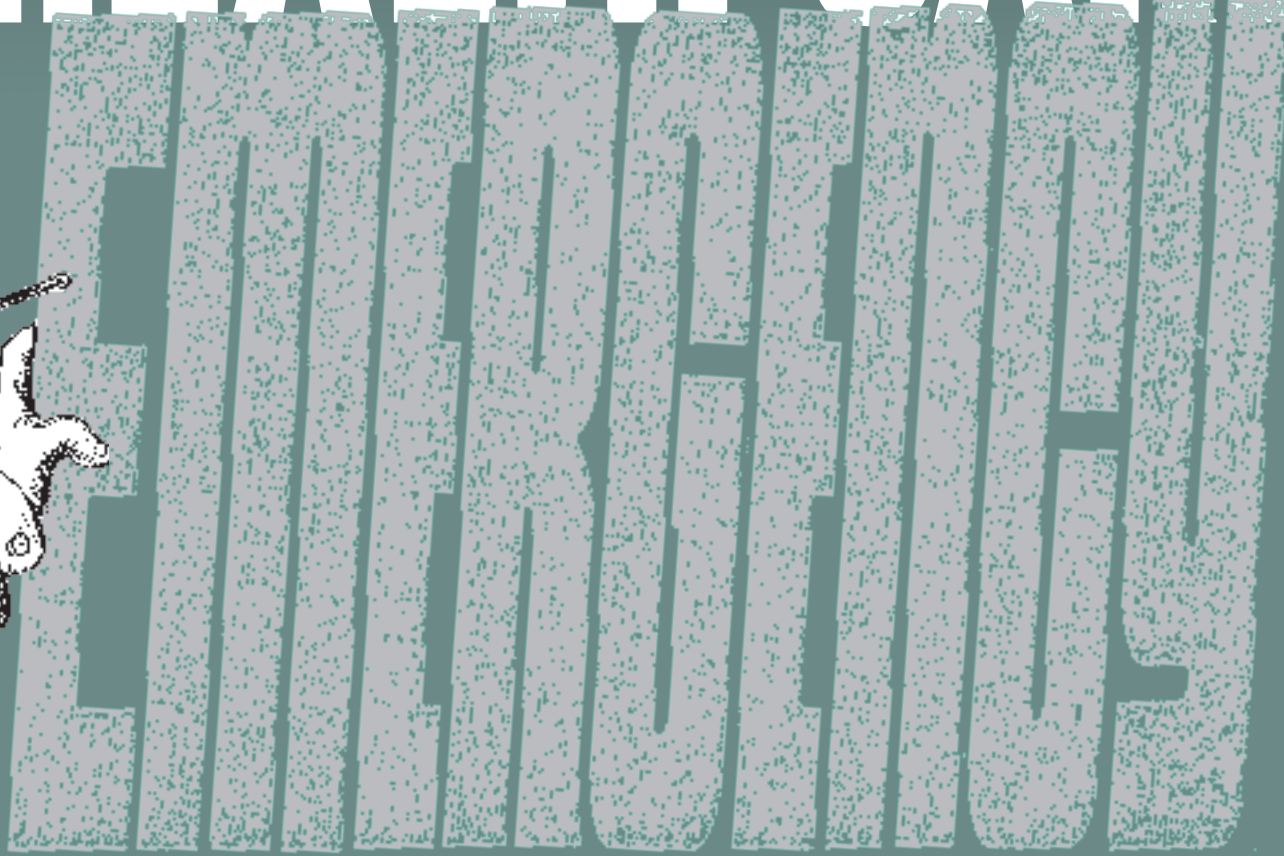




The www.seafarers.org **Seafarers Log** Volume 65, Number 8 August 2003

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

U.S. HEALTH CARE



Costs Keep Rising, Tens of Millions Are Uninsured — and There's No End in Sight

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New Hall Opening In Joliet, Illinois

The SIU is on schedule to open a new union hall in Joliet, Ill. by September at the latest. The new facility occupies two stories and approximately 2,500 square feet on the corner at 10 East Clinton Street. Page 3.



5 More Ships Join SIU Fleet

Seafarers are crewing up five additional vessels that are new to the SIU fleet, including Matson's *Manukai* (above), which was christened last month in Philadelphia. Seafarers are sailing in the steward department aboard the *Manukai* and on the new LMSR *USNS Benavidez*. On the other three newly contracted ships, the SIU fills all unlicensed positions. Page 3.

Great Lakes Seafarers Rescue 3 Fishermen

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ITF Inspectors Assist Crews on 2 FOC Ships

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President's Report

Remembering Paul Hall

Paul Hall, our union's second president, had an all-consuming passion for helping Seafarers better themselves and improve their standard of living. He was so devoted to the membership and so completely committed to the SIU.



Michael Sacco

But, Paul's enthusiasm for work wasn't his only strength. In many ways, he was a visionary—and that never was more evident than in 1966, when the SIU acquired land in southern Maryland to consolidate its training efforts. A year later, the Seafarers Harry Lundeborg School of Seamanship opened on that site.

Believe me, the early days of the school in Piney Point were no picnic. The property only contained old wooden military barracks, a two-story hotel and some piers.

Paul Hall saw far beyond the sparse accommodations. He believed that education was vital to members bettering themselves, and he understood the potential that existed at the school. In fact, back in the 1950s he led the union in implementing training and upgrading programs at halls in New York, Baltimore, Mobile, New Orleans and Houston. Piney Point represented the next logical step—a chance to not only offer training at a central location, but also to affiliate with a facility that could expand with the needs of the U.S. fleet.

If Paul were alive today, I'm positive he would be pleased—but not surprised—at the success of what is now known as the Paul Hall Center for Maritime Training and Education. The school truly is world class, from the instructors and staff to the facilities and training equipment. It's an absolutely comprehensive institution offering everything from entry-level training to license preparation to academic support and more. In short, it lives up to the hype.

The Paul Hall Center really is a successful partnership between labor and management. It is jointly administered by boards of trustees representing, respectively, the union and our contracted operators. They do a great job of keeping the school—and its students—at least one step ahead of the constantly changing needs in our industry.

On that note, I'd say it's very fitting that the U.S. Department of Labor's first-ever endorsement of an apprentice program for U.S. mariners arrived in time for Paul Hall's birthday. When U.S. Secretary of Labor Elaine Chao sent the news last month, it marked another proud, historic moment for a school named after someone who always believed that SIU members were the best and deserved the best.

Like the school itself, the trainee program has grown from humble beginnings. Today, the curriculum is second to none—and the importance of the program is unsurpassed. That's because the new people entering our industry are the future of the SIU.

And it's going to be a bright future, thanks to the work of today's Seafarers; thanks to your support of this administration; and thanks to the unrelenting and perceptive leadership of our late, great President Paul Hall. On August 18, when we observe what would have been Paul's 89th birthday, I encourage all Seafarers to spend a quiet moment remembering him and what he did for our union.

Health Care Emergency

Last month, administrators from the health plans of the U.S. maritime unions met at SIU headquarters to begin investigating ways of working together to fight against the constantly increasing costs of health care. It was a positive meeting and it represented a good start as maritime labor pulls together during the national health care emergency. Other maritime unions have committed to take part in upcoming meetings as part of the group.

Across the country, the rising costs of medical coverage are hurting working families. It's a complex issue, but there are a few basic truths that stand out. For starters, there are more than 41 million Americans who don't have health coverage—and most of them live in households with working family members.

Also, according to various newspaper and magazine reports, as much as 20 percent of every dollar spent to carry health coverage represents the cost of caring for the uninsured. In other words, the people who have benefits pay for those who don't.

Union members are feeling the effects of this crisis. More and more, health care has become a main issue in collective bargaining. In many cases, it is the focal point of negotiations. As anyone who has recently served on a bargaining committee knows, it becomes harder and harder with each contract to maintain good, affordable benefits.

The SIU has never been afraid of a fair fight, and we're determined to make progress in this battle. At times, though, it seems as if America's working families have our hands tied behind our backs in the struggle to secure and maintain decent, affordable health coverage.

We will be reporting more on this topic in the coming months. I hope that all SIU members will follow this issue.

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A Message from Secretary of Labor Elaine L. Chao



Elaine L. Chao
U.S. Secretary of Labor

Dear SIU Members,

I want to extend my sincere appreciation to each of you for valiantly doing your part to support U.S. troops in Operation Iraqi Freedom. While the war against terrorism continues, President George W. Bush has declared the end of major combat operations in Iraq. The United States and our allies prevailed in our fight to liberate the people of Iraq and end the threat Saddam Hussein posed to world peace and security.

A strong U.S.-flag fleet was crucial to the success of Operation Iraqi Freedom. More than 5,000 U.S. merchant mariners voluntarily put themselves in harm's way to transport much-needed equipment and supplies to our troops serving in Operation Enduring Freedom and Operation Iraqi Freedom. Many of you are still at work—transporting food and machinery to feed the Iraqi people and rebuild their country. Thank you for the great sacrifice each of you makes every day to serve your country and to protect the American dream.

The American dream has always been at the heart of the U.S. Merchant Marine. In fact, there was an American merchant marine before there was an American nation. The story of our merchant mariners and their contributions to our nation is one of heroism and sacrifice. Paul Hall knew that and wanted American seamen to have the very best of

everything. He wanted SIU members to have an opportunity to advance. He was also concerned about the next generation of American seamen and wanted young people to have the opportunity to start a career at sea.

Consistent with Paul Hall's vision, the SIU, school leadership and I recently developed and approved the first ever National Apprenticeship Standards for the maritime industry. SIU President Mike Sacco deserves a special word of recognition for his efforts during this process. This will be a new program offered at the Paul Hall Center for Maritime Training and Education. The program will include apprenticeship training for the occupations of Able Seaman, Firer Marine (FOWT), and Chief Cook. These apprenticeship programs range from 2,760 to 4,000 hours of on-the-job training supplemented by instruction in the classroom. The Paul Hall Center apprenticeship program will be a competency-based training program that meets U.S. Coast Guard Certification requirements.

Applicants accepted and registered as apprentices must meet the following minimum qualifications:

- Must be at least 18 years old (at least 17 years old with parental consent);

- Must be able to comply with the physical fitness standards of the Seafarers Health and Benefits Plan, be free of drug and alcohol issues, and be able to pass a drug

screen test;

- Must have either a high school diploma (or GED equivalency) or pass a standardized test that will demonstrate the applicant's ability to benefit from the program; and

- Must be able to meet all U.S. Coast Guard established criteria for the issuance of a merchant mariner's document and be free of convictions by any court for violations of the law that would disqualify an applicant from obtaining merchant mariners documents from the U.S. Coast Guard.

The educational opportunities available at the Paul Hall Center demonstrate the Seafarers' unsurpassed commitment to quality. Your training center has earned the admiration of government agencies and the maritime industry. The new apprenticeship program created by the cooperative efforts of the U.S. Department of Labor and the SIU will advance our shared goal of increasing the number of highly skilled American seamen.

Thank you for all you are doing for this great country and smooth sailing.

Elaine L. Chao
U.S. Secretary of Labor

SIU President Visits Command That Controls Sealift, Other Lift

SIU President Michael Sacco recently visited the United States Transportation Command at Scott Air Force Base, Ill. (TRANSCOM) at the invitation of Gen. John W. Handy, commander.

They discussed the Maritime Security Program (MSP) reauthorization, the status of the U.S. Merchant Marine, and the "pulse" of the U.S.-flag commercial sealift industry.

"The command really makes a great use of sealift to save millions of dollars," Sacco said. "Our mariners are part of a very big picture, supporting a global mission, and I know they are giving 100 percent of their expertise and professionalism when manning their ships."

The SIU president examined why TRANSCOM is the Department of Defense's single manager for common-user lift and provides air, land and sea transportation for all of the military services, the other combatant commands, and numerous federal agencies during peace and war.

He toured the Joint Mobility Operations Center—the control center for all lift—that includes Transportation Visibility, which has vital information required by a number of transportation centers; the Global Patient Movement and Requirements Center, which tracks every medical patient in the Global Transportation System; and the Joint Operations Intelligence Center, a forward element of the directorate of intelligence.

