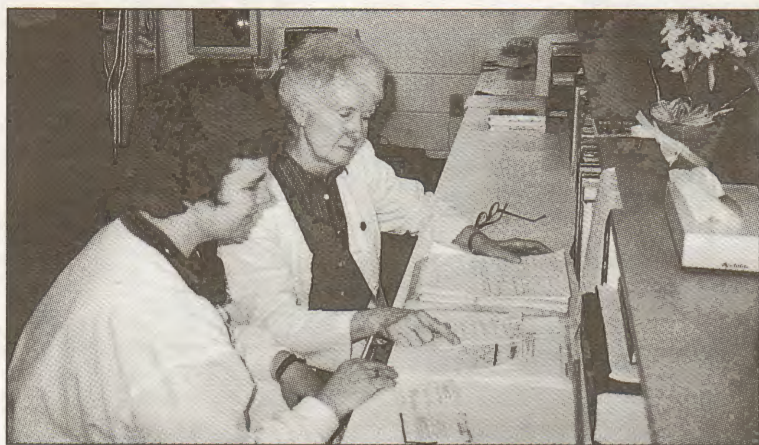
resident of the United States of America, do me Day. I call upon the people of the United e flag of the United States at their homes and ailing under the American flag dress ship on

ny hand this twenty-first day of May, in the endence of the United States of America the

George W. Bush



# Paul Hall Center's 'Nurse Noreen' Retires



Noreen Neel (right), school nurse at the Paul Hall Center in Piney Point, Md., reviews files in the school clinic with Sharon Thompson. Neel retired May 10 following more than 22 years of service. Thompson replaced Neel as school nurse.



Neel and her husband, Edward, are pictured immediately following her recent retirement ceremony.

For more than two decades, Noreen Neel—a member of the SIU-affiliated United Industrial Workers (UIW)—has provided health care, medical counsel and a sympathetic ear to people associated with the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This chapter in the native Washingtonian's life now, however, is closed. The health care professional—also known as the school nurse and more affectionately as "Nurse Noreen"—hung up her stethoscope, blood pressure cuff and the various other implements of her profession for the last time. She retired May 10 following 22-plus years of dedicated service.

"I definitely will miss being here and my association with the Seafarers," shared the soft-spoken registered nurse, who received her formal training at St. Agnes Hospital School of Nursing in Baltimore. "They are all very interesting, colorful people who have such fascinating stories to tell. You can't be around them for this length of time and not miss them."

Although she has seen patients from all segments of the training school's population—upgraders, families of upgraders, staff employees, ARC residents and others—during her tenure, she will miss the

trainees most. "For many of them, coming here for training is their first time away from home, and I think of them as my children," the mother of five and grandmother of nine said. "I'll miss them."

Neel began working part-time at the school in 1979. "At that point, I was employed part-time at St. Mary's Nursing Home," she said. "I had been there four years and previously worked at St. Mary's Hospital for three years. When the job came open here, Ken Conklin encouraged me to come aboard. Soon, the position was expanded to a full-time job and I've been here ever since." Conklin was the commandant of trainees who later became vice president of the school.

Neel has worked Monday through Friday during her entire tenure at the school, but was never more than a phone call away on weekends and evenings if needed. Although she has no way of knowing how many people she has seen, assessed, treated or referred over the years, she estimates she was seeing on average 125 patients per week depending on the time of year.

"I see patients with a variety of ailments," she said. "The most common are upper respiratory infections, but we also encounter high blood pressure as well as diabetes. Then of course there are the minor injuries such as cuts and abrasions.... I assess patients when they come in and treat them according to protocol (estab-

lished medical directives). If they are suffering from conditions that we can't treat here, then we refer them to a doctor."

Additionally, Neel drew blood to be sent out to labs, gathered specimens for analysis and administered immunization vaccines during her career at the school. She conducted smoking cessations programs for people who were interested in kicking the habit as well as blood pressure screenings and diabetes screenings. She organized blood drives, trained designated employees in blood-borne pathogens and was responsible for the flu vaccine program. In addition, she taught first aid, CPR and health-risk awareness.

After all that activity, walking away isn't easy. "Retiring was a very difficult decision for me," Neel said, "because I really enjoy what I'm doing and love to help people."

As far as the union is concerned, Neel says she has no regrets about joining up when the school became a UIW shop more than 20 years ago. "For me, the union has been great, especially in view of the health benefits we enjoy," she said. "I don't think you can go anywhere else and get benefits comparable to those we receive in the UIW—you don't have to contribute to the plan and you only pay \$100 per year deductible. The plan pays 100 percent of reasonable and customary charges.... I definitely would recommend and encourage anyone who is concerned about job security and improving their quality of life to join a union."

## Take the Family on Vacation to Piney Point

### UNION MEMBER VACATION RATES

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

Member	\$40.00/day
Spouse	\$10.00/day
Child	\$10.00/day

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

This summer, treat yourself and your family to an unforgettable vacation. Everything you could ask for in a summer holiday can be found at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This benefit, unique to Seafarers, offers comfortable accommodations, three meals each day and lots of opportunities for activities that will please every member of the family—for up to two weeks—and all at very reasonable rates (see box at left).

Swimming, boating, fishing and playing tennis are but a few of the options available within the center complex. For those who wish to venture farther afield, the choices are endless. Piney Point is just a little more than an hour's drive to any number of exciting destinations in the metropolitan Washington, D.C. area (which includes Arlington and Alexandria, Va. and Baltimore and Annapolis, Md.)—museums, ballparks, historical sights, craft shows, concerts and much, much more.

Send the completed application form (below) to the address listed and be able to look back on a memorable 2002 summer vacation spent with your family.

### PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: \_\_\_\_\_

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone number: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

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

Date of departure: \_\_\_\_\_

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

6/02



## Making Your Voice Heard In the Halls of Congress

Crew members occasionally ask the Seafarers LOG to publish mailing addresses for U.S. Senators and Congressmen. Here they are:

The Honorable (Name)  
United States Senate  
Washington, DC 20510

The Honorable (Name)  
United States House of  
Representatives  
Washington, DC 20515

Additionally, most members of Congress may be contacted by e-mail. To locate an address, go to [www.senate.gov](http://www.senate.gov) or [www.house.gov](http://www.house.gov). The SIU's

web site ([www.seafarers.org](http://www.seafarers.org)) provides links to those sites and to the White House under our "legislation" section.

When writing to members of Congress, whether via letter or e-mail, remember to be concise. State your purpose, be factual and explain how legislation probably will impact you and others. If writing about a specific bill, include its name and number (House bills begin with H.R., Senate bills with S.).

Also be sure to include your name and return address.

The telephone number for the Capitol switchboard is (202) 224-3121.

# Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2002

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	1	1	3	2	1	2	0	0	1	3
Baltimore	10	6	0	5	5	1	2	12	4	2
Guam	1	1	1	2	1	0	0	3	1	1
Honolulu	13	11	0	6	2	0	1	17	17	4
Houston	29	13	18	23	10	5	12	44	27	35
Jacksonville	41	24	13	30	15	5	16	60	45	21
Mobile	8	5	7	8	6	4	5	20	13	8
New Orleans	14	20	6	15	10	3	12	23	20	8
New York	26	13	15	17	10	7	9	48	16	40
Norfolk	17	20	7	11	15	5	5	21	27	14
Philadelphia	11	4	3	4	1	1	1	12	5	3
Piney Point	2	5	6	1	3	0	0	4	4	6
Puerto Rico	13	3	1	5	4	1	5	18	5	2
San Francisco	21	11	4	18	2	4	13	37	23	7
St. Louis	2	3	4	0	2	1	0	5	4	7
Tacoma	33	14	9	21	11	5	19	51	27	22
Wilmington	19	16	17	26	8	6	11	42	28	31
<b>Totals</b>	<b>261</b>	<b>170</b>	<b>114</b>	<b>194</b>	<b>106</b>	<b>50</b>	<b>111</b>	<b>417</b>	<b>267</b>	<b>214</b>
Port	ENGINE DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	0	1	1	0	0	1	0	1	2	1
Baltimore	3	3	1	3	2	1	0	6	6	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	6	6	1	3	2	1	1	12	9	5
Houston	21	12	10	11	4	3	6	35	12	18
Jacksonville	23	15	7	19	12	4	13	33	33	12
Mobile	7	6	2	4	2	0	1	9	8	4
New Orleans	8	8	1	6	4	0	4	17	10	3
New York	11	12	12	4	11	1	2	20	18	18
Norfolk	11	11	6	5	9	0	1	15	16	9
Philadelphia	2	4	1	0	0	0	1	3	5	1
Piney Point	3	6	1	2	1	0	0	1	6	1
Puerto Rico	4	0	0	3	2	0	1	10	2	1
San Francisco	8	5	2	10	7	3	4	16	7	2
St. Louis	0	1	0	0	1	0	0	1	3	1
Tacoma	11	10	6	11	10	4	7	14	18	15
Wilmington	8	11	6	9	4	3	2	12	19	8
<b>Totals</b>	<b>126</b>	<b>111</b>	<b>57</b>	<b>90</b>	<b>71</b>	<b>21</b>	<b>43</b>	<b>205</b>	<b>174</b>	<b>100</b>
Port	STEWARD DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	0	1	0	0	0	0	0	0	1	0
Baltimore	4	0	0	2	0	0	0	6	1	0
Guam	1	1	0	0	0	0	0	1	1	1
Honolulu	5	6	5	6	3	0	3	21	7	9
Houston	12	1	2	7	3	0	7	27	5	6
Jacksonville	16	5	9	13	2	5	10	31	9	15
Mobile	2	0	0	1	4	1	3	7	0	2
New Orleans	4	5	2	6	1	1	6	12	8	2
New York	18	6	4	14	3	1	5	25	10	10
Norfolk	11	9	5	7	10	4	3	12	15	4
Philadelphia	4	1	1	3	0	0	1	7	1	2
Piney Point	2	2	1	1	4	0	0	4	5	1
Puerto Rico	2	0	0	1	0	0	0	3	1	1
San Francisco	25	6	0	21	3	0	7	33	8	1
St. Louis	1	1	0	2	0	0	1	0	1	1
Tacoma	19	1	0	14	0	0	7	41	3	3
Wilmington	25	4	0	16	4	0	10	37	7	0
<b>Totals</b>	<b>151</b>	<b>49</b>	<b>29</b>	<b>114</b>	<b>37</b>	<b>12</b>	<b>63</b>	<b>267</b>	<b>83</b>	<b>58</b>
Port	ENTRY DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	0	1	1	0	1	0	0	0	2	2
Baltimore	2	2	4	1	0	2	0	1	2	6
Guam	0	5	0	0	0	0	0	0	5	2
Honolulu	6	18	28	0	3	0	0	12	35	67
Houston	1	6	14	1	5	1	0	3	17	48
Jacksonville	2	17	26	0	5	10	0	3	41	50
Mobile	1	4	1	0	3	0	0	1	10	4
New Orleans	5	8	9	3	11	5	0	5	14	29
New York	5	31	26	1	26	8	0	13	59	63
Norfolk	1	13	15	1	9	5	0	2	20	23
Philadelphia	1	2	2	1	0	1	0	0	5	2
Piney Point	1	30	17	0	20	22	0	1	25	18
Puerto Rico	1	2	4	1	3	4	0	6	8	7
San Francisco	5	19	8	3	7	5	0	9	29	17
St. Louis	0	0	1	0	1	0	0	0	1	3
Tacoma	3	16	16	3	7	5	0	7	37	44
Wilmington	5	8	13	1	6	4	0	13	15	31
<b>Totals</b>	<b>39</b>	<b>182</b>	<b>185</b>	<b>16</b>	<b>107</b>	<b>72</b>	<b>0</b>	<b>76</b>	<b>325</b>	<b>416</b>
<b>Totals All Departments</b>	<b>577</b>	<b>512</b>	<b>385</b>	<b>414</b>	<b>321</b>	<b>155</b>	<b>217</b>	<b>965</b>	<b>849</b>	<b>788</b>

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

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

## July & August 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: July 8, August 5
Algonac	Friday: July 12, August 9
Baltimore	Thursday: July 11, August 8
Boston	Friday: July 12, August 9
Duluth	Wednesday: July 17, August 14
Honolulu	Friday: July 19, August 16
Houston	Monday: July 15, August 12
Jacksonville	Thursday: July 11, August 8
Jersey City	Wednesday: July 24, August 21
Mobile	Wednesday: July 17, August 14
New Bedford	Tuesday: July 23, August 20
New Orleans	Tuesday: July 16, August 13
New York	Tuesday: July 9, August 6
Norfolk	Thursday: July 11, August 8
Philadelphia	Wednesday: July 10, August 7
Port Everglades	Thursday: July 18, August 15
San Francisco	Thursday: July 18, August 15
San Juan	Thursday: July 11, August 8
St. Louis	Friday: July 19, August 16
Savannah	Friday: July 12, August 9
Tacoma	Friday: July 26, August 23
Wilmington	Monday: July 22
	Tuesday: August 20*

\*(change created by Paul Hall birthday holiday)

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

### Personal

#### DAUGHTER OF STEPHEN J. LESLIE

William Vogler is trying to contact the daughter of the late MTD Vice President Stephen J. Leslie. Vogler may be reached at 194 Willow St., Johnson City, NY; telephone (607) 766-9631.

#### In Honor of the Sept. 11 Rescue Workers



Above, posing aboard the tug Ocean Venture, are (from left) Thompson, Kolodziejski and AB George Owen.

AB/Mate Vincent W. Thompson of Westwego, La. sent these photos to the LOG. Below is Joseph 'Philly Joe' Kolodziejski, a former SIU member who once sailed on the Texaco Providence and who has just begun a 24,000 mile canoe trip (expected to take about 5 years) in honor of the Sept. 11 rescue workers. He hopes to make it to Michigan by October, return to Texas for the winter, and start rowing again in the spring—up to Alaska and down to the Panama Canal.



### Seafarers International Union Directory

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

#### HEADQUARTERS

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

#### ALGONAC

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

#### ALTON

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

#### ANCHORAGE

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

#### BALTIMORE

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

#### BOSTON

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

#### DULUTH

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

#### GUAM

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

#### HONOLULU

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

#### HOUSTON

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

#### JACKSONVILLE

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

#### JERSEY CITY

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

#### MOBILE

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

#### NEW BEDFORD

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

#### NEW ORLEANS

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

#### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
 (718) 499-6600

#### NORFOLK

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

#### PHILADELPHIA

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

#### PINEY POINT

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

#### PORT EVERGLADES

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

#### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

#### SANTURCE

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

#### ST. LOUIS

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

#### SAVANNAH

2220 Bull St., Savannah, GA 31401  
 (912) 238-4958

#### TACOMA

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

#### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

APRIL 2002

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
Boston	7	1	0	4	0	0	1	4	5	0
Houston	10	1	1	5	0	0	12	13	4	5
Harvey, LA	2	0	0	1	0	0	2	12	0	1
New York	16	0	2	13	0	1	7	48	6	5
Norfolk	2	0	0	0	0	0	0	2	0	0
San Pedro	8	0	0	5	0	0	11	22	11	0
Savannah	2	0	0	1	0	0	2	10	0	1
Tacoma	4	2	0	0	0	0	12	3	2	0
<b>Totals</b>	<b>51</b>	<b>4</b>	<b>3</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>114</b>	<b>28</b>	<b>12</b>

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
Boston	5	0	0	3	0	0	3	0	0	0
Houston	5	0	2	3	0	0	3	5	2	7
Harvey, LA	1	1	0	3	0	0	1	5	1	0
New York	5	0	0	6	0	0	2	24	10	5
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	6	0	0	2	0	0	8	32	18	6
Savannah	3	1	0	1	0	0	2	5	0	1
Tacoma	5	1	1	1	0	0	3	14	2	0
<b>Totals</b>	<b>31</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>33</b>	<b>19</b>

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
Boston	1	0	0	0	0	0	2	0	0	0
Houston	2	0	1	2	0	0	2	0	2	0
Harvey, LA	0	2	1	2	0	0	0	5	4	1
New York	3	1	0	2	0	0	1	19	4	2
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	2	0	0	1	0	0	0	8	2	4
Savannah	0	1	0	0	0	0	0	5	1	0
Tacoma	1	2	0	1	0	0	1	0	3	0
<b>Totals</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>16</b>	<b>7</b>

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
Boston	0	5	2	2	0	0	2	1	14	2
Houston	4	6	7	0	0	1	9	13	18	36
Harvey, LA	0	0	1	0	0	0	0	6	6	4
New York	2	4	2	1	0	0	7	20	41	36
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	4	0	0	1	0	0	5	19	15	18
Savannah	0	1	0	1	0	0	2	0	5	4
Tacoma	1	5	1	0	0	0	0	3	47	13
<b>Totals</b>	<b>12</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>63</b>	<b>146</b>	<b>113</b>

Totals All Departments										
103	34	21	61	0	2	100	301	223	151	

## PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Pensioner **Richard E. McAll** of Saraland, Ala.

It was taken in 1959 aboard the passenger ship *Alcoa Cavalier*. From the left are crew members Sam McDonald, Eddie Gonzales, Richard McAll, George Dean, Joe Gallo, Jim Patterson and Homer Ringo.