Sacco also was given a tour of Air Mobility Command's (AMC) Tanker/Airlift Control Center, also located at Scott. AMC, also commanded by Handy, is the air component of TRANSCOM and has control, through the TACC, of all air assets within TRANSCOM, to include contracted airlift support.

At a recent awards ceremony conducted in Baltimore for mariners aboard the SIU-crewed RRF ship *Wright*, Handy praised the efforts of the U.S. Merchant Marine crewing 54 reserve ships activated in support of Operation Iraqi Freedom (OIF). "To date, more than 1 million tons of materiel have been moved by sea in support of OIF and the spigot is still open; sustenance to our forces and materiel for the rebuilding of Iraq continue to

flow—and in large measure thanks to the vitality, determination and commitment of merchant mariners," he said.

"Throughout history, our merchant mariners have proven themselves to be great patriots," he went on. "They have come from all walks of life, rising to the challenge, achieving extraordinary accomplishments, and ultimately shaping our world for the better. This has been the case in every conflict abroad since the founding of our country—regardless of risk or personal convenience. Your willingness to continue to sail into harm's way, answering the call to service stands as testament to your courage and heroism. Today, you are part of that great legacy."

Handy added, "We proudly salute the exemplary patriotism, dedication, and professionalism of the mariners...who have served in support of Operations Iraqi Freedom and Enduring Freedom."



(Photo by Dave Patterson)

SIU President Michael Sacco (center) visits the Joint Mobility Operations Center at U.S. Transportation Command. Gen. John W. Handy (right), commander, and Col. Glen Joerger, briefer, provide the tour.

Manukai Christening Represents Rebirth of Ship and Shipyard

"Today we are celebrating the birth of a new ship for Hawaii," said Senator Daniel K. Inouye (D-Hawaii) at the July 12 christening of Matson Navigation Co.'s first new ship of the 21st century, the *Manukai*. As the first vessel built in the newly revitalized Kvaerner Philadelphia Shipyard (where the ceremony took place) and the first newly constructed vessel introduced by Matson since 1992 (the last was the *R.J. Pfeiffer*), the containership will mean more jobs in the steward department for members of the SIU.

The *Manukai* is the first of a two-ship, \$200 million contract between Matson and Kvaerner Philadelphia Shipyard and is the first vessel to be built in Philadelphia in 34 years. A sister ship is presently under construction and is expected to be added to Matson's fleet of Jones Act trade vessels next year.

Joining in the celebrations were hundreds of spectators, including SIU members and officials, political leaders, industry representatives and shipyard workers and their families.

"This new ship will help ensure that Matson continues to provide Hawaii with efficient, dependable ocean transportation services of superior quality and value," noted Allen Doane, chairman of the board at Matson. "It has been designed and built specifically for our Hawaii service customers and will meet the

current demands of our market." He also stated, "As the first ship to be built here in 34 years, the *Manukai* marks the return of Philadelphia as a major shipbuilding center. Today's christening not only celebrates the birth of a new ship, but also the rebirth of a shipyard."

In his remarks at the christening, Sen. Inouye added, "No state in the nation is more acutely aware of the vital role our U.S. Jones Act fleet has in serving domestic waterways. For those of us who call Hawaii home, the steady flow of cargo vessels coming to and from the state is essential."

It was fitting that Margaret Inouye, wife of the senator, christened the new vessel. In 1969 she also christened Matson's *Hawaiian Enterprise*, which later was renamed the *Manukai*. That vessel completed more than 700 voyages and carried in excess of a million containers of cargo while it was in service—a record for the Hawaiian trade.

The new high-tech, diesel-powered *Manukai* is more fuel efficient. With a length of 712 feet, the *Manukai* has the capacity to carry as many as 2,600 containers.

After completing sea trials this summer, the *Manukai* will enter Matson's West Coast-to-Hawaii trade route in the fall, replacing an older ship. Matson operates eight vessels in the Hawaiian trade.



Gathered for the christening ceremony are (from left) Brad Mulholland, vice chairman, Matson Navigation Co.; Allen Doane, president and CEO, Alexander & Baldwin and chairman, Matson; Margaret Inouye; Senator Daniel K. Inouye; Charles M. Stockholm, chairman of Alexander & Baldwin; Jim Andrasick, president and CEO, Matson, and his wife, Ginger.



Following sea trials this summer, the *Manukai* will enter Matson's trade route from the West Coast to Hawaii in the fall.

No Letup Here: SIU Fleet Gains 4 More Vessels

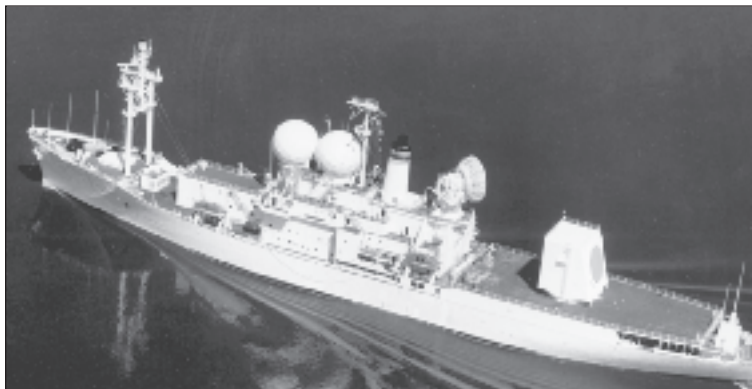
The SIU recently added four more ships to its contracted fleet: a freighter, a chemical carrier, a special mission vessel and an LMSR.

The newest vessel is the *USNS Benavidez*, part of the Bob Hope class of large, medium-speed, roll-on/roll-off vessels sailing in the U.S. Military Sealift Command (MSC) fleet. The *Benavidez* is expected to arrive in Corpus Christi, Texas this month.

Built at Avondale Shipyard in New Orleans, the *Benavidez* is 950 long, 106 feet wide and can sail at 24 knots. It is named after the late Vietnam War veteran and Medal of Honor recipient Roy P. Benavidez.

Seafarers are sailing in the steward department aboard the new LMSR, which is operated by Patriot. On the other three newly contracted ships, the SIU fills all unlicensed positions.

The *Observation Island* also is



The *Observation Island* monitors compliance with strategic arms treaties and supports U.S. military weapons test programs.

part of MSC's fleet and is the agency's lone missile range instrumentation ship. Operated by Maersk Line, Limited, the *Observation Island* 564 feet long, 76 feet wide and can sail at 20 knots.

According to MSC, the *Observation Island* "operates worldwide, monitoring compliance with strategic arms treaties and supporting U.S. military weapons test programs. *Observation Island* carries an Air Force shipborne phased-array radar system for collecting data on missile tests. The ship is operated by

Military Sealift Command for the U.S. Air Force Technical Applications Center at Patrick Air Force Base, Fla."

Also new to the Seafarers fleet is the *MV Virginian*, operated by Sealift Tankships. The 480-foot freighter was built in Germany in 1983. It features a diesel propulsion system that provides 16,320 hp.

Finally, Seafarers are sailing aboard the *Chemical Pioneer*, operated by USCS Chemical Chartering LLC. The ship is 688 feet long and is equipped with 48 cargo tanks.

MSP in Conference

Senate Commerce Committee Also Passes Measure

Legislation to reauthorize the U.S. Maritime Security Program (MSP) remained in a House-Senate conference committee as this issue of the *Seafarers LOG* went to press.

The House in late May passed language providing for reauthorization of the MSP as part of the National Defense Authorization Act for Fiscal Year 2004. The updated MSP would be extended for 10 additional years, beginning in October 2005, immediately after the current version expires. The expanded MSP also calls for increasing the number of participants from 47 ships to 60 ships.

The Senate's version of the

Defense bill (also approved in late May) didn't include MSP language. However, in late June, the Senate Commerce Committee, chaired by Senator John McCain (R-Ariz.), okayed legislation that includes a 10-year MSP reauthorization. The committee's MSP component is contained in a bill (S. 1262) that would fund the Maritime Administration for the next five years. Although it slightly differs from the House version, it, too calls for increasing the number of participants from 47 ships to 60 ships.

The current MSP was signed into law in 1996. The program provides limited funding for 47

U.S.-flag, U.S.-crewed commercial vessels which are made available to the Defense Department in times of war or national emergency. To be included in the MSP, participants also provide the military access to their infrastructure, terminals, communications network and more.

The MSP has helped ensure that the United States has a pool of skilled American mariners ready to crew not only the MSP vessels, but also U.S. government-owned strategic sealift and Ready Reserve Force ships. This program has helped America maintain a U.S.-flag presence in the world's ports. And, various high-ranking officials have pointed out that the government would have to spend 10 times as much as it does now to replicate what the MSP provides.



The SIU's newest hall occupies two stories at 10 East Clinton Street in Joliet, Ill.

SIU's Newest Hall To Open in Joliet, Ill.

The SIU is on schedule to open a new union hall in Joliet, Ill. by next month (September) at the latest.

The hall is located at 10 East Clinton Street in downtown Joliet. The union occupies two stories of the building, which is accessible via public transportation (rail and bus). Also, multiple parking lots and garages are located within one to two blocks of the hall, which consists of approximately 2,500 square feet.

"It will be a full-service port, and I think it's going to be a very busy hall," said SIU Vice President Great Lakes Tommy Orzechowski. "We noticed we had increasing membership in the Chicago metropolitan area, and this gives the Great Lakes region a middle point between Algonac (Mich.) and Duluth (Minn.)."

The Seafarers Health and Benefits Plan is working out final details of contracting with a health clinic near the hall.

Joliet is the seventh-largest city in Illinois, with a population of more than 106,000.

More details about the hall will be published in the next issue of the *Seafarers LOG* and on the union's web site (www.seafarers.org).



The Joliet hall will be a full-service port for Seafarers.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, September 1, 2003 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

SIU Crew Helps Rescue Lakes Fishermen

Four fishermen from the Great Lakes owe a debt of gratitude to the crew of the SIU-contracted *American Mariner*.

Seafarers aboard the American Steamship Co. vessel on July 12 helped rescue three of the four from an uncertain fate after they were spotted floating in the water wearing life jackets. Their 18-foot fishing boat had sunk off the shore of Ashtabula, Ohio. The *American Mariner*, having departed Ashtabula after loading coal for discharge in Charlevoix, Mich., passed about four miles from shore when alert crew members including ABG Watchman **Foad Saleh** caught sight of the ill-fated fishermen and their capsized craft.

The following SIU members were aboard the *American Mariner* when the rescue took

place: Bosun **Albert Brzezinski**, AB Wheelsman **Robert Timmons**, AB Wheelsman **Art Beauchamp**, AB Wheelsman **Leon Pulley**, ABG Watchman **Saleh**, AB Watchman **Donald Hutchens**, Conveyorman **Kenneth Guss**, Gateman **Mousa Quarish**, QMED **James Reilly**, DEU **Jack Povaser**, DEU **Mohamed Ali**, DEU **Brian Green**, 2nd Cook **Nasser Aljalham**, SA **Gary Lapczynski** and Unlicensed Apprentice **Curtis Tobey**.

After spotting the fishermen and informing the U.S. Coast Guard station in Fairport, Ohio of the situation, the *American Mariner* altered course and moved in to pluck the trio from Lake Erie. Once aboard the *American Mariner*, the rescued fishermen told the crew that their vessel had gone down some four

hours earlier and that the sinking had happened so suddenly that they did not have time to radio for help.

Their most distressing news, however, was that a fourth fisherman—a male confined to a wheelchair—also had been aboard their vessel and was in the water somewhere in the vicinity. Fortunately for him, a crew from the Coast Guard station was patrolling the area. Once on the scene, they quickly rescued the fourth fisherman who had been discharged from his wheelchair and was being kept afloat by a life jacket.

The three men aboard the *American Mariner* later were taken to the Coast Guard vessel. All four were then transported to the Coast Guard station at Ashtabula. One of the fishermen had to be placed on a backboard during the transit due to bruises and soreness incurred during the sinking of the fishing boat. The fourth rescued individual had multiple sclerosis and was mildly hypothermic. All four were examined by emergency medical

services personnel and released.