McAll, now 73, began sailing in 1947. He worked in all three departments. His first ship was the *Raphael Semmes*, operated by Waterman Steamship Corp. Before retiring in 1986, he sailed aboard the cable ship *Long Lines*.

A new generation of the McAll bloodline continues the seafaring tradition. **Joshua Cooper**, now an unlicensed apprentice in class 626 at the Paul Hall Center, is McAll's grandson.



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.





Two captains and one recertified steward are among the 19 Seafarers announcing their retirements this month. Captains **Edward T. Bethel** and **Jerry K. Champion** worked at the helms of inland vessels for a combined total of 40 years, while Chief Steward **James A. Wright** completed the highest level of training available to members who sail in the steward department.

Including Wright, eight of the retirees sailed in the deep sea division. Seven others, including Bethel and Champion, navigated the inland waterways, while the remaining four plied the Great Lakes.

Seven of the retirees worked in the deck department, seven more shipped in the engine department and the remaining five sailed in the steward department.

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

#### DEEP SEA

**FINN JAKOBSEN**, 71, joined the Seafarers in 1973 in the port of New Orleans. Born in Norway, Brother Jakobsen worked in both the deep sea and inland divisions as a member of the deck department. He last sailed aboard Waterman Steamship Corp.'s *Green Island*. He makes his home in Bogalusa, La.



**RALPH F. MORGAN**, 70, began his SIU career in 1992 in Seattle. He served in the U.S. Air Force from 1952 to 1966. Brother Morgan first sailed aboard American Hawaii Cruises' *SS Independence*. The Massachusetts-born mariner worked in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1995 and 1996. Brother Morgan last sailed on the *Sea-Land Enterprise*. He makes his home in Pahrump, Nev.

**DEMITRIOS PAPAIOANNOU**, 73, was born in Greece. He started his career with the Seafarers in 1972 in the



port of New York. Brother Papaioannou first shipped aboard the *President Pierce*. The steward department member was a frequent upgrader at the Seafarers training school. He last went to sea aboard the *Sea-Land Expedition*. Brother Papaioannou is a resident of Eagle Springs, N.C.



**JAMES T. PRATHER**, 69, started his SIU career in 1990 in the port of Norfolk, Va. Brother Prather is a retired U.S. Navy veteran with more than 30 years in uniform. He first sailed for the SIU aboard

Seahawk Management's *Falcon Champion*. Born in Florida, he shipped in the deck department as a bosun. Brother Prather upgraded his skills at Piney Point in 1997. He last worked aboard the *Lawrence Gianella*, an Ocean Ships, Inc. vessel. Virginia Beach, Va. is his home.

**GENARO RIVERA**, 62,

joined the Seafarers in 1962 in the port of New York. Born in Puerto Rico, the steward department member last went to sea on the *Sea-Land Challenger*. Brother Rivera lives in his native commonwealth in the city of Yauco.



**ROBERT RUFFNER**, 61, hails from Virginia. He started his career with the SIU in 1971 in the port of New York.

Brother Ruffner worked in the deep sea as well as inland divisions. He first sailed aboard the *Robin Locksley*, a Moore-McCormack Lines vessel. Brother Ruffner shipped in the deck department and enhanced his skills at the Seafarers training school in 1997. He last went to sea on the *LNG Taurus*. Brother Ruffner lives in Jacksonville, Fla.

**ANGEL M. VELEZ**, 63,

was born in Puerto Rico. He started his SIU career in 1973 in the port of New York. Brother Velez worked in all three departments and upgraded his skills at the Seafarers training school. Brother Velez lives in his native commonwealth in Ponce.



**JAMES A. WRIGHT**, 61, began his career with the Seafarers in 1967 in San Francisco. Brother Wright served

in the U.S. Navy from 1957 to 1961. The California-born mariner first worked for the SIU aboard the *Selma Victory*. A member of the steward department, Brother Wright completed steward recertification training at Piney Point in 1981. He last worked aboard the *Sea-Land Anchorage*. Brother Wright calls Gig Harbor, Wash. home.

#### INLAND

**EDWARD T. BETHEL**, 63, joined the Seafarers in 1962 in the port of Philadelphia. He is a veteran of the U.S. Navy.



The Pennsylvania native shipped in the deck department as a captain. Boatman Bethel upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1993. He last worked on a Moran Towing Co. vessel. Boatman Bethel is a resident of Elkins Park, Penn.



**JOHN J. BROWN**, 62, hails from Maryland. He began his career with the Seafarers in 1962 in the port of Baltimore.

Boatman Brown is veteran of the U.S. Army, serving from 1963 to 1965. He first sailed aboard a Maritrans Operating Co. vessel. The engine department member enhanced his skills at the Seafarers training school in 1998. Pasadena, Md. is his home.

**JERRY K. CHAMPION**, 65,

began his SIU career in 1968 in the port of Norfolk, Va. Boatman Champion was honorably discharged from the U.S. Army after serving from 1954 to 1957. Born in Cleveland County, N.C., the deck department member sailed as a captain, working primarily aboard vessels operated by Stone Towing Line. Boatman Champion calls Wilmington, N.C. home.



**ARTHUR DIAMOND**, 66, was born in Cook County, Ill. He joined the Seafarers in 1996 in the port of Houston. Boatman Diamond spent the majority of his career working aboard vessels operated by G&H Towing Co. The engine department member upgraded his skills in Piney Point in 1994. Boatman Diamond lives in Hitchcock, Texas.

## Welcome Ashore

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

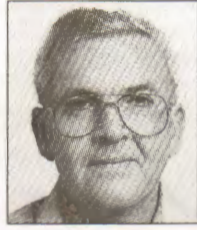
**NOLEY LEE HARVELL**, 63, joined the SIU in 1993 in the port of Norfolk, Va. Boatman Harvell is a retired member of the U.S. Coast Guard, having served from 1958 to 1981. The deck department member was born in Lenior City, N.C. and worked primarily aboard Allied Towing vessels. He upgraded his skills at the Seafarers training school in 1998. Boatman Harvell is a resident of Bayboro, N.C.



**MILTON L. SHECKELLS**, 63, began his career with the Seafarers in 1976 in the port of Baltimore.

The Maryland-born mariner worked in the deck department, sailing primarily aboard vessels operated by Moran Towing of Maryland. Boatman Sheckells makes his home in Baltimore.

**PHILLIP T. YEOMANS**, 62, joined the Seafarers in 1990. Boatman Yeomans was born in North Carolina and first



shipped for the SIU aboard a Maritrans vessel. He worked in the steward as well as deck departments and was a frequent upgrader at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Boatman Yeomans is a resident of Harkers Island, N.C. home.

#### GREAT LAKES

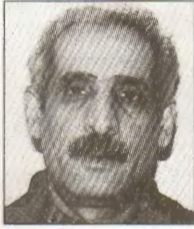
**KASSEM S. ABDULLA**, 65, started his SIU career in 1966 in Detroit. Brother Abdulla first sailed on Buckeye Steamship Co.'s *Buck Monitor*. Born in Yemen, he worked in the engine



department. His last voyage was aboard the *American Mariner*, an American Steamship Co. vessel. Brother Abdulla lives in Dearborn, Mich.

**ALAWI A. ELZAHIRI**, 65, started his SIU career in 1965 in Detroit.

Brother Alzahiri first shipped aboard American Steamship Co.'s *Reiss Brothers*. The engine department member last worked aboard the *Southdown Challenger*, a Cement Transit Co. vessel. Brother Elzahiri was born in Arabia, but now calls Buffalo, N.Y. home.



**ABDUL SAEED**, 61, started his career with the Seafarers in 1966 in Detroit. Born in Yemen, Brother Saeed

worked in both the engine and deck departments. He sailed primarily aboard vessels operated by American Steamship Co., including the *American Seaocean* and the *Buffalo*. Brother Saeed calls Dearborn, Mich. home.

**HAMID SHOHATEE**, 65, began his career with the Seafarers in 1966 in Detroit. Born in Arabia, Brother Shohatee worked in both the deck and engine departments. His initial SIU voyage was aboard the *Reiss Brothers*. Brother Shohatee last worked aboard the *William Roesch*, a Pringle Transit Co. vessel. He is a resident of Detroit.

Reprinted from past issues of the *Seafarers LOG*

#### 1946

The SIU pulled a complete work stoppage on all ships on June 6 to force the steamship companies to negotiate for new agreements. As a result of the stoppage, negotiations commenced with the operators on Tuesday, June 11. Among other things, the union was seeking establishment of a 40-hour work week.