Thomas S. Anderson, assistant vice president for American Steamship Co. Fleet Operations, praised the efforts of the Seafarers. In a memo to the captain of the *American Mariner*, he wrote in part: "I am writing to commend all of you for the rescue of the four fishermen in distress off of Ashtabula on July 12, 2003. The four men had been in the water since mid-day when

your sharp lookout spotted the capsized boat.... I have seen the photos of the rescue and cannot tell you how proud I am of the job all of you did. Simply great, professional work and seamanship resulted in the rescue of these men. I don't know how much longer they would have lasted in that Lake Erie water, but without your quick actions it may have not been much longer."



hours earlier and that the sinking had happened so suddenly that they did not have time to radio for help.

Crew members from the *American Mariner* carry out the rescue of three fishermen July 12 near Ashtabula, Ohio. A fourth man was saved by the Coast Guard.



Seafarers aboard Alaska Tanker Company vessels have helped put together a remarkable stretch of safe operations.

Alaska Tanker Company Marks Safety Milestone

Spill-Free Year Is Latest Achievement

SIU-contracted Alaska Tanker Company (ATC), at once duly proud and determined to build on its success, recently celebrated a significant safety achievement. July 5 marked the completion of one year without any of ATC's ships spilling any oil to sea—anywhere.

"This remarkable achievement complements our safety performance, where we have completed well over three million man-hours without a lost time injury," noted ATC President and CEO Anil Mathur in a communication to ATC crews. "During this period, ATC has transported 170 million barrels of oil out of Alaska."

Mathur vowed that ATC "will continue its relentless journey of continuously improving our performance on ALL fronts. Equally, we realize that such an achievement would not be possible without your support, cooperation and guidance. Thank you for making this achievement possible."

Additionally, as previously reported, the following ATC vessels recently were recognized for operating for at least the last two years without a lost-time accident: *Overseas Chicago*, *Overseas New York*, *Tonsina*, *Prince William Sound*, *Overseas Boston*, *Kenai* and *Denali*. Also, the entire ATC fleet for the past several years has reduced what the company calls "recordable injury frequency" to zero or almost nothing. That includes no lost-time injuries last year into the second half of this year.

ATC is building four new Alaska-class tankers on the West Coast. The first of the double-hull vessels—the *Alaskan Frontier*—is scheduled for delivery early next year.

Setting Wage Rates in American Samoa



SIU Tacoma Port Agent Bryan Powell (far right) was among six members of a committee selected by U.S. Secretary of Labor Elaine L. Chao to review current minimum wage rates for all industries in American Samoa covered by the Fair Labor Standards Act, the federal wage and hour law. Standing in front of the American Samoan Senate building in Pago Pago after completing their work are Powell and other committee members representing public sector employers and employees. In a closed ceremony at the end of the committee's deliberations, in a gesture of respect and gratitude, each of the off-island members of the committee was bestowed the honorary title of "High Chief of Samoa" (those wearing leis). According to Powell, this honor is very seldom bestowed upon non-Samoans. Based on its findings, the committee will recommend to the Labor Department the highest rate for each industry that will not substantially curtail employment and will not give industries in the territory a competitive advantage over similar U.S. businesses not in American Samoa. The committee hearings are conducted every two years. Powell stated, "I am honored to have served on this committee representing the interests of the working people in American Samoa and to further the objectives of the labor movement in this area."

Notice

New Health Clinic For Baltimore-Area Seafarers

Effective July 1, 2003, the Seafarers Health and Benefits Plan-contracted clinic location for Baltimore has been changed. The new facility is under the direction of the Johns Hopkins Community Physicians and is located at:

JHCP – Internal Medicine
Wyman Park Medical Center
3100 Wyman Park Drive
Baltimore, MD 21211
Phone: 410 338-3357
Fax: 410 338-3628

Baltimore-area Seafarers are asked to note this change and adjust your records accordingly. For more information, contact the SIU hall in Baltimore at 410 327-4900.

Maritime Regulations Announced By Dept. of Homeland Security

The U.S. Department of Homeland Security on July 1 announced the publication of security regulations requiring sectors of the maritime industry to implement measures to protect America's ports and waterways from a terrorist attack. The interim final rules were to be addressed late last month at a public meeting in Washington, D.C. Written comments on the rules were being accepted through July 31.

"With 95 percent of our nation's international cargo carried by ship, port security is critical to ensuring our nation's homeland and economic security," Secretary of Homeland Security Tom Ridge said. "The port security measures we are putting in place, both here at home and abroad, are about expanding our capabilities—strengthening a vitally important system with additional layers of defense.

"This effort is part of a broad international effort to increase global shipping security and one of many steps we are taking to better protect our ports and the ships traveling in our waters."

As reported earlier in the *Seafarers LOG*, U.S. maritime unions, including the SIU, were at the forefront and have remained very active in moving toward greater shipboard and port security. The SIU has met with representatives from U.S. flag operators, the Coast Guard, officials from numerous U.S. ports, the International Transport Work-



U.S. Coast Guard photo by Telfair H. Brown
Vice Admiral Thad Allen, Coast Guard chief of staff, and Asa Hutchinson, under secretary for Border and Transportation Security, address reporters after the Department of Homeland Security announced publication of regulations impacting the maritime industry.

ers' Federation, the International Maritime Organization and the International Labor Organization, among others, to facilitate the identification and enactment of effective, realistic and fair security rules. The union will, as appropriate, remain active in this arena and pursue measures that best address the needs and satisfy the interests of its members.

The Department of Homeland Security (DHS) regulations build on a comprehensive port security strategy and range of enhancements directed by President Bush following September 11, 2001, and implement significant portions of the Maritime Transportation Security Act of 2002

(MTSA). By requiring completion of security assessments, development of security plans, and implementation of security measures and procedures, according to the DHS, these regulations are aimed at reducing the risk and mitigating the exposure of U.S. ports and waterways to terrorist activity.

According to the DHS, the regulations focus on those sectors of maritime industry that have a higher risk of involvement in a transportation security incident, including various tank vessels, barges, large passenger vessels, cargo vessels, towing vessels, offshore oil and gas platforms, and port facilities that handle cer-

tain kinds of dangerous cargo or service the vessels listed above. An estimated 10,000 vessels, 5,000 facilities, and 40 outer continental shelf facilities will be directly affected.

The regulations require security measures that have three security levels. Depending on security needs, measures may include passenger, vehicle and baggage screening procedures; security patrols; establishing restricted areas; personnel identification procedures; access control measures; and/or installation of surveillance equipment.

The regulations amend other sections of the Code of Federal Regulations to implement Automatic Identification System (AIS) requirements for certain vessels, as required by MTSA. AIS is a system of equipment and technologies that automatically sends detailed ship information to other ships and shore-based agencies. Installing AIS equipment on certain vessels traveling in U.S. waters is intended to allow comprehensive, virtually instantaneous vessel tracking and monitoring, increasing security and safety in shipping channels, and boosting awareness of maritime activity.

The new MTSA security regulations cover vessels and facilities operating on or adjacent to waters subject to the jurisdiction of the United States and are split into six separate parts. Following a general section that discusses common requirements and definitions, each of the sections focuses on a specific segment of the marine industry: ports, vessels, facilities, and outer continental shelf facilities.

A final regulation addresses the installation of Automatic Identification Systems (AIS). These regulations are part of the new Subchapter H of Title 33 of the Code of Federal Regulations, except for AIS, which amends several sections of the CFR.

The regulations have common elements, including:

Security Officers & Training for all Personnel — requires the

designation of an individual who will be responsible for the vessel or facility security program, outlines the qualifications for security officers, and requires all personnel to have training so that they are ready and able to implement the security plan.

Security Assessments and Plans — requires owners and operators to assess vulnerabilities, and develop plans that may include passenger, vehicle and baggage screening procedures; security patrols; establishing restricted areas; personnel identification procedures; access control measures; and/or installation of surveillance equipment.

Part 103 of the segment titled "Ports" designates the Coast Guard Captains of the Port as Federal Maritime Security Coordinators, giving them the authority to oversee and direct the necessary activities of increasing security of our ports.

Also, another component establishes "Area Maritime Security Committees," made up of representatives of federal, state and local agencies, industry groups and others, to assess the specific vulnerabilities in each of the nation's 361 ports and develop plans for complex and diverse security requirements within the port areas.

Virtually every type of vessel likely will be impacted by the new regulations, which are expected to be implemented by July 1, 2004. In its release of the interim final rules, the DHS included a segment identifying "examples of vessels most directly impacted by the new regulations." That list includes "SOLAS-certified cargo ship carrying grain traveling from Jacksonville to New York; container vessel carrying cargo from New Orleans to San Juan; container vessel carrying cargo from Hong Kong to Los Angeles; barge carrying auto part containers traveling from Seattle to Vancouver; cruise ship on a Caribbean voyage; dinner boat on the Chesapeake Bay carrying more than 150 people; gaming boat on the Mississippi; ferries operating in Puget Sound, Wash.; barge carrying home heating oil on the Hudson River; tanker carrying liquefied natural gas; supply vessel heading to an offshore oil rig; towing vessel pushing an oil barge on the Mississippi River."

Maryland Secretary of Labor Fielder, State AFL-CIO Officials Visit School

James D. Fielder Jr. (photo, right), secretary of labor for the State of Maryland, toured the Paul Hall Center for Maritime Training and Education last month in conjunction with one of the state's job-placement programs. The school is based in Piney Point, Md. Visiting the campus along with Fielder were Fred D. Mason Jr., president of the Maryland State and Washington, D.C. AFL-CIO (pictured in both photos below) and Donna S.



Edwards, secretary-treasurer of the federation (lower left photo, inspecting a training record book). In top photo, Fielder checks out the Paul Hall Center's engine room simulator, with input from the school's assistant director of training, J.C. Wiegman. Below right, Mason concentrates in the shiphandling simulator, with SIU Baltimore Port Agent Dennis Metz nearby.



Port Agent Appointed to Safety Committee



SIU Wilmington, Calif. Port Agent John Cox (left) recently was appointed for a three-year term to the Los Angeles/Long Beach Harbor Safety Committee. Cox, pictured with Jim Rollin of the California State Department of Fish and Game's Office of Spill Prevention and Response at the SIU official's swearing-in ceremony May 20, will help the committee address various safety issues pertaining to the nation's busiest sea port. The committee meets every other month, with subcommittees meeting more frequently.

Government Services Ships Earn MSC Safety Awards

Three government services-crewed ships in June were honored as winners of the Military Sealift Command (MSC) Surface Ship Safety Award.

MSC reported that fleet oiler *USNS Leroy Grumman*, combat stores ship *USNS San Jose*, and fleet ocean tug *USNS Navajo*—each crewed by members of the union's Government Services Division—have been selected from 37 eligible vessels as the command's leaders in safety.

The award, given for the Oct. 1, 2001 to March 31, 2003 com-

petitive period, recognizes the outstanding contributions of ships crewed by civil service mariners to MSC fleet readiness. The award also takes into account increased morale and the efficient use of safety resources. Ships and crews earning the award exhibit consistently excellent safety records and employ proactive accident prevention programs.

In acknowledgment of their respective efforts, crews from each ship received a plaque. Each also was given authorization to display a large green "S" on its bridge bulwark signifying the

Surface Ship Safety Award.

MSC also recognized three other ships, including fleet oiler *USNS John Ericsson* and hospital ship *USNS Comfort* (both crewed by Government Services Division members) as runners-up for the Surface Ship Safety Award.

"These ships exemplified an aggressive safety program which actively contributed to mishap prevention. They have set the standard in MSC afloat safety for our fleet," said Vice Admiral David L. Brewer III, MSC commander, in a message sent to all MSC ships.

One winner and one runner-up are chosen from each of the following categories of MSC ships for the award: Naval Fleet Auxiliary Force oilers, NFAF cargo ships and other MSC civil-service mariner crewed ships. The *USNS San Jose*, the highest-rated ship overall, also earned the 2002 Department of the Navy Safety Excellence Award in the Military Sealift Command category.



The *USNS San Jose*, recently recognized by MSC for its safe operations, also earned the 2002 Department of the Navy Safety Excellence Award.

MSC normally operates 120 civilian-crewed, noncombatant ships for a variety of missions around the world. That number expanded to about 214 in March as additional ships were activated from reduced operating status or chartered for the command's support of U.S. forces in Operation Iraqi Freedom.

From January to April 2003, MSC ships delivered more than 21 million square feet of combat equipment and other cargo—the equivalent of more than 300 foot-

ball fields—to the Central Command area of operations. The command's fleet support ships also pumped more than 117 million gallons of fuel to U.S. Navy and coalition warships in support of Operation Iraqi Freedom.

MSC ship missions include underway replenishment of U.S. Navy ships at sea, prepositioning and transport of defense cargo and at-sea data collection for the U.S. military and other U.S. government agencies.

Seafarers Appeals Board — Action Number 420

The Seafarers Appeals Board, acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, by prior action the Board has recognized the need for appropriate Shipping Rule adjustments to secure and maintain an adequate supply of qualified and trained personnel aboard various U.S.-flagged fleets; and

WHEREAS, it is the intent of this action to amend the Shipping Rules to allow seamen with either Group One (1) or Group Two (2) NMU seniority status to have priority for jobs referred to the Seafarers Hiring Hall over applicants with Class "C" Seniority.

NOW THEREFORE, the Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and various Contracted Employers hereby amends the Shipping Rules to provide for the following.

In Rule 4. Business Hours and Job Calls, Subsection D. (1.)(a) Add new language to the first sentence to read:

D. (1.) (a) Subject to the arrival and departure of a vessel, except as provided for herein, if a port cannot fill a job with a Class "A" or Class "B" registrant, the job shall be referred back to the Manpower Pool Coordinator, who will then refer the job to other nearby ports. If the job cannot be filled with a qualified

Class "A" or Class "B" registrant in other nearby ports, the job shall be referred back to the original port, at which time seamen registered under the NMU rules possessing either Group one (1) or Group Two (2) seniority status shall be permitted, on the next job call, to bid and be shipped as per the applicable provisions of the Shipping Rules before the job is referred to "All Ports."

2. In Rule 2. Shipping Procedure Subsection G. 17(a) amend the language by adding the following.

Except as specifically provided for herein or by SAB action, seamen with Class "B" seniority ratings, or NMU Group One (1) or Group (2) seniority shipped pursuant to these Rules, may retain such jobs for one (1) round trip or one hundred eighty (180) days, whichever is longer. At the termination of such round trip or on the first opportunity following the one hundred eightieth (180th) day on the job, such seamen shall sign off their vessels and the vacant job shall be referred to the Union hiring hall.

Those members shipped with Group 1 or Group 2 NMU status shall be governed by the Rules set forth herein consistent with members with Group "B" seniority.

This SAB action shall remain in full force and effect until modified by future SAB action.

Contract Department Briefs

Express Marine

Seafarers employed by Express Marine have approved a new three-year contract that calls for wage increases and other gains. The contract was ratified July 13 aboard the tug *Guardian*.

The new pact maintains the current medical coverage of Plan level "G" and boosts the pension credit to two days for each day worked. Express Marine crews will be enrolled in the Seafarers Money Purchase Pension Plan and are scheduled to receive pay increases in each year of the contract.

Serving on the negotiating committee were Captain **Riley Johnson**, Mate **Doug Covil**, AB/Cook **Stephen Jones**, SIU Vice President Atlantic Coast **Joseph Soresi** and SIU Philadelphia Port Agent **Jim Malone**.

Express Marine operates coal barges up and down the East Coast.

Waterman

Crew members employed aboard Waterman TAKX vessels

(the *Pless*, *Obregon* and *Kocak*) will receive a three percent increase to their wages, overtime and Seafarers Money Purchase Pension Plan company contribution amount, retroactive to January 1, 2003.

Matson

SIU steward department members aboard Matson ships received a 3.25 percent increase in wages and all wage-related items on July 1, 2004. They also are scheduled to receive a 3.25 percent increase on July 1, 2004. For the *Moku Pahu* only, Seafarers received a four percent increase in wages and wage-related items on July 1, 2003. They also are scheduled to receive a four percent increase on July 1, 2004.

Sealift Tankers

Effective July 1, 2003, the crews aboard the *Cleveland* and the *Wilson* received an across-the-board three percent increase. Additionally, the crews will receive three percent increases effective July 1, 2004 and July 1, 2005.

Bernard Fisher

The crew of the *Major Bernard Fisher* received a "total labor cost" increase of three percent effective July 1, 2003. Crew members will continue to enjoy Seafarers Health and Benefits Plan Level G and Seafarers Vacation Plan Benefits of 14 days for each 30 days worked.

Advantage, Noble Star, Virginian

Effective July 1, 2003, crew members employed aboard the *Advantage*, *Noble Star* and *Virginian* received a three percent across-the-board increase. They will receive Seafarers Health and

Benefits Plan Level G benefits, Seafarers Maritime Union (SMU) vacation benefits of 15 days for each 30 days worked, and SMU Money Purchase Pension Plan benefits of 10 percent of the daily base wage. Additionally, the crews of these vessels will receive a three percent wage increase effective July 1, 2004 and again on July 1, 2005.

Maersk Line, Limited

Effective June 9, 2003, the crew of the *Maersk Constellation* received a contractually scheduled three percent total labor cost increase. This includes wages and wage-related items.

Also, effective July 1, 2003, crews of the SIU-contracted Maersk ships enrolled in the U.S. Maritime Security Program received the contractually scheduled three percent Economic Price Adjustment. Those crews will continue to receive medical coverage at the Seafarers Health and Benefits Plan Level G.

AMSEA

Effective June 1, 2003, crew members employed aboard AMSEA's fast sealift ships received a three percent increase in wages, overtime, vacation and Seafarers Money Purchase Pension Plan contribution amount.

Southbay Barge Inc.

Seafarers have approved a new three-year contract at Southbay Barge, Inc. The agreement includes wage gains, pension and vacation benefits, and the Seafarers Health and Benefits Plan's top medical coverage. The company will pay transportation costs for crew members who successfully complete a course or courses at the Paul Hall Center for Maritime Training and Education.

Welcoming the North Star



Seafarers and SIU officials were on hand June 14 in San Diego for the christening of Totem Ocean Trailer Express' *North Star*, a new roll-on/roll-off vessel that is sister ship to the *Midnight Sun*. The Orca-class trailership is 840 long, 118 feet wide and capable of carrying highway trailers as large as 53 feet in length. Pictured in front of the *North Star* are (from left) SIU VP Gulf Coast Dean Corgey, SIU VP Contracts Augie Tellez, SIU President Michael Sacco and SIU VP West Coast Nick Marrone.

More RRF Crews Honored for Roles in Iraqi Freedom

More than 50 Seafarers on May 28 joined the ranks of scores of their brothers and sisters to receive medals in recognition of their service during Operation Iraqi Freedom.

Pier 2 at Alameda Point in Alameda, Calif. provided the setting for a U.S. Maritime Administration (MarAd) sponsored ceremony that honored the crews of the Ready Reserve Force (RRF) vessels *Adm. Wm. Callaghan*, *Cape Orlando* and *Comet*. U.S. Department of Transportation Chief of Staff John A. Flaherty delivered the keynote address and presented Merchant Marine Expeditionary Medals to the crews and officers of the vessels for their support of operations involving American and allied military forces.

"The maritime community has served America with great distinction during every major crisis in our nation's history, and the mariners who crew the ships are the cornerstone of this effort," said Flaherty. "From the Revolutionary War, through both World Wars, the Korean War and up to today, our mariners have willingly defended and served this nation with enthusiasm and valor."



Susan Clark of MarAd, at podium, leads those who attended the ceremony in the singing of the National Anthem. Other members of the event's official party join in.

Also participating in the ceremony were: Capt. Francis X. Johnson, director of Western Region, MarAd; Capt. Louis Cavaliere, USNR, fleet administrator, Keystone Shipping Co; Erny Otterspoor, president, Mormac Marine Enterprises and Commodore Juan L. Chavez, USN, commanding officer, Military Sealift Command, Pacific. Susan Clark of MarAd's public affairs department led the National Anthem and was accompanied by the 91st Division Army Reserve Band of Camp Parks, Calif.

The three roll-on/roll-off ships took materiel to American troops for Operations Enduring Freedom and Iraqi Freedom. The ships and the crews have just returned from the zone of conflict in the Middle East. Seafarers who received medals and their vessels of assignment were:

From the *Adm. Wm. Callaghan*—Bosun **Paul E. Borg**, ABs **Thomas E. Muncy**, **Ronald C. Johnson**, **David A. Rice**, **Joseph C. Smith Jr.** and **Wayman Sellers**; Electrician **Jeffrey N. Curry**; Oilers **Elmer Rochez**, **Francis T. Yapching**, **Eligio M. Vela** and **Butch Z. Lumansoc**; Wiper **Glen McBride**, Steward **Denise J. Smith**, Chief Cook **Tamara A. Houston**, GSUs **Julia W. Smith** and **Edward Washington Jr.** and GVA **Saleh Kassim Soofi**.

Medal recipients from the *Cape Orlando* were: Bosun **Carlos A. Cabezas**, ABs **Randy Sweitzer**, **Lorenzo Tifre**, **Ralph T. White**, **Michael N. Carubba** and **Travis R. Hosea**; Oilers **George R. McAnern**, **Mario A. Silva** and **Eric Nappier**; Wiper **Luis F. Martinez**, Steward **Ronnie Hadnott**, Chief Cook **Orlando Suazo**, GSUs **Americo Monteiro** and **Jose L. Ramos** and GVA **Michael M. Simpson**.

Comet medal awardees were: Bosun **Benedict B. Born**, ABs **Larry A. Rawlins**, **Jerry Devoe**,

George J. Kebelis, **John B. Meyers**, **Tom Corrales** and **Gary A. Ferandes**; Ordinary Seamen **Charles R. Berry**, **Roger T. Martell** and **Stephen R. Hammelman**; Electrician **Lowell R. Lemm**; Oilers **Anthony L. Perry**, **Steven M. Haver** and **James R. Smartt**; Firemen **Paul D. Smith** and **William C. Shields**; Wiper **Samuel A. Norteye**, Steward **Romeo S. Arquines**, Chief Cook **Harold B. Henderson** and GSTUs **Pat H. Bailey** and **Ben Roberson**.

All three ships belong to the RRF, a fleet of 68 ships owned and maintained by the U.S. Department of Transportation's Maritime Administration. A total of 40 RRF ships were assigned to Operations Enduring Freedom and Iraqi Freedom.

RRF ships are crewed by civilian American merchant mariners who volunteer for this potentially hazardous duty. American merchant mariners have supported U.S. military action since colonial times, often traveling into harm's way to transport materiel to the armed forces. More than 80 percent of the vehicles and other equipment were taken to the Iraqi conflict by merchant mariners.



SIU Assistant VP West Coast Nick Celona (second from left) poses with (from left) MEBA Patrolman John Anderson, MEBA Executive VP Bud Jacque and Marine Transport Lines Director of Labor Relations Gene Albert.



Above: Crew members from the *Comet*, along with some of their family members, enjoy food and refreshments prior to the ceremony.



Left: Part of the crew from the *Cape Orlando* take part in the festivities.



Mariners from the *Adm. Wm. Callaghan*, *Cape Orlando* and *Comet* await their respective turns to receive their medals.



Adm. Wm. Callaghan Chief Cook Tamara A. Houston, kneeling, poses with some of her shipmates as well as crew members from the *Cape Orlando*.