#### 1956

Four Seafarers and the daughter of a Seafarer have been selected by the board of university administrators as winners of the 1956 Seafarers Scholarship awards. Each will receive a \$6,000 Andrew Furuseth Memorial Scholarship to cover

four years of college or university training in the field of their choice. The award of five scholarships this year was made on the basis of a new ruling by the trustees of the Seafarers Welfare Plan, setting aside a fifth scholarship annually for a Seafarer.

## THIS MONTH IN SIU HISTORY

#### 1966

Seatrains Lines is in the early stages of an expansion program

that will add eight newer, larger and faster container ships to the Seatrain fleet. The new ships are converted "Mission" type vessels and will be used on the Seatrain routes operated for MSTs, to and from Puerto Rico. The company also plans to expand its ports of call, construct new shore facilities, and increase existing facilities. The total cost of the new ship conversions is \$30 million.

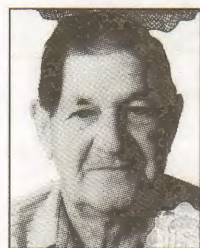
# Final Departures

## DEEP SEA

### GEORGE BRUER

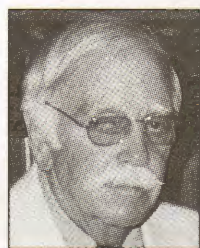
Pensioner George Bruer, 68, died March 30. Brother Bruer began his career with the Seafarers in 1959 in the port of New York. A native of Hamburg, Germany, he was a veteran of the U.S. Army. Brother Bruer first shipped aboard the *Steel Artisan* in the deck department. He last sailed on Intercocean Management's *El Yunque*. Brother Bruer began receiving his pension in 1999 and lived in Indian Harbor Beach, Fla.

### WILLOUGHBY BYRD



Pensioner Willoughby Byrd, 77, passed away March 16. Born in Richton, Miss., he started his SIU career in 1955 in the port of Mobile, Ala. Brother Byrd served in the U.S. Navy from 1943 to 1944 and first sailed under the SIU colors aboard Isco's *Steel Maker*. The deck department member sailed as a bosun and last went to sea on Puerto Rico Marine Management's *Carolina*. Brother Byrd started receiving retirement stipends in 1994. He made his home in Mobile.

### NEAL CAIRNS



Brother Neal Cairns, 75, died Nov. 12. He started his career with the Seafarers in 1944 in the port of New York. The New Jersey native was a veteran of the U.S. Army. A member of the steward department, Brother Cairns belonged to the Dennis A. Rolland Chapter of the American Merchant Marine Veterans in New Jersey. He lived in his native state in Toms River.

### NATHANIEL CLARK



Pensioner Nathaniel Clark, 76, died Feb. 12. Brother Clark started his career with the Marine Cooks and Stewards (MC&S). Born in Ft. Worth, Texas, the steward department member began collecting compensation for his retirement in 1975. Seattle was his home.

### MOSES COLEMAN



Pensioner Moses Coleman, 84, passed away March 26. The Alabama native started his career with the Seafarers in 1942 in the port of Mobile, Ala. His first vessel was the *Alcoa Polaris*, operated by Alcoa Steamship Co. The steward department member last worked aboard Waterman Steamship Corp.'s *John Penn*. Brother Coleman started receiving pension stipends in 1988. He lived in his native state

### TURE DAHLSTROM



Pensioner Ture Dahlstrom, 96, died March 22. Brother Dahlstrom started his career with the MC&S. Born in Sweden, he worked in the

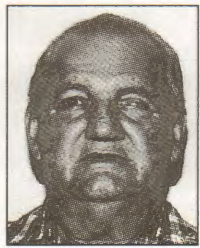
steward department. Brother Dahlstrom started receiving stipends for his pension in 1972. He was a resident of Concord, Calif.

### JOSEPH DALLAS



Brother Joseph Dallas, 60, passed away Jan. 22. Born in Hungary, he joined the Seafarers in 1979 in Seattle. His initial voyage was aboard the *Inger*, a Reynolds Metal Co. vessel. A member of the deck department, Brother Dallas last worked aboard the *Sea-Land Patriot*. He made his home in San Francisco.

### FRANCISCO DEDOMENICIS



Pensioner Francisco Dedomenicis, 78, died Jan. 30. Brother Dedomenicis started his career with the Seafarers in 1944 in the port of New York. He first shipped aboard Delta Steamship Lines' *Del Sud*. A native of New York, he worked in the deck department and sailed as a bosun. Brother Dedomenicis last went to sea on the *Sea-Land Economy*. In 1986, he started drawing payments for his retirement. Brother Dedomenicis was a resident of Lake Charles, La.

### STANLEY DUDA



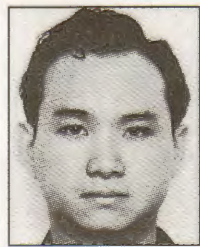
Pensioner Stanley Duda, 82, passed away April 3. Born in Brooklyn, N.Y., he started his career with the Seafarers in 1941 in the port of New York. Brother Duda's initial sea voyage was aboard Isco's *Steel Seafarer*. The deck department member started receiving his pension in 1979. He called Newton, N.J. home.

### JOSEPH FARIAS



Pensioner Joseph Farias, 79, died Jan. 26. Brother Farias started his career with the MC&S in San Francisco. The steward department member began collecting compensation for his retirement in 1978. Brother Farias was a resident of Seattle.

### HOWARD FONG



Pensioner Howard Fong, 79, passed away Feb. 11. Brother Fong began his career with the MC&S. Born in China, he shipped in the steward department. Brother Fong started receiving his pension in 1977 and made his home in Westminster, Calif.

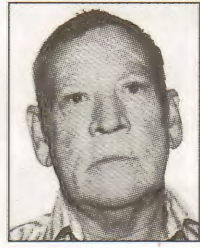
### IU PING HO



Pensioner Iu Ping Ho, 79, died Feb. 18. The Hong Kong-born mariner started his career with the MC&S in San Francisco. He worked in

the steward department and began drawing retirement stipends in 1971. Brother Ho called San Francisco home.

### ANDREW HOLLAND



Pensioner Andrew Holland, 75, passed away Jan. 4. Brother Holland joined the Seafarers in 1977 in the port of Philadelphia. Born in Connecticut, he served in the U.S. Navy from 1943 to 1945. Brother Holland initially sailed for the SIU on the *Sea-Land Adventurer*. The deck department member last went to sea aboard the *LNG Gemini*. Brother Holland started receiving his pension in 1991 and resided in Chesapeake City, Md.

### PAUL HOLLOWAY

Pensioner Paul Holloway, 75, died Jan. 11. Born in North Carolina, he started his SIU career in 1953 in the port of New York. Brother Holloway was a veteran of the U.S. Navy, having served from 1943 to 1946. His first SIU voyage was aboard the *French Creek*, an Intercocean Management vessel. The deck department member last shipped on the *Sea-Land Long Beach*. Brother Holloway began collecting retirement compensation in 1989 and made his home in Charlotte, N.C.

### SAMUEL HONG



Pensioner Samuel Hong, 60, died Jan 14. Brother Hong began his career with the MC&S in 1968 in the port of Wilmington, Calif. Born in Los Angeles, the steward department member last shipped on Matson Navigation Co.'s *Maui*. He started receiving his pension in 1982 and lived in Gardena, Calif.

### DAVID KELLEY

Pensioner David Kelley, 76, passed away Nov. 12. Brother Kelley joined the SIU in 1967 in the port of Wilmington, Calif. The U.S. Navy veteran first sailed for the Seafarers on the *Brigham Victory*, a Bloomfield Steamship Co. vessel. Born in California, Brother Kelley sailed in the engine department and last went to sea on the *Sea-Land Patriot*. He began collecting retirement compensation in 1993 and made his home in West Covina, Calif.

### ANARGYROS KORIZIS



Pensioner Anargyros Korizis, 79, died Jan. 3. He started his SIU career in 1969 in the port of Seattle. Brother Korizis first went to sea on the *Sabine*, a Ship Operators Corp. vessel. Born in Seattle, he sailed in the deck department and last worked aboard the *Sea-Land Panama*. Brother Korizis started receiving his pension in 1987. He was a resident of New York.

### MARGARET KOWALSKI



Pensioner Margaret Kowalski, 80, passed away Dec. 16. Sister Kowalski started her career with the SIU in 1978 in San Francisco. The

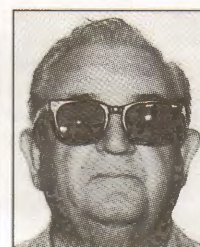
Michigan-born mariner first sailed on the *Santa Maria*, operated by Delta Steamship Lines. A steward department member, she last worked on the *USNS Silas Bent*. Sister Kowalski began collecting retirement compensation in 1987 and lived in San Francisco.

### PHILLIP LAGAPA



Pensioner Phillip Lagapa, 82, died March 23. Born in the Philippines, Brother Lagapa started his career with the MC&S. He worked in the steward department and started receiving his pension in 1968. Brother Lagapa was a resident of Livermore, Calif.

### JAMES LINN



Pensioner James Linn, 83, passed away Jan. 22. He started his career with the Seafarers in 1966 in the port of Norfolk, Va. Brother Linn was a retired veteran of the U.S. Navy, having served from 1944 to 1965. His first ship was the *Sea Scope*, an Alpine Geographic Associates vessel. The Ohio-born mariner sailed in the engine department. He last worked aboard Intercocean Management's *Keystone State*. Brother Linn began receiving compensation for his retirement in 1984.

### LEONIDES LOPEZ



Pensioner Leonides Lopez, 82, died March 27. Brother Lopez began his SIU career in 1943 in the port of New York. Born in Puerto Rico, Brother Lopez worked in the steward department and last sailed aboard the *Sea-Land Trader*. He started receiving stipends for his retirement in 1979 and called Riverbank, Calif. home.

### DON MARTIN

Brother Don Martin, 51, passed away Jan 11. He joined the Seafarers in 1987 in the port of New Orleans. Brother Martin first went to sea aboard the *USNS Algol*. The Louisiana-born mariner worked in the deck department. His final voyage was aboard the *Lt. Col Calvin P. Titus*. Brother Martin lived in New Orleans.

### GUILLERMO MARTINEZ



Pensioner Guillermo Martinez, 76, died March 29. Born in Dallas, he started his career with the Seafarers in 1953 in the port of New Orleans. An engine department member, Brother Martinez first worked aboard Waterman Steamship Corp.'s *Kyska*. His last voyage was on the *Overseas Washington*. Brother Martinez lived in Mission, Texas and started collecting retirement compensation in 1987.

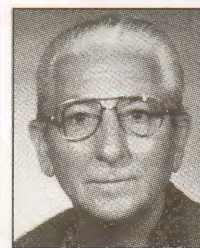
### DON MCKINNEY

Pensioner Don McKinney, 74, died April 10. The Blair, W. Va. native joined the Seafarers in 1961 in Detroit. Brother McKinney was a military veteran, having served in both the U.S. Navy and U.S. Air



Force. The deck department member last worked on the *LNG Libra*. Brother McKinney started receiving his pension in 1991. He made his home in Temperance, Mich.

### EVERETT MOSS



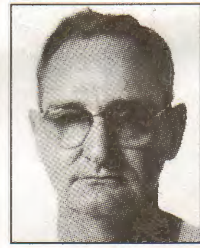
Pensioner Everett Moss, 82, died March 25. Brother Moss started his career with the MC&S in 1957 in the port of Wilmington, Calif. The Harrisburg, Ark.-born mariner served in the U.S. Army from 1942 to 1944. He worked in the steward department and first shipped aboard Delta Steamship's *Santa Maria*. Brother Moss last worked on the *Santa Magdalena*, another Delta Steamship vessel. He started receiving his pension in 1984 and lived in his native state.

### JULIO PAMINIANO



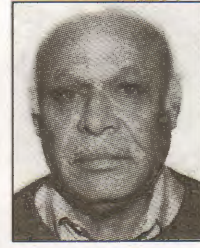
Pensioner Julio Paminiano, 74, passed away Jan. 21. He joined the Seafarers in 1965 in the port of New York. Brother Paminiano was born in the Philippines. He shipped in the engine department, last working aboard the *Sea-Land Liberator*. He started collecting retirement compensation in 1998 and was a resident of San Francisco.

### CHARLES POLK



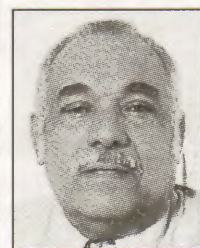
Pensioner Charles Polk, 60, died Feb. 2. Brother Polk began his career with the SIU in 1964 in the port of Mobile, Ala. He served in the U.S. Air Force from 1959 to 1962. The Alabama native worked in both the inland and deep sea divisions, first sailing aboard the *Steel Chemist*. Brother Polk worked in the engine department and last sailed on Waterman Steamship Corp.'s *Green Island*. He began receiving his pension in 1998. Grand Bay, Ala. was his home.

### CECIL RUSH



Pensioner Cecil Rush, 80, passed away March 2. Born in Grenada, Brother Rush joined the SIU in 1955 in the port of New York. He started collecting compensation for his retirement in 1984 and lived in New York.

### PEDRO SANCHEZ



Pensioner Pedro Sanchez, 79, died Jan. 9. Brother Sanchez started his career with the Seafarers in 1943 in the port of New York. The steward department member was born in Puerto Rico. Brother Sanchez began receiving retirement stipends in 1984. He resided in his native commonwealth.

# 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.

**ANCHORAGE** (CSX Lines), March 17—Chairman **Dan P. Fleehearty**, Secretary **Amanda F. Suncin**, Educational Director **William M. Pinkham**, Deck Delegate **Basil D. Stolen**, Engine Delegate **Alan L. Hansen**, Steward Delegate **Patrick C. Conlon**. Chairman announced payoff March 20 in Tacoma, Wash. Everybody asked to help keep lounge and laundry room clean. Educational director urged crew members to take advantage of upgrading courses offered at Paul Hall Center in Piney Point, Md. Some issues expressed by steward delegate regarding overtime. All communications posted on board for everyone to read. Those members living on 02 deck asked that crew keep noise from TV and laundry room down at night. Thanks given to steward department for job well done. Next ports: Tacoma; Anchorage and Kodiak, Alaska.

**CONSUMER** (CSX Lines), March 24—Chairman **Mauro G. Gutierrez**, Secretary **Terry L. Allen**, Educational Director **Paul D. Hanley**, Deck Delegate **Robert Richardson**, Steward Delegate **Eric Van Benthuyzen**. Chairman announced payoff shortly after arrival in Oakland, Calif. He advised each crew member to have union book ready for patrolman. He also expressed thanks to chief electrical for repairing washing machine. Secretary thanked crew for help keeping ship house clean. He reminded everyone of importance of contributing to SPAD and stressed safety aboard ship at all times. Educational director asked members to make sure all shipping documents are up to date. He also talked about upgrading opportunities at Paul Hall Center and that "everything is there for you to improve your career." No beefs or disputed OT reported. Suggestion made to change chemical used for cleaning burners to less hazardous kind. Vote of thanks given to SIU President Mike Sacco and his staff for the great job they're doing and to the steward department for delicious meals, especially cookouts. Next ports: Oakland and Long Beach, Calif.; Honolulu.

**ENDURANCE** (USSM), March 3—Chairman **Romeo L. Lugtu**, Secretary **Russell B. Beyschau**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Walter O. Weaver**, Engine Delegate **James F. Sieger**. Chairman reported good trip with payoff on arrival in Long Beach, Calif. He wished departing crew a safe flight and good vacation. He also encouraged crew members to keep up with latest developments in maritime industry by upgrading at Piney Point and contributing to SPAD. Secretary noted this was the best trip ever and thanked crew for great teamwork. He stated that new furniture for crew mess and lounge are on order. Treasurer noted \$550 in ship's fund. No beefs or disputed OT reported. Suggestion made to exchange movies for newer ones. Steward department

given vote of thanks for job well done.

**ENTERPRISE** (CSX Lines), March 10—Chairman **Gregory A. Agren**, Secretary **Franchesca D. Rose**, Educational Director **Dann G. Manthei**, Deck Delegate **John Zimmerman**, Engine Delegate **Billy Hillard**, Steward Delegate **Mark Cabasag**. Secretary requested computer as well as new mattresses for crew. Educational director noted STCW deadline passed. He reminded crew to take advantage of Paul Hall Center and talked about requirements to sail in new engine ratings. Treasurer stated \$60 left in ship's fund after purchasing 24 videos. No beefs or disputed OT reported. Information requested by crew on time allowed to work on 35-day runs. Is it 4 on and 2 off? Or 3 on and 2 off? Or 2 on and 1 off? Crew members taking time off were advised to make sure they are properly relieved before getting off ship. Requests made for new TV and VCR. Vote of thanks given to steward department for great food, especially the barbecues. Special thanks given to deck and engine departments for their help in setting up barbecue grills. Condolences sent to **AB Bernardino Eda** and his family on the loss of his father.