Army Thanks Steward Dept. on USNS Fisher

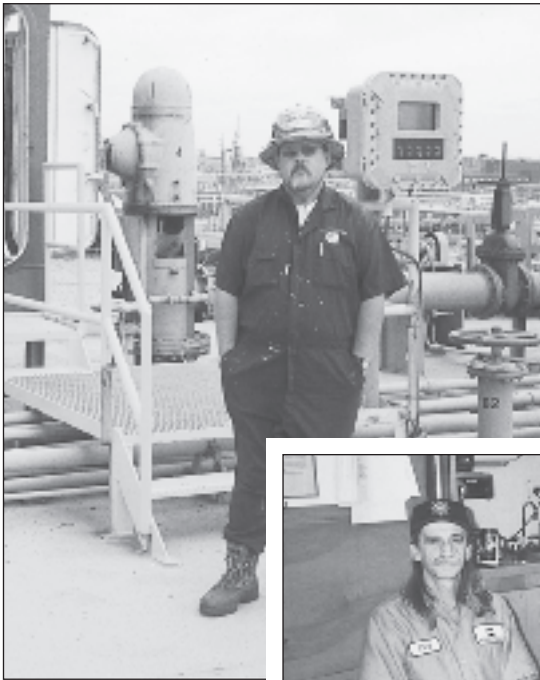


Chief Steward Lonnie Jones (wearing white cap in photos above and at right) and the rest of the steward department aboard the *USNS Fisher* took good care of their U.S. Army guests during Operation Iraqi Freedom. "We wanted to do a good job for our country and our union," said Jones. "The rest of the crew and I gave our best, and we got along great with the Army personnel." The Army workforce presented Jones with certificates of appreciation (one is pictured at right) listing him and the rest of the galley gang: Chief Cook Carlos Dominguez, ACU Solomon Sanders, SA David Gannoun, SA Michael Zoabi and SA Ernest Niaves, all of whom are pictured above with their Army visitors. The group certificate reads in part: "Your dedicated support and professionalism keeping our troops well fed and supplied brings great credit to the Military Sealift Command, yourself and the United States Army."



Sailing With the

SIU



AB/Tankerman Charles Bigham stands aboard the Maritrans Barge 252.



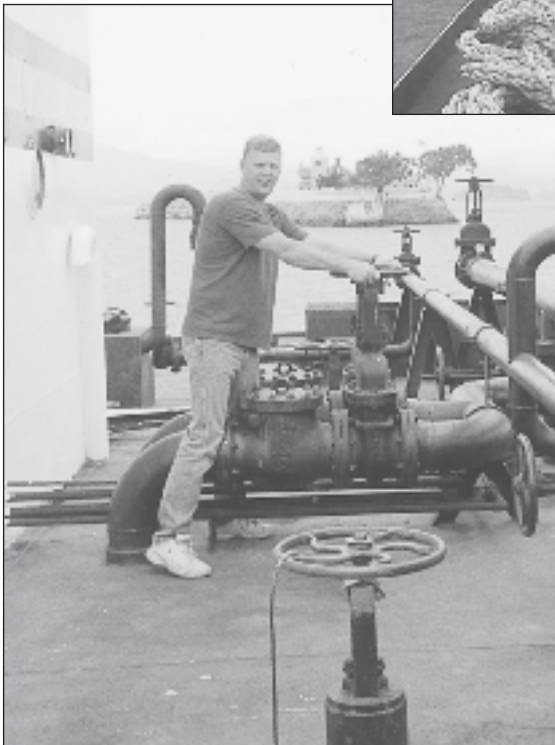
OS/Cook Carl Doughtie (left) and AB/Tankerman Bobby Scheider work aboard the Maritrans tug *Navigator*, which is coupled with *Barge 252*. The tug/barge, which carries petroleum products, operates on the Gulf Coast.



SIU VP Gulf Coast Dean Corgey and Regional Rep Robert Troy pose with the crew of the *Cape Taylor* on the vessel's return to Corpus Christi, Texas. Home based in Houston, the *Cape Taylor* was the first ship to depart Corpus Christi during the activation for Operation Enduring Freedom. At right, Regional Rep Robert Troy and QMED Lino Remorin share the bright sunlight with the *Cape Taylor* in the background. The city of Corpus Christi took great pride in welcoming the vessel and crew back to the United States.



Performing their jobs on Starlight Marine vessels are Mate/Tankerman Greg Wall (above), Deckhand/Engineer Mark Carlsen (at right), and Engineer/Tanker Lyle Page (below). Mariners at Starlight Marine Services work aboard a conventional tug and barge that is used for bunkering and lightering operations, and also aboard two ship-assist tugboats utilized for docking and tanker escort procedures. They recently voted to join the SIU.



After 40 years in the SIU, SA Jose de los Santos retired May 21. Crew members aboard the *Horizon Challenger* feted him with a decorated cake (a man kicking back watching the Yankees—his favorite—on TV). Among other gifts, he also received a framed letter of appreciation from Capt. E.P. Skoropowski.

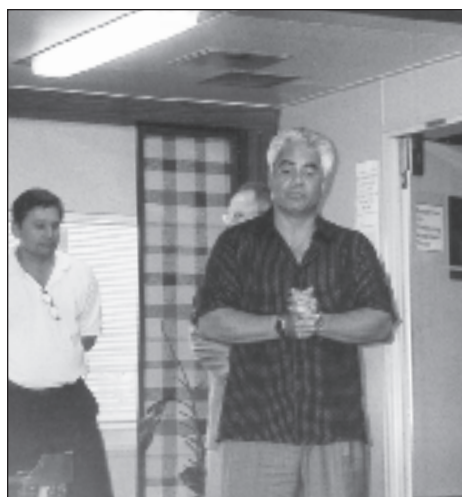


Right: Victor Beata is bosun aboard the *HMI Brenton Reef* (recently renamed the *Seabulk Courage*), a double-hulled lightship tanker.

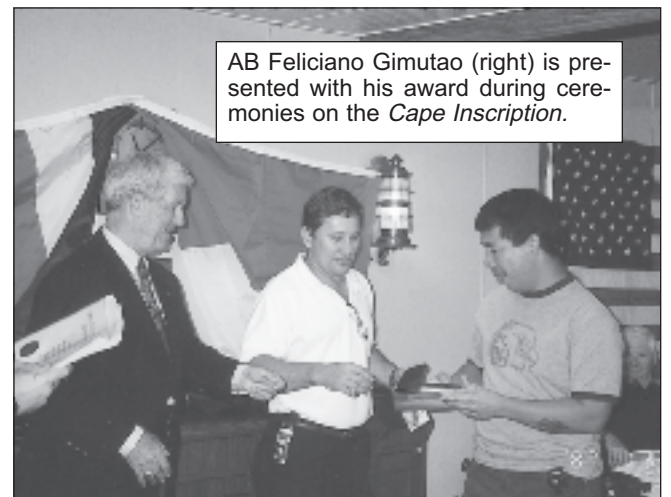


Welcoming ceremonies took place aboard the *Cape Inscription* when it returned to Long Beach, Calif. from Iraq. Above, SIU Chief Electrician Donnell Tagart (right) accepts his Merchant Marine Expeditionary medal and certificate from Capt. Paul Foran (second from right) and Captain Frank Johnston, western regional director of MarAd.

Right: SIU VP West Coast Nick Marrone speaks to crew members on the *Cape Inscription*, praising them for a job well done.



AB Feliciano Gimutao (right) is presented with his award during ceremonies on the *Cape Inscription*.



MSC Honors Crews of Fast Sealift Ships

Algol, Bellatrix, Pollux Delivered for U.S. Troops

Dozens of Seafarers were honored July 16 near New Orleans as the U.S. Military Sealift Command (MSC) welcomed the crews of three fast sealift ships that supported Operation Iraqi Freedom.

Crew members and officers from the *USNS Algol*, *USNS Bellatrix* and *USNS Pollux* were presented with U.S. Merchant Marine Expeditionary Medals by Rear Admiral (Select) Deborah A. Loewer, USN, Vice Commander, MSC. The ceremony took place aboard the *Bellatrix* in Marrero, La.

SIU Vice President Gulf Coast Dean Corgey was one of the featured speakers. He thanked and congratulated the crew for their dedication and patriotism. Corgey also expressed gratitude to MSC and the U.S. Maritime Administration for their strong, comprehensive efforts to ac-

knowledge U.S. mariners returning from the war.

"It's our honor and privilege to serve our country. As a labor leader, it's an honor and privilege to represent many of the mariners who delivered the goods," Corgey said. "The U.S. Merchant Marine will be there whenever our country calls. We're proud to serve as the nation's fourth arm of defense."

Loewer told the crews, "You delivered the cargo. You got it there on time. You completed the mission. We're proud of you."

Bosun **Eric Leibold**, who sailed on the *Bellatrix* during the war, said the ceremony was "incredible, very heart-moving. All the speakers were very informed and expressed their gratitude for the job done by all seafarers in Operations Iraqi Freedom and Enduring Free-

dom." Leibold said that his ship "literally did two round-the-world runs this year" in support of the mission. "Overall, it was a couple of very good runs. We took on four groups of military personnel, including a fast security team on both runs. Interaction with the military was outstanding. They were all just incredible men and women, and they contributed a lot—not only to the security of the ship and the upkeep of their own vehicles, but they actually wanted to help us with maintenance. I had to lock my paint locker to keep them from painting the ship."

According to MSC, the *Algol*, *Bellatrix* and *Pollux* "were critical elements in getting the combat equipment and supplies to U.S. war fighters in the Middle East." Each ship can carry more than 150,000 square feet of vehicles and other out-sized cargo for the Department of Defense. The 946-foot vessels, which can reach speeds in excess of 30 knots, are part of MSC's surge sealift program and are normally kept in reduced operating status until they are needed for contingencies like Operation Iraqi Freedom.

The *Algol*, activated for service in November 2002 from its berth in Violet, La., transported equipment for the U.S. Army's V Corps and 4th Infantry Division.

The *Pollux*, also normally kept in reduced operating status in Violet, La., activated in early



Pictured at the ceremony aboard the *Bellatrix* are (from left) Electrician Frank Quebedeaux, SIU New Orleans Port Agent Steve Judd, STOS Jennifer Smith, SIU VP Gulf Coast Dean Corgey, Bosun Walter Loveless and Bosun Wilfredo Rice.

January 2003 to move cargo belonging to the Marine Corps I Marine Expeditionary Force and the Army's 101st Airborne division.

The *Bellatrix*, based in Marrero, was activated in September of 2002 and carried elements of the Marine Corps I Expeditionary Force and the Army's 4th Infantry Division.

The U.S. Maritime Administration's Merchant Marine Expeditionary Medal recognizes civil service and commercial mariners who served aboard U.S.-flagged chartered or government-owned ships that supported Operations Enduring and Iraqi Freedom. The medal, which was first authorized for American merchant seamen serving in

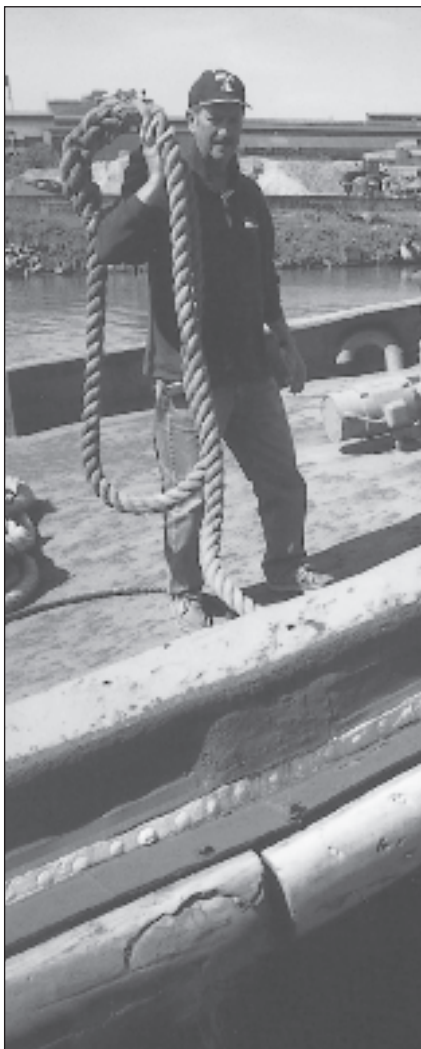
Operations Desert Shield and Desert Storm in the early 1990s, consists of a two-sided bronze medallion suspended from a red, white, blue and green ribbon.

The *Algol*, *Bellatrix* and *Pollux* are crewed by an SIU-contracted commercial ship operating company (AMSEA) under contract to MSC, the ocean transportation provider for the Department of Defense. The command normally operates about 120 civilian-crewed, noncombatant ships for a variety of missions around the world. That number expanded to 214 in March as additional ships were activated from reduced operating status or were chartered for the command's support of U.S. forces in Operation Iraqi Freedom.



Like LMSRs, MSC's fast sealift ships (including the *USNS Bellatrix*, above) are roll-on/roll-off vessels equipped with on-board cranes and self-contained ramps.

Around the Great Lakes



AB James Darden readies the line on the bow of the tug *Wyoming* (Great Lakes Towing Co.) while docking in Detroit, Mich.