**ITB PHILADELPHIA** (Sheridan Transportation), March 31—Chairman **John R. Nichols**, Secretary **Veronika K. Cardenas**, Educational Director **Jose Ramirez**, Deck Delegate **Frederick C. Meier**, Steward Delegate **Mohamed S. Mosa**. Meeting was held enroute to Panama Canal from San Francisco. Chairman informed crew that ship is going back to its old run—Houston to Port Everglades, Fla. Secretary noted need for ships' minutes and crew list forms. Educational director welcomed new crew members and informed them that 60-days' discharge is good for collecting vacation benefits. He also noted STCW training classes continue at Piney Point school and anyone not in compliance should apply asap. No beefs or disputed OT reported. Clarification requested on whether Panama Canal zone is under coastwise or foreign articles. Next port: Houston.

**INTEGRITY** (Maritrans), March 2—Chairman **Ronald L. Paradise**, Secretary **Andrew A. Austin**, Educational Director **John A. Bennifield**, Deck Delegate **Alfred McIntyre Jr.**, Steward Delegate **James F. Whalen**. Chairman thanked crew for working well together for an enjoyable trip. He advised ABs of need to get tankerman assistant endorsement recorded on TRBs. Educational director stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Suggestion made that contracts department help company obtain permission for crew to go ashore in Marcus Hook and Hog Island. Crew members realize some changes may be due to security issues, but an escort in and out of the areas

would be appreciated, as was done in the past. Vote of thanks to Chief Steward **Hayes Johnson** for great job making sure those on watch are fed early without having to rush. Next port: Philadelphia, Pa.

**KODIAK** (CSX Lines), March 22—Chairman **Garry D. Walker**, Secretary **Blair D. Humes**, Educational Director **Alfonso D. Bombita Jr.**, Deck Delegate **Thomas B. Schroeder**, Engine Delegate **Glenn A. Snow**, Steward Delegate **Sam Kassem**. Chairman announced vessel to pay off March 27 in Tacoma, Wash. There will be blanket relief for crew that day. He stressed need to check in with boarding patrolman and pay dues on time in order to remain covered for benefits. Crew members reminded to keep noise down inside house structure since those off watch or on rest periods may be trying to sleep. No beefs or disputed OT reported. Clarification requested on STCW renewal regulations as well as information about the sale of CSX now or at any time in the future. Crew laundry is temporarily down to one washing machine, so everyone asked to use extra care. Steward department thanked for efforts of excellence in all areas.

**LIBERATOR** (USSM), March 12—Chairman **Joel G. Miller**, Secretary **James E. Harper**, Deck Delegate **Todd J. Homer**, Engine Delegate **Mario B. Cruzat**. Chairman emphasized importance of being on high alert, with safety in mind at all times. Secretary added that with USA at war against terrorism, Seafarers must do their part to ensure safety of crew members when vessels travel overseas. Be alert and report anything suspicious. Educational director requested clarification on new contract, particularly concerning rotary shipping. No beefs or disputed OT reported. Trip relief issues were cleared by Wilmington Port Agent John Cox at union hall. Next port: Long Beach, Calif.

**LNG LIBRA** (Pronav), March 24—Chairman **Daniel S. Marcus**, Secretary **John A. Pulughi**, Educational Director **Kevin W. Conklin**, Engine Delegate **Riley N. Donahue III**, Steward Delegate **Roderick L. Clay**. Chairman thanked crew for cooperation during tour. Secretary asked that anyone needing a new mattress let him know; six new ones arriving with next 180-day stores. Educational director urged mariners to upgrade at union school as often as possible. Treasurer noted DVD players were purchased and installed in both lounges. No beefs or disputed OT reported. Bosun led discussion on Maritime Security Program. Microwave oven on order for galley. With satellite system broken, question raised as to whether daily news service can be offered to crew. Vote of thanks given to steward department for good food. Next port: Bontang, Indonesia.

**MAERSK ARIZONA** (Maersk Lines Ltd.), March 23—Chairman **Scott A. Heginbotham**, Secretary **Lovell McElroy**, Educational Director **William J. Ryan**, Deck Delegate **Leroy Reed**, Engine Delegate **William P. Wakeman**, Steward Delegate **Glenn T. Toledo**. Chairman informed departing crew members to clean rooms and take new person through items on ship's checkoff sheet. Educational director stated that advancement in maritime field "is up to you and you alone." The facilities at Piney Point are the

doors of opportunity and are open to all Seafarers. Treasurer announced \$269 in ship's fund. No disputed OT reported; beef noted in deck department. Clarification requested on paid transportation home after completing voyage overseas. Member voiced concern about everyone helping clean and maintain laundry room and other common areas. Next ports: San Francisco, San Diego and Concord, Calif.; Diego Garcia.

**OVERSEAS NEW YORK** (ATC), March 16—Chairman

panies to stop restriction to ship for American crews while in American ports. Also suggested compensation for major inconvenience this is causing—there are no slop chests on coastwise tankers and members can't get to post office to mail checks home. Members also requested use of ship's e-mail, perhaps putting spare computer in steward's office for crew use. Thanks given to deck department for nice paint job to house, to engine department for prompt repairs and to steward department for fine job. Next port: Marcus Hook, Pa.

## Arriving in San Francisco



During docking operations in the port of San Francisco, crew members aboard the USNS Mt. Washington (inset) grab the lines to tie up the IUM vessel.

**Christopher J. Kicey**, Secretary **Nancy S. Heyden**, Educational Director **Edward H. Self**, Deck Delegate **Albert Balatico**. Chairman announced payoff March 17. Orders for upcoming trip are to go to berth 121 in Long Beach, Calif., discharge half the cargo, go to anchor and then go to berth 78 to discharge rest of cargo. Bosun thanked entire crew for working as a team, getting along and helping each other in true SIU style. He asked that individuals not use outside doors on B deck at night and early morning if ladder can be used. Secretary thanked bosun for pushing to get long overdue repairs done to rooms and thanked those making the repairs. He also stated that common areas are being kept much cleaner and thanked crew for their efforts. Educational director stressed need to support union. He reminded them of educational facilities available at Paul Hall Center and to keep all shipping certificates up to date. No beefs or disputed OT reported. Steward department thanked for good food. Any additional room repairs should be noted on new repair list.

**PERSEVERANCE** (Maritrans), March 3—Chairman **Thomas W. Lasater**, Secretary **Catherine M. Hays**, Educational Director **Alex Korotun**, Deck Delegate **David Harvey**, Engine Delegate **Milton Israel**, Steward Delegate **Chancie Ransom**. Chairman cited need for written clarification regarding new contract, especially pertaining to meal hours, penalty meal hours and union delegate hours. He announced payoff March 6 on arrival in Houston, Texas and stated written notification of restriction to ship has been posted. He said he had spoken to port captain about problems with timely allotments. Chairman advised crew members to keep on top of expiration dates on sailing documents and upgrade skills at Piney Point. No beefs or disputed OT reported. Request for union to intervene and get com-

**RICHARD G. MATTHIESEN** (Ocean Ships), March 24—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Kelly L. Mayo**, Deck Delegate **Kyle Bailey**, Engine Delegate **Gilbert F. Tedder Jr.**. Chairman announced payoff March 28 in Guam. He noted that amount of days required to file for vacation benefits has been reduced to 60. Educational director advised crew members applying for upgrading courses at Piney Point get applications in early. No beefs or disputed OT reported. Suggestion made to increase vacation days for Ocean Ships' vessels to 15 days per month. Crew members asked to help keep designated smoking area clean and to keep noise down after 1830 when people are trying to sleep. Recommendation made to have union meeting once a month instead of just before payoff. Vote of thanks given to steward department for excellent meals. Next ports: Kwajalein Atoll (Marshall Islands); Yosu, South Korea.

**SMT CHEMICAL TRADER** (Intrepid Ship Mgmt.), March 31—Chairman **Charles R. Davis**, Secretary **Alexander Banky III**, Educational Director **Larry F. Phillips**, Engine Delegate **Carlos Ventura**, Steward Delegate **Cesar A. Avila**. Chairman announced payoff April 2 in Houston, Texas. Vessel now carrying acid. Crew members warned about dangers involved in handling this cargo and advised to use safety gear, especially when connecting hoses. Secretary noted satellite system now up and running. Every room eventually will have its own line. Educational director urged crew members to take advantage of upgrading courses available at Paul Hall Center. Treasurer stated \$125 in ship's fund. Some beefs reported by steward delegate due to compensation for extra riders aboard. Next ports: Savannah, Ga.; Baltimore; New York.

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### SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan 94-6061923 for the fiscal year ended July 31, 2001. The annual report has been filed with the Pension and Welfare Benefit Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$13,828,897. These expenses included \$1,124,761 in administrative expenses and \$12,704,136 in benefits paid to participants and beneficiaries. A total of 4,496 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$144,818,531 as of July 31, 2001, compared to \$144,055,342 as of July 31, 2000. During the plan year, the plan experienced an increase in its net assets of \$763,189. This increase includes unrealized appreciation or depreciation in the value of plan assets, that is the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$14,592,086, including employer contributions of \$31,189, and earnings from investments of \$14,469,427, and other income of \$91,470.

#### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An auditor's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of plan assets; and
5. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the administrator at SIU Pacific District Pension Plan, 1422 Market Street, San Francisco, CA 94102. The charge to cover copying costs will be \$9.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 1422 Market Street, San Francisco, CA 94102 and the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

### SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS PLAN, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Plan, Inc. EIN 94-1431246 for the year ended July 31, 2001. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

SIU Pacific District Supplemental Benefits Fund, Inc. has committed itself to pay all supplemental benefits.

#### Basic Financial Statements

The value of the plan assets, after subtracting liabilities of the plan was \$2,918,099 as of July 31, 2001, compared to \$3,191,777 as of July 31, 2000. During the plan year, the plan experienced a decrease in its net assets of \$273,678. During the plan year, the plan had a total income of \$6,956,215, including employer contributions of \$6,771,090, earnings from investments of \$6,771,792, and other income of \$1,925.

Plan expenses were \$7,229,893. These expenses included \$458,101 in administrative expenses, and \$6,771,792 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An auditor's report;
2. Financial information and information on payments to service providers;

3. Assets held for investment; and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc., at 1422 Market Street, San Francisco, CA 94102, telephone number (415) 437-6832. The charge to cover copying costs will be \$2.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1422 Market Street, San Francisco, CA 94102, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Participate in your  
Union Meetings



## Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No

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

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

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

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. from June through December 2002. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

### Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	September 30 October 28	October 25 November 22
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	June 24 July 15 August 19 September 23 October 14	June 28 July 19 August 23 September 27 October 18
Bridge Resource Management (BRM) — Inland	July 1 September 30 October 21 November 11 December 9	July 5 October 4 October 25 November 15 December 13
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	August 26	August 30
GMDSS (Simulator)	July 8 October 7 November 4 December 2	July 19 October 18 November 15 December 13
Lifeboatman/Water Survival	September 16 October 14	September 27 October 25
Lifeboatman/Water Survival <i>(one week)</i>	June 10 July 15 August 19 September 30 October 28	June 14 July 19 August 23 October 4 November 1
Radar	August 5	August 14
Specially Trained Ordinary Seaman (STOS)	June 3 July 1 September 16 November 4 December 9	June 14 July 12 September 27 November 15 December 20

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week beginning January 7. Certified Chief Cook/Chief Steward classes start every other week beginning January 7.

## UPGRADING APPLICATION

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

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

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

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

### Recertification

Bosun	October 7	November 1
Steward	July 8	August 2

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16 November 11	October 25 December 20
QMED - Junior Engineer	September 30	December 20
Welding	June 10 July 1 August 19 September 23 October 21 November 18	June 28 July 19 September 6 October 3 November 8 December 6
Marine Electrical Maintenance I	June 17	July 26
Engine Utility (EU)	June 16 October 20 November 25	July 12 November 15 December 20

### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	October 7 December 2	October 18 December 13
Government Vessels	September 23	October 11
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	July 15 December 2	July 26 December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 5 September 23 October 28	August 9 September 27 November 1
Basic Fire Fighting/STCW	June 3 June 17 June 24 July 1 July 8 July 15 August 5 August 19 August 26 September 23 September 30 October 14 October 28 November 18 December 9 December 16	June 7 June 21 June 28 July 5 July 12 July 19 August 9 August 23 August 30 September 27 October 4 October 18 November 1 November 22 December 13 December 20
STCW Medical Care Provider	August 12 October 21	August 16 October 25

### Academic Department Courses

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

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

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

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

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

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

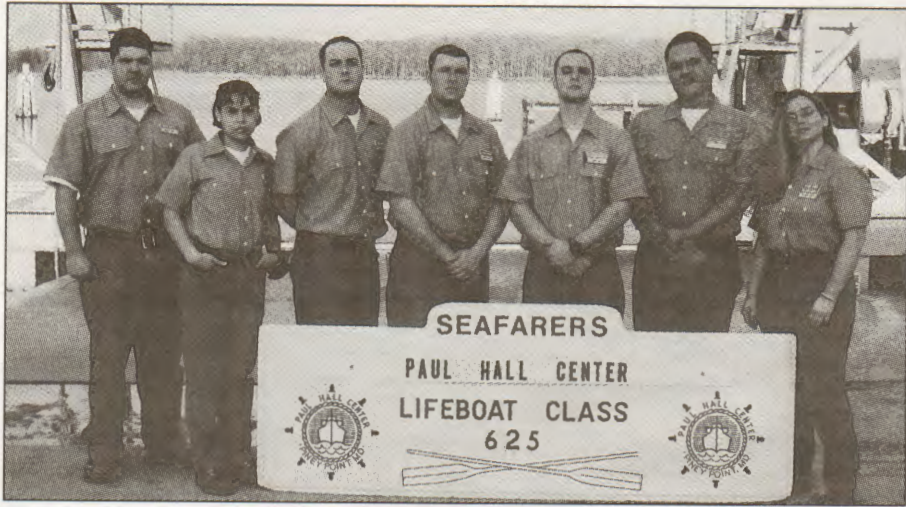
*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.*

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

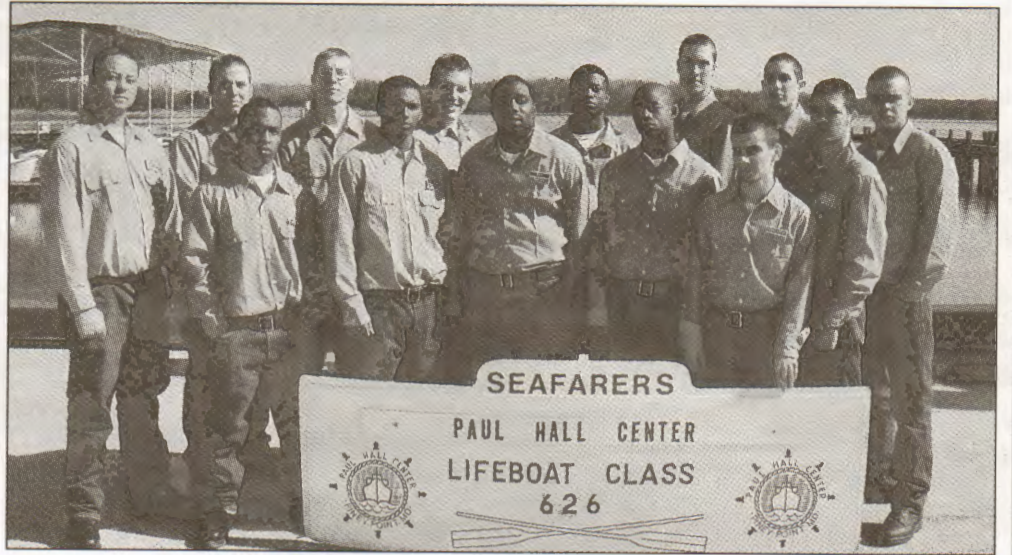
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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

6/02

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 625** — Unlicensed apprentices who graduated from class 625 are (from left) Robert Grable, Autumn Kippen, William Ray Jr., Harold Gerber II, Trevor Cohn, Shareef Dahlan and Ahsha Staiger.



**Unlicensed Apprentice Water Survival Class 626** — Completing the water survival course are unlicensed apprentices from class 626. They are (from left, front row) Trevon Mobley, Rasheem Moye, Paul Riley Jr., Earl Wright, George Velez-Rivera, Justin Bowe, (second row) Masteredseed Paletaoga, James Dewey, John Stephenson, Cameron Selby, Jorel Lewis, Zerek Selby, Joseph Whitmore and Joshua Cooper.



**Government Vessels** — Graduating from the government vessels course recently are (in no particular order) Martha Leon, Harlan Hulst, Ronnie Jackson, Douglas Speer, Gary Toomer, Norman Hook, John Daunoras, Daniel Samson, Abdulla Ali, Nicholas Manessiotis, Dustin Gallop, Ryan Nichols and Felipe Zepeda.