AB Harold Goetz stands at the Great Lakes Towing Co. dock in Sault Ste. Marie, Mich. In the background are the tugs *Missouri* and *Oklahoma*.



Aboard the Great Lakes Towing Co. tug *Wyoming* are (from left) AB Doug Ogle, Patrolman Chad Partridge, AB Jeff Davis, AB James Darden and AB Ken Horner.



Bosuns from the American Steamship Company fleet gathered for their winter meetings in Buffalo, N.Y. From the left are Bosuns David Barber, Mike Keogh, Ron Bocek, Michael Schaff, SIU VP Tom Orzechowski, Bosuns Bill Mulcahy, Charles Niegebauer, Jeff Eckhart and Al Brzezinski.



SIU Algonac Port Agent Don Thornton (left) meets with Bosun Michael Schaff on board the *Walter J. McCarthy* in St. Clair, Mich.

Maritime Administrator Encourages Apprentices



U.S. Maritime Administrator Captain William Schubert was a special guest last month in Piney Point, Md. when a group of students graduated from the Paul Hall Center for Maritime Training and Education's unlicensed apprentice program. Schubert had dual roles at the event—addressing the graduates (above left) and also offering extra congratulations to his nephew Keith Gibney (above right), who was part of the class. Below, the graduates take their oath.



Delaware North, Delta Queen Officials Tour School



Officials from SIU-contracted Delta Queen Steamboat Company and its parent Delaware North Companies (DNC) last month toured the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Pictured above (from left), DNC Risk Manager Rodney Schunk, DNC Risk Management Director Steven Prechel, Delta Queen Human Resources VP Craig Keller, Delta Queen President Rick Abramson and Delta Queen Risk Management Dept. Manager Linda Angelica review ship-specific safety manuals produced by the school. At right, Angelica takes the helm in the Paul Hall Center's bridge simulator.



LOG-A-RHYTHMS

Nikita's Prayer at Sea

by Roslyn Nikita Brooks

Dear Lord. So many times we walk through life, never caring about the other guy, still we hope that things may change.
 Dear Lord. Help us to see what in the world is happening to us, for we need to open our hearts and help our brother and our sister make a new start. We really need to make a change.
 Dear Lord. I know that you can give the world peace and harmony. We can make a difference if we try.
 Dear Lord. Help us to lift each other's spirits at sea because we are all in need of so many things.
 Dear Lord. My heart has the desire to do the right thing aboard this vessel because I am your vessel.
 Dear Lord. I know that a smile and a kind word can change a person in many ways and brighten everyone's day, and sometimes help them forget about all their worries that are left behind. After all, kindness doesn't cost anything.
 Dear Lord. I thank you for watching over me and the entire crew while we are asleep. Thank you for being all that you are to me.
 Dear Lord. Touch our hearts in a mighty way that we may thank you for the help that you have placed at our side. Father, I thank you for the sunlight, the moon and the stars at night.
 Dear Lord. Protect all my brothers and sisters at sea, be it in the East Coast, West Coast, Great Lakes, Coastwise, or foreign waters and lands.
 Dear Lord. May we all return home to our families safely, knowing that your promises will never ever grow old.
 Amen.

(Roslyn Nikita Brooks wrote this while serving as a chief cook on the Cape Washington.)

Call of the Sea

by Michael J. Kennedy

The full summer moon illuminates the great river. Distant notes of Dixieland jazz mingle with the aromas of the bustling Vieux Carré, flavoring the night's air. My senses are now awakened, reopening a portal of memories that suddenly reel me back to a time when love was strong, yet challenged.

I submit to a trace of tearful lament, torn between the beckoning spell of the sea and another woman's love that I know I will lose to this mistress. I have surrendered my purpose to her abyss, yet she wants me all.

My heart, full of emotion, awaits a time when words shall witness good intentions despite stronger

tides and currents. Leaving me as she found me . . . alone in her servitude, at her beck and call.

I have lived on land and at sea, fitting in neither kingdom completely. My soul is of dolphins and albatrosses, which are truly free. As my dreams take me to these places that I call paradise, I am at peace again, alone at sea, serenaded by her beauty, gazing at the distant stars that accentuate her mystery.

A shooting star streams down across the night's sky and I wish that heaven will be of this night. A dolphin joined by mates now plays in our bow wake, frolicking a glance at me.

Life is of magic, to be treasured as a rare gem. I am at peace with my world again, contently awaiting my inevitable fate.

(Michael J. Kennedy wrote this piece in April aboard the S.S. Chilbar.)



Ode to the Sea

by Bruce Hosmer

We painted in the wind,
 we painted in the rain.
 Sometimes over grease
 (now that was a pain!).

We painted gray and green,
 red, white and blue,
 buff 'n' black,
 believe me, 'tis true!

We painted in the morn,
 evening, noon and night.
 We painted when we couldn't see
 (and next morn observed with a fright).

We painted with aggregate
 (better known as non-skid),
 but each day, no matter what,
 into buckets our brushes 'n' rollers slid.

We had the bos'n involved,
 watch standers and deck cadet, too.
 Under overheads, over bulkheads and
 decks our brushes and rollers flew.

Said the C/M, "We've a locker full o' paint, lads,
 you'll never git done,
 and when the locker's empty
 I'll order up more colors . . . and then some!!"

Arr; so when y'all tuck yerselves into sleep each
 night,
 and the wind's glowing at force three,
 know there's still two out there painting;
 that'd be Ol' Joe and me . . .

(Working as daymen last year aboard the Green Lake [Central Gulf Lines], AB Bruce Hosmer and Joe Comean—and the rest of the deck crew—did a lot of painting aboard ship.)

Piney Point Fixture Betty Smith Calls It a Career



When Betty Smith started working at the new maritime training facility in Piney Point, Md. in 1968, she knew almost nothing about the merchant marine and had only short-term plans to stay there.

"I thought a Seafarer was like Captain Hook, and I was only going to spend a few months here," Smith recalled last month at the Paul Hall Center for

Dozens of students surprised Betty Smith with a flag ceremony on her last day working at the Paul Hall Center. Clockwise, from left, Smith receives a U.S. Merchant Marine flag; fights back tears during the observance; and shares a laugh with unlicensed apprentices.



Maritime Training and Education. "You could say things didn't happen that way."

In fact, she became a fixture at the school—which opened in 1967—and a friend to countless Seafarers for the next 35 years. Before retiring in late June, Smith had tackled a number of jobs through the years, but spent most of her time from the mid-1970s on trainee administration and the port agent's office.

"Betty genuinely cared about the trainees and the rest of the students, and it showed in her work," noted Don Nolan, vice president of the Paul Hall Center. "With her, going 'above and beyond' was the norm. She did a great job and she absolutely will be missed."

Born in nearby Valley Lee, Md., Smith said the school's early days were challenging. In its infancy, the Paul Hall Center had only a few, modest facilities and a bare bones curriculum. For students and staff alike, rounding the campus into shape was a shared task. As the late SIU historian John Bunker once noted, the first groups of trainees "learned more about driving nails, driving trucks, shoveling dirt and laying sod than they did about tying knots and making splices."

Smith didn't hesitate to pitch in wherever needed. "You really didn't have one job back then. It was a case of doing whatever needed to be done, and it often meant learning as you went along," she said.

Today, she is proud of how far the school has progressed. Hailed as a model of labor-man-

agement cooperation, the Paul Hall Center features world-class facilities and training equipment, plus a thoroughly comprehensive vocational curriculum as well as academic support.

"It's really amazing to see the way the school has expanded and improved," she said. "As far as I'm concerned, it's second to none."

The students themselves are different, too, Smith noted. "I think the kids today are more computer-minded and more likely to question things. Back then, some of the apprentices started when they were 16 years old...."

Looking ahead, Smith plans to take it easy "for a couple of months," then travel to visit family in Michigan and California.

Looking back, she has powerful, fond memories. "This was my life: the membership, the trainees," she said. "The best part was seeing kids' eyes light up when they got a job. And then, they'd come back to the school or even call from a ship—those kinds of things meant a lot."

"I'll never regret all the small favors I did for them," Smith continued. "I enjoy helping people, doing for people. Based on the reactions I've gotten from people when they find out I'm retiring, it leads me to believe I've done something right over the years."

She concluded, "I want to say thanks to Don Nolan and the staff, and also to (SIU President) Mike Sacco, who's been wonderful to me. And to the membership, I will thoroughly miss you all. God bless each and every one of you."

Military Sailor Salutes Paul Hall Center's Veterans' Program

'The School Has Everything a Student Needs to Be Successful'

Although he already has spent more than three decades at sea aboard various military vessels, Master Chief Petty Officer John Joseph Regina's appetite for the sea—and his genuine love for sailing—remains leagues away from being satisfied.

And so when he retires from the U.S. Navy later this year following more than 31 years of service, Regina plans to "become a merchant marine...join the SIU and continue sailing until I get too old to do it." Apparently the Jacksonville, Fla. resident is very serious about his aspiration. In the last month, he has taken steps to not only bolster its fruition, but also to make the transition into it easy.

From May 26 to July 27, the father of three sons (26-year-old Christopher, 17-year-old Guy, and 11-year-old Eric) was taking upgrading classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. A radar man by specialty, Regina was enrolled in the

school's veterans' program. It allows separating and retired military members in possession of U.S. Coast Guard-recognized deck or engine ratings to sit for the able-bodied seaman or fireman/oiler endorsements. Once qualified individuals successfully complete course requirements at the school and pass a Coast Guard exam, they are guaranteed a first job aboard one of the SIU's contracted vessels.

Regina was thoroughly impressed, not only with the quality of the training he received at Piney Point, but also by the state-of-the-art facilities in which that instruction was given.

"The AB class was great," he said. "I had a wonderful time and learned a great deal. The materials presented were interesting as well as informative and the quality of the instructors was excellent. I was very impressed."

"The quality of the training I received at the Paul Hall Center was as good—if not better in some cases—as that which I was exposed to during my Navy

career," Regina said. "And I can't begin to tell you about the facilities here; they are remarkable. The school has everything a student needs in order to be successful and the entire staff is very dedicated to their mission of teaching mariners what they need to know."

The Brooklyn native should be a good judge of quality instruction as well as facilities because he has been enhancing his intellect at well-regarded institutions most of his adult life. After earning his high school diploma from Florida Junior College in Pensacola, Fla., he netted a bachelor's degree in government and British history from the University of Maryland in College Park. Regina enlisted in the Navy in 1972 and completed numerous training regiments as he progressed through the enlisted ranks. He was selected to attend the U.S. Air Force Senior Enlisted Academy at Maxwell AFB, Ala. when he became a senior chief petty officer.

Regina, who currently is assigned to the *USS John F. Kennedy*, will remain on active duty with the Navy until September. At that point, the Vietnam-era sailor—who was involved in the evacuation of Saigon and has since had tours of duty in Greece, England and Cuba—will take his oath of allegiance to the merchant marine. Thereafter he'll still be sailing under the Stars and Stripes and most likely be performing many of the same duties as before.

This time around however, he'll be doing so in distinctly different attire and under a less-stringent set of rules.

"It will be a different experience to go to sea without all the military protocol involved," said Regina who has completed CONUS assignments in Pensacola, Jacksonville and Norfolk, Va. "In a lot of ways it probably will be more enjoyable."

"As far as making the transition from the Navy to the merchant marine is concerned, I don't think it will be difficult for me at all," Regina offered. "The two professions really are not

John Regina, pictured during lifeboat class at the Paul Hall Center, says the school's entry program for military veterans is top notch, as are the facilities.

that much different—members of both go to sea and that's really what I enjoy doing anyway."

Although he does not yet have any merchant mariner sea time to his credit, he says he'd have no problem promoting the profession or encouraging people to pursue it as a career. "Right now, I'm recruiting my 17-year-old son," he concluded.



U.S. Health Care

A Serious Problem Becomes Even Worse

When employees at a union health plans office in Camp Springs, Md. recently received a hospital bill for \$1 million—for a serious but fairly routine case involving a single member—they quickly investigated the details while initially assuming the charges were a mistake by the health care provider.

The health plan continues to dispute the bill, but one part of the answer they received from the hospital demonstrates how grave—indeed, unfathomable—the U.S. health care crisis has become. The patient was charged \$430,000 for a pacemaker that should have cost a small fraction of that amount. The reason? Standard markup, according to the provider.

While the nationwide crisis isn't new, the details have become more and more staggering. Unions are very much in the crosshairs, as health care costs routinely dominate contract negotiations. For instance, earlier this summer executives at General Electric wanted union employees to increase their share of health costs from 18 percent (the old level) to 30 percent. The company claimed

its costs for insuring workers soared to \$1.4 billion last year, up 45 percent from \$965 million in 1999.

In mid-July, two unions at Verizon Communications announced that more than 75,000 workers had voted overwhelmingly to authorize a strike if a contract isn't reached by Aug. 2. Health care is a factor in the negotiations.

Medical benefits also are at issue in Jefferson, Wis., where 470 workers are on strike at the Tyson Foods sausage and pepperoni plant—the first strike in the facility's 128 years. In a familiar refrain, the company wants workers to pay more for their health benefits—in addition to scaling back the coverage.

Also, last month the California Public Employees' Retirement System approved a major jump in premiums for its 900,000 members insured by health maintenance organizations. The increase is more than 18 percent, and it follows a 25 percent increase the prior year.

Unfortunately, such examples seem almost limitless.

New Prescription Discount Program for Seafarers Health and Benefits Plan

Editor's note: Lou Delma, administrator of the Seafarers Health and Benefits Plan, recently delivered the following news to the membership concerning a new prescription discount program:

The cost of health care in this country has been rising at an unforeseen rate in the last couple of years. We in the Seafarers Health and Benefits Plan have begun to battle the rising costs of health care. The first step in this process, which will be ongoing, has been to contract with the Eckerd Pharmacy chain, which includes Genovese and Thrift drug stores, in order to get some immediate relief in this ongoing struggle.

With this in mind, Eckerd has offered us a discount for prescriptions for any Seafarers or their dependent that is able to show a Seafarers Health and Benefits ID card. This will result in an immediate reduction of any out-of-pocket monies spent to fill prescriptions.

Once the discount has been given, eligible members and their dependents should submit their prescription claims to the Seafarers Health and Benefits Plan for reimbursement. This program goes into effect immediately.

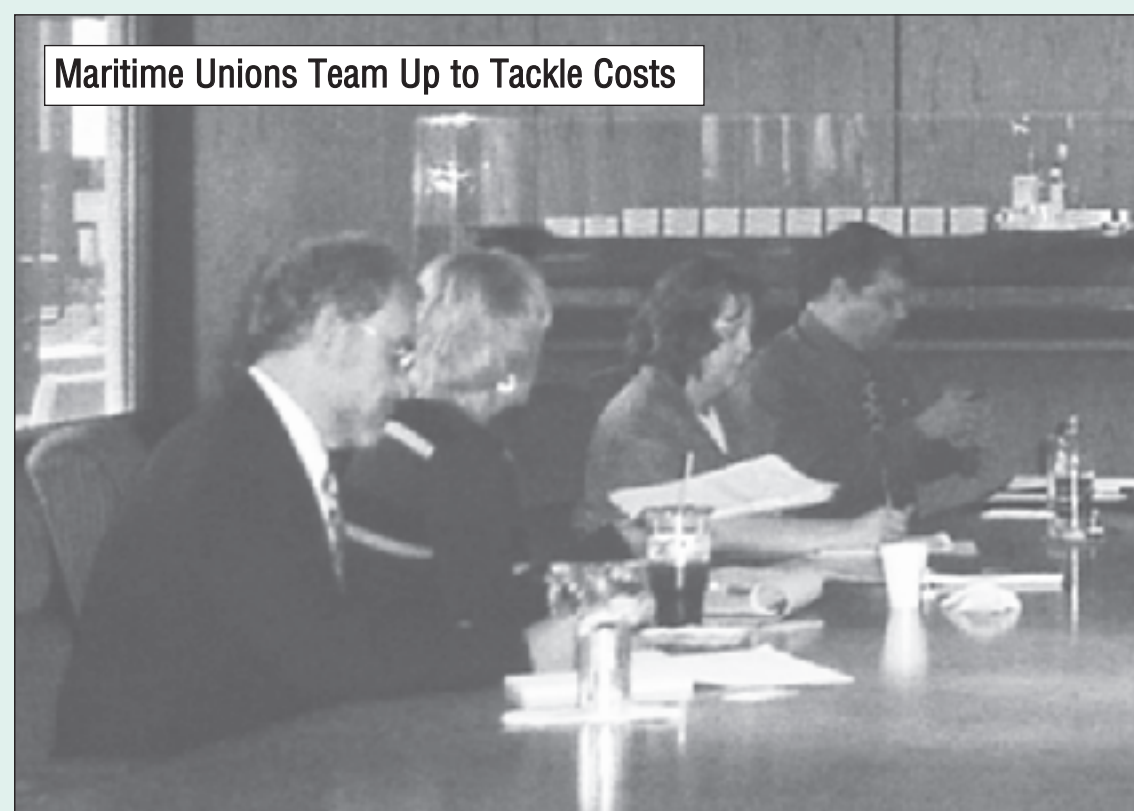
You may use other pharmacies, but only Eckerd, Genovese and Thrift have agreed to the discount program.

This change will not affect pensioners, as they will continue to use Express Scripts. In fact, this new discount program is only an interim fix as the Plan is looking to expand on the national program that is currently in effect for pensioners which will enable participating pharmacies to bill the Plan directly for eligible active members and their dependents.

In the future, you will be advised of additional changes and adjustments that will be made in this ongoing battle.

U.S. Health Care

1 Alliance for Health Reform; 2 Kaiser Commission on Medicaid and the Uninsured; 3 Family employers with 1,000 or more workers; 4 The nonprofit insurer Blue Shield of California; 5 Paul Ginsburg and Jon Gabel, *Health Affairs*, Sept. 25, 2002; 6 "The Sad History of Health Care," Urban Institute and the Kaiser Commission on Medicaid and the Uninsured; 7 *Center on Foundation*; 8 *America@Work*, June/July 2003.



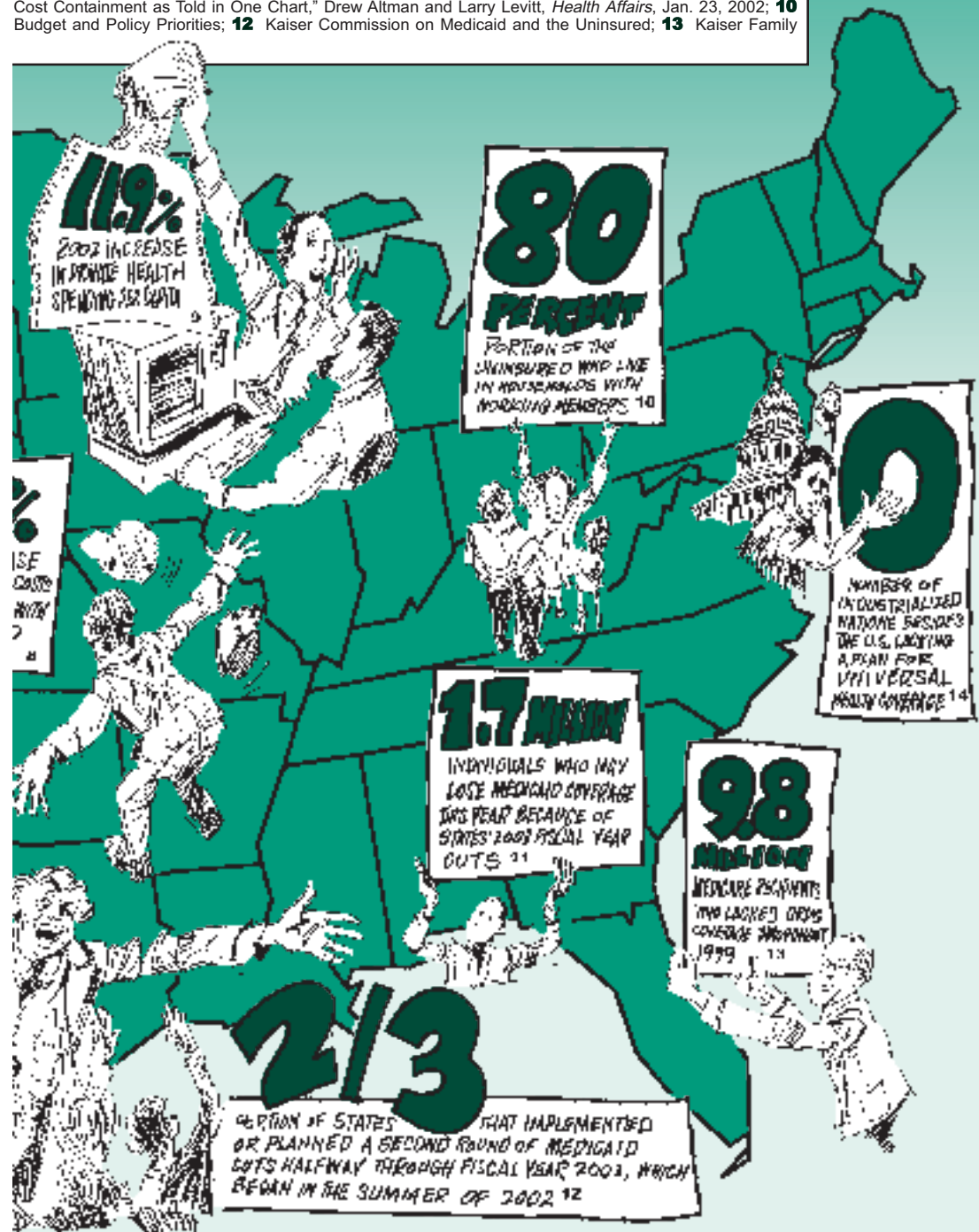
Maritime Unions Team Up to Tackle Costs

Plans administrators from maritime unions participated in a meeting at SIU headquarters July 22 aimed at combating the seemingly perpetual rise of health care expenses. The meeting was the first in what is expected to be a regular series; more maritime unions plan to participate. Pictured at the meeting in Camp Springs, Md. are (from left) Allen Szymczak, MEBA Plans administrator; Valerie Verrechio, MM&P Plans

e: Beyond Crisis

'e by the Numbers

ies USA; **4** The Commonwealth Fund; **5** From a December 2002 Kaiser Family Foundation survey of 435
 3. Census Bureau; **8** "Tracking Health Care Costs: Growth Accelerates Again in 2001," Bradley Strunk, Paul
 Cost Containment as Told in One Chart," Drew Altman and Larry Levitt, *Health Affairs*, Jan. 23, 2002; **10**
 Budget and Policy Priorities; **12** Kaiser Commission on Medicaid and the Uninsured; **13** Kaiser Family



Employer-Based Health Insurance Coverage Falls

Since the mid-1990s, employer coverage had been on the rise, thanks in large part to a strong economy. Now, a weaker economy coupled with double-digit health care cost increases are threatening these fragile gains in job-based coverage.

Also, not everyone benefited equally from these prosperous years. Low-income families with at least one full-time worker are only half as likely to have job-based coverage as higher income working families. Workers in small businesses (under 200 employees) also fare worse—nearly 54 percent of these workers have no health coverage as compared to employed workers as a whole. Clearly, working does not guarantee coverage—56 percent of the uninsured in the U.S. are in families where one person in the household works full time.

Children and spouses are typically the first victims of a drop

in coverage. Even during the recent strong economic times, family coverage was far less affordable than single coverage for the worker. In 2002, 23 percent of workers were in firms that paid the full cost of single coverage but only 9 percent were in firms that paid the full cost of family coverage, according to the Kaiser Family Foundation and Health Research and Educational Trust. Higher eligibility levels in state Medicaid programs and increased enrollment in state children's health insurance programs have brought coverage to many more low income children.

But adults are not eligible for these programs in most states, causing 44 percent of poor adults in the U.S. to be uninsured as compared to almost 26 percent of poor children.

Source: AFL-CIO

Bargaining for Medical Care

Retaining affordable, quality health care is a top priority as workers in a wide range of industries head to the bargaining table this year. As health care costs skyrocket amid the current recession, many employers are trying to shift the rising cost of health care to employees. That means many workers who already are facing stagnating wages may also have to pay higher premiums, deductibles and co-payments.