**Upgraders Water Survival** — Upgrading Seafarers who successfully completed the water survival course March 29 under the instruction of Bernabe Pelingon (far right) are (in no particular order) Richard Blackman, Kenneth Lattin, James Logan, Michael Gallagher, Dale Suiter II, Louis Scull II, Rusty Norman, Celso Cayetano David, Zaid Muthala, Uriel Ross, Kreg Stiebben, Deocadio Romney, Rafael Concepcion, Wellington Furment, Jerry Maya Jr., Michael Jalbert, Lionel Lee, Fernando Oyao, Allan Oyao, Robert Steiner, Segundo Soriano and Julio Soriano.

**Upgraders Water Survival** — Upgrading SIU members who completed the water survival course March 29 are (from left, kneeling) Betty Thompson, Kasem Ali, Saeed Shaibi, (standing) Christopher Sykes, Juan Poblete, Rick Worthington, James Brockington and Munassar Ahmed.



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.



**Welding** — Graduating from the welding class April 19 are (from left, front row) Adam Noor, Sammy Montana, Donna Sylvia, (second row) Darrell McDonald, Franklin Lind, Buzzy Andrews (instructor), Gregory Poer and Robert Pinkard II. Not pictured is Azeem Modak.

## Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. From the left (seated) are William McIntyre, Robert Goodson and Robert Hinckley Jr. In the back are Jermaine Williams, Rick Prucha (instructor) and Lee Gulley.



**Tanker Familiarization/Assistant Cargo (DL)** — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course April 12 are (in no specific order) Richard Wilson, Robet Feltus Jr., Jason Varner, Thomas Swayne Jr., Jason Roate, James McDonald, Jerry Fanning, Steven Wooden, Christin Cross, Anthony Hoy, Lakeisha Parker, Jacob LeBeouf, Adel Ahmed, Tyrone Hyman Jr., Chance Chong, Jesse Solangon, Peter Nagowski, John Stewart, Louis Simmons Jr., Travis Robben, Sam Kramer, Eugene Bedard and Margarete Carey.

# Paul Hall Center Classes



Luis Cruz, Brian Cushing, Charles Davis, Hugo Dermody, Carlos Dominguez, Nathan Fidinger, William Fogarty, Michael Galbraith, Thomas Gately, Eric George, Kenneth Holly, Michele Hopper, Austin Howard, Lloyd Ingram, Morris Jeff, Nels Johnson, Gregory Garib, Adam Emanuel, Andrezej Furmanowski, Vladimir Salamon and Douglas Hundshamer. (Note: Not all are pictured.)



Tonya Johnson, Ousmane Ka, John Kasbarian, Brian Kimbrough, Michael Mahoney, Elmo Malacas, Tony Mohamed, Phillip Morris, Mothana Mothana, Ryan Neathery, Dennis Nelson, Michael Nerychel, Luis Nunez, Timothy O'Brien, Mousid Omar, Timothy Price, Susan Rafferty and Kamin Raji. (Note: Not all are pictured.)

## Basic Safety Training Classes



Larry Reed, Laura Reed, Jermaine Robinson, Luis Saddy, Rudy Santos, William Spint, Samuel Taylor, Harold Thomas, Tele Togliá, Willie Toomer, Philip Turner, Thomas Walker, Mark Ward, Albert Washington, Walter White, Kimberly Withers, Jaime Allen and Henry Wells.



Ahmed Abdelnaga, August Awong, Jerry Carter, Charles Chubb, Robert Clemons, Dan Delrosario, James Dunne, Luis Escobar, Luis Gonzalez, Daniel Haegele, Philip Hatcher, Thomas Howell, Jasper Jackson, Reginald Johnson, Donald Langman, Donald Lash and Patrick Lavin. (Note: Not all are pictured.)

Franklin Lind, Christopher Lyle, Gilberto Marcial, Eric Nelson, James Neuner, Jeffrey Parkin, Nathaniel Rivera, Jason Roate, Miguelito Salada, Jose Sepulveda, Justin VanPelt, Richard Wilson, Roy Zanca, Wilfredo Zuniga and Albert Wambach.



Timothy Lewis, Patricio Libre, Aguilio Llorente, Michael Lockhart, Anthony Lopes, James MacMeekin V, Charles Martinez, Richard Matthews, Wilbert Miles, Simon Perez, Francis Quebedeaux, Jeff Radcliffe-Nelson, Jose Ramos, Nathaniel Ramos, Jaime Reanos, Rafael Suris, Martin Mallek, Richard Thomas, Betty Thompson, Victor Torres, Stanley Washington, Richard Wilson, Peter Woodward, Robert Young, Joseph Tier III and Robert Woods. (Note: Not all are pictured.)



Mohamed Abdelwahab, Atik Almontaser, Donald Autrey, Bienvenido Badillo, Wayne Ballard, Bernard Beof, Stephen Bird, Kenneth Bluit, Tony Brooks, William Brown, Gary Carter, Virgilio Casildo, Kendall Chadwick, Bernard Clark, Timothy Chestnut, Valery Daniels, Joseph Dunnam, Trevorous Ellison, Sean Farra, Jerry Frizzell, Joseph Grandinetti, Stephen Hammelman, Leslie Hollowell, Norman Hook, Robert Hoppenwoth, Travis Hosea and Thomas Foster. (Note: Not all are pictured.)



Josue Iglesia, Daniel Kenzler, Thomas Kilbride, William Kovacs, Peter Koucky, Floyd Larson, David Lund, Donald Mann, David Martz, Gualberto Mirador, John Morrison, Ali Munasser, Melvin Nichols, Matthew Posten, Rafael Rios, David Rivera, Higold Schultze, Christopher Shields, Michael Thomas, James Tran, Anthony Valery, Michael Warren, William Welch, Derek Yates, Isaac Spencer, Octavianus Pariama and Justin Van Pelt. (Note: Not all are pictured.)



# Seafarers Deliver During Major Sealift Exercise

## Merchant Marine's Vital Defense Role Highlighted Throughout 'Native Atlas'

Seafarers-crewed ships recently helped make a major military exercise successful.

SIU members—along with about 2,500 U.S. troops—participated in "Native Atlas 2002" near the U.S. Marine Corps base at Camp Pendleton in Southern California. The \$22 million operation, which began in late March and lasted until mid-April, is structured for participants to rehearse the logistics of supplying armed forces in areas without functional ports or piers—or in nations where U.S. troops are denied use of a port.

Sustaining American forces overseas is a key role of the U.S. Merchant Marine.

Among the Seafarers-crewed vessels taking part



Pictured on the *Cape Mohican* are OSs Terry Igot, Editho Barraca and Napoleon Nazareno. A transporter is visible behind them, ready to move cargo.

in the drill near San Diego were the *Cape Mohican*, *Mount Washington*, *Keystone State*, *Maersk Arizona*, *USNS Gilliland* and *USNS Seay*. Materiel was loaded and unloaded from those vessels at a temporary pier that was built for the exercise; the cargo then was trucked from Camp Pendleton to a desert location.

Exact freight totals have not been released, but the gear moved during Native Atlas included combat vehicles, containers, food, inert ammunition and much more. Fuel transfers were simulated with an estimated 2 million gallons of water.

Bosun S.R. Garay sailed aboard the *Cape Mohican* during the training. "New security measures were evident with barges moored along the offshore side of the ships' hulls to prevent another *Cole* incident," he observed. "In addition, there were patrol boats on station, a floating perimeter boom, and at night Navy swimmers were in the water."

Garay, who sent some of the photos accompanying this story to the *LOG*, noted that the *Cape Mohican* is a "Seabee" barge clipper. It is the U.S. Military Sealift Command's (MSC's) only heavy lift ship. "Causeway sections, powered barges, LCM-8s and other equipment are loaded on three full-length decks and taken to stowage positions by transporters," he explained.

He added that both the ship and crew "performed to the highest standards of the SIU and the merchant marine during Native Atlas. It was a pleasure to work with this crew."

Native Atlas involved, among others, MSC, the U.S. Transportation Command (TRANSCOM), the Maritime Administration, the Coast Guard, and the Army, Navy, Air Force and Marines. Members of the Army's 3<sup>rd</sup> Infantry Division's 2<sup>nd</sup> Brigade, based at Fort Stewart in Georgia, flew in for the exercise.

Similar training is conducted annually under different names. This one was run by the U.S. Central Command, the military authority responsible for U.S. combat forces from the Horn of Africa to Central Asia.



Seafarers-crewed vessels taking part in the sealift exercise included (from the top) the *USNS Gilliland*, *USNS Seay*, *Keystone State*, *Mount Washington* and *Cape Mohican*.



With the *Cape Mohican's* elevator in the water, barges move into place.



The *Cape Mohican's* upper deck is loaded with equipment.