According to the Kaiser Family Foundation, corporations increased workers' monthly health insurance premiums an average 27 percent for single coverage and 16 percent for family coverage from 2001 to 2002, despite hourly wage increases of only 3.8 percent in 2001 and 2.9 percent in 2002. At the same

time, health care costs for employers increased 14.7 percent this past year, according to the Labor Research Association—while profits of HMOs and health insurers rose 25 percent in 2001.

Unions are meeting the challenge of rising health care costs by fighting hard in bargaining to keep workers' responsibilities manageable and by building alliances with community groups to ensure employers who can afford to pay health care costs do not shift an unfair amount of the burden to their employees. When possible, unions also are seeking to negotiate cost-cutting measures that do not affect the quality of care.

Source: AFL-CIO



administrator; Teresa Zelko, SIU administrative assistant; Ambrose Cucinotta, SIU Plans deputy administrator; Lou Delma, Seafarers Plans administrator; Michelle Chang, SUP Plans administrator; and Steve Nickerson, AMO Plans executive director.

Retiree Machado Encourages Aspiring Mariners

Arthur Machado's reaction when asked to reflect on his 35 years in the SIU says a lot about his selfless nature.

The longtime AB's first response wasn't about a particular voyage or even his overall experience, but instead an encouraging word for those just starting their maritime careers.

"The SIU is a good place for a young person to start out," said Machado, 62, who lives near New Orleans. "You can learn and



A personal favorite from Machado's photo album shows 22-year-old Arthur (left) with popular singer Frankie Laine in 1963 in New Orleans.

earn, and get an education at the same time. Plus you get to travel. I recommend it 100 percent."

Considering his heritage, it's no surprise that Machado chose the seafaring life. His father and grandfather also were merchant mariners.

However, Machado in one sense chose a different route—his father was an NMU member.

"I joined the SIU in 1968," Machado recalled. "I was 27 years old, and I had friends who shipped SIU. They had told me, 'You have a better chance of shipping out and seeing the world with us.' That's what I did."

One of his first stops was Piney Point, Md.—home to the then-new Seafarers Harry Lundberg School of Seamanship, much of which still was being built. "They just worked us," Machado remembered. "We got a place to stay and eat and all that. It was something new."

During the ensuing 35 years, he often returned to Piney Point to upgrade. "Obviously, the school has come a long, long way since I first went there," he said. "The classes, the buildings—everything is first rate. And the

people really go out of their way to treat you nice."

A lifelong resident of the New Orleans area, Machado, who sailed during Vietnam and during the Persian Gulf War, said he particularly enjoyed the travel that was such an integral part of his job. He especially liked sailing to South America.

"The travel really was one of the big benefits. I learned so many things," he noted.

Machado's last ship was the *Altair*, on which he sailed as an AB and also served as the chief

security person.

Again turning his attention to the union's newest members, he concluded, "Keep the winds to your back and full steam ahead!"

SIU New Orleans Port Agent Steve Judd wasn't surprised that Machado seemed more interested in encouraging others than talking about himself. "Arthur is just a good person—the type of guy who'd give you the shirt off his back," Judd stated. "I've known him for a long time, and he's been a dedicated Seafarer all the way."



Arthur Machado

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, 2002. 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 \$13,129,074. These expenses included \$1,149,721 in administrative expenses and \$11,979,353 in benefits paid to participants and beneficiaries. A total of 4,038 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 \$139,693,037 as of July 31, 2002, compared to \$144,818,531 as of July 31, 2001. During the plan year, the plan experienced a decrease in its net assets of \$5,125,494. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is the different 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 \$8,003,580, including employer contributions of \$32,929, losses of \$4,770,897 from the sale of assets and earnings from investments of \$12,741,548.

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 list-

ed 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 of the SIU Pacific District Pension Plan at 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 Benefit 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, 2002. 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 Statement

The value of the plan assets, after subtracting liabilities of the plan, was \$2,535,841 as of July 31, 2002, compared to \$2,918,099 as of July 31, 2001. During the plan year, the plan experienced a decrease in its net assets of \$382,258. During the plan year, the plan had a total income of \$7,048,622, including employer contributions of \$6,981,599, and earnings from investments of \$67,023.

Plan expenses were \$7,430,880. These expenses included \$452,929 in administrative expenses, and \$6,977,951 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 (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.

IMPORTANT NOTICE

SEAFARERS HEALTH AND BENEFITS PLAN COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

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

Update your Beneficiary Designations

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

Inform the Plan of your Divorce

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

Full-time College Students

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

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

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2003

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| Algonac | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 3 |
| Baltimore | 3 | 3 | 0 | 3 | 3 | 0 | 0 | 9 | 2 | 1 |
| Guam | 1 | 4 | 1 | 3 | 3 | 0 | 0 | 1 | 8 | 1 |
| Honolulu | 8 | 5 | 3 | 8 | 6 | 1 | 3 | 10 | 11 | 4 |
| Houston | 27 | 14 | 25 | 16 | 8 | 9 | 18 | 48 | 19 | 39 |
| Jacksonville | 39 | 20 | 17 | 27 | 19 | 13 | 26 | 58 | 46 | 20 |
| Mobile | 10 | 12 | 7 | 12 | 7 | 3 | 6 | 20 | 17 | 7 |
| New Orleans | 15 | 15 | 7 | 10 | 17 | 9 | 10 | 36 | 24 | 12 |
| New York | 29 | 20 | 12 | 20 | 7 | 6 | 5 | 47 | 33 | 35 |
| Norfolk | 19 | 17 | 5 | 17 | 19 | 2 | 6 | 21 | 22 | 11 |
| Philadelphia | 6 | 2 | 2 | 4 | 2 | 0 | 2 | 6 | 3 | 3 |
| Piney Point | 2 | 17 | 1 | 1 | 4 | 1 | 0 | 3 | 15 | 0 |
| Puerto Rico | 11 | 4 | 1 | 8 | 2 | 2 | 4 | 12 | 2 | 0 |
| San Francisco | 22 | 8 | 1 | 17 | 9 | 1 | 6 | 44 | 9 | 4 |
| St. Louis | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 2 | 5 | 8 |
| Tacoma | 37 | 19 | 15 | 22 | 14 | 11 | 26 | 50 | 27 | 23 |
| Wilmington | 14 | 20 | 7 | 16 | 10 | 4 | 8 | 33 | 29 | 21 |
| Totals | 246 | 183 | 109 | 184 | 134 | 62 | 121 | 403 | 275 | 192 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| Algonac | 1 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 2 |
| Baltimore | 2 | 8 | 1 | 7 | 5 | 0 | 4 | 5 | 6 | 1 |
| Guam | 0 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 2 | 3 |
| Honolulu | 10 | 3 | 2 | 2 | 3 | 1 | 2 | 12 | 7 | 3 |
| Houston | 7 | 6 | 12 | 5 | 3 | 1 | 5 | 23 | 13 | 19 |
| Jacksonville | 27 | 15 | 6 | 21 | 13 | 4 | 11 | 35 | 28 | 6 |
| Mobile | 4 | 5 | 0 | 6 | 4 | 0 | 5 | 9 | 6 | 3 |
| New Orleans | 16 | 8 | 1 | 4 | 10 | 1 | 0 | 20 | 14 | 5 |
| New York | 11 | 14 | 3 | 5 | 9 | 2 | 6 | 16 | 15 | 9 |
| Norfolk | 4 | 7 | 1 | 13 | 6 | 1 | 4 | 6 | 19 | 5 |
| Philadelphia | 3 | 3 | 1 | 2 | 5 | 0 | 0 | 2 | 1 | 2 |
| Piney Point | 3 | 2 | 0 | 4 | 2 | 0 | 1 | 4 | 1 | 0 |
| Puerto Rico | 7 | 3 | 0 | 7 | 3 | 0 | 2 | 7 | 1 | 0 |
| San Francisco | 8 | 8 | 2 | 6 | 3 | 0 | 5 | 15 | 11 | 3 |
| St. Louis | 1 | 3 | 1 | 1 | 2 | 1 | 2 | 3 | 2 | 4 |
| Tacoma | 8 | 16 | 3 | 5 | 14 | 2 | 7 | 16 | 22 | 13 |
| Wilmington | 7 | 5 | 4 | 5 | 1 | 2 | 1 | 15 | 12 | 8 |
| Totals | 119 | 110 | 42 | 95 | 87 | 16 | 55 | 188 | 161 | 86 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| Baltimore | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 |
| Guam | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Honolulu | 11 | 4 | 2 | 7 | 3 | 2 | 4 | 19 | 6 | 2 |
| Houston | 16 | 5 | 3 | 10 | 2 | 2 | 11 | 31 | 3 | 2 |
| Jacksonville | 20 | 14 | 3 | 16 | 10 | 2 | 9 | 31 | 14 | 16 |
| Mobile | 5 | 6 | 0 | 7 | 7 | 0 | 2 | 11 | 10 | 2 |
| New Orleans | 10 | 3 | 1 | 6 | 1 | 1 | 5 | 13 | 7 | 2 |
| New York | 18 | 7 | 3 | 11 | 3 | 2 | 8 | 26 | 7 | 7 |
| Norfolk | 9 | 5 | 6 | 9 | 6 | 2 | 1 | 14 | 11 | 5 |
| Philadelphia | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 3 | 0 |
| Piney Point | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 |
| Puerto Rico | 1 | 4 | 1 | 0 | 2 | 2 | 1 | 5 | 3 | 0 |
| San Francisco | 17 | 4 | 2 | 16 | 5 | 1 | 10 | 39 | 4 | 1 |
| St. Louis | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 |
| Tacoma | 22 | 5 | 1 | 8 | 3 | 0 | 8 | 36 | 7 | 3 |
| Wilmington | 21 | 4 | 0 | 9 | 3 | 1 | 9 | 41 | 6 | 1 |
| Totals | 160 | 67 | 25 | 105 | 46 | 18 | 73 | 278 | 90 | 43 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Baltimore | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 4 | 2 |
| Guam | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| Honolulu | 3 | 8 | 6 | 4 | 8 | 2 | 0 | 7 | 17 | 18 |
| Houston | 5 | 12 | 9 | 5 | 10 | 3 | 0 | 3 | 23 | 35 |
| Jacksonville | 2 | 14 | 16 | 2 | 11 | 7 | 0 | 7 | 27 | 34 |
| Mobile | 0 | 9 | 1 | 0 | 6 | 3 | 0 | 2 | 12 | 5 |
| New Orleans | 3 | 6 | 7 | 2 | 5 | 1 | 0 | 3 | 11 | 13 |
| New York | 1 | 28 | 21 | 3 | 15 | 2 | 0 | 6 | 57 | 60 |
| Norfolk | 0 | 7 | 15 | 0 | 10 | 4 | 0 | 0 | 11 | 19 |
| Philadelphia | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 5 |
| Piney Point | 0 | 13 | 20 | 0 | 3 | 24 | 0 | 0 | 17 | 20 |
| Puerto Rico | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 4 | 1 |
| San Francisco | 4 | 15 | 9 | 5 | 6 | 4 | 0 | 7 | 25 | 13 |
| St. Louis | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Tacoma | 3 | 24 | 17 | 1 | 10 | 11 | 0 | 11 | 40 | 32 |
| Wilmington | 4 | 7 | 7 | 3 | 7 | 3 | 0 | 4 | 10 | 24 |
| Totals | 26 | 149 | 133 | 25 | 96 | 66 | 0 | 55 | 261 | 284 |
| Totals All Departments | 551 | 509 | 309 | 409 | 363 | 162 | 249 | 924 | 787 | 605 |

**"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.

September & October 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

| | |
|-----------------|--|
| Piney Point |Monday: September 8, October 6 |
| Algonac |Friday: September 12, October 10 |
| Baltimore |Thursday: September 11, October 9 |
| Boston |Friday: September 12, October 10 |
| Duluth |Wednesday: September 17, October 15 |
| Guam |Thursday: September 25, October 23 |
| Honolulu |Friday: September 19, October 17 |
| Houston |Monday: September 15, October 13 |
| Jacksonville |Thursday: September 11, October 9 |
| Mobile |Wednesday: September 17, October 15 |
| New Bedford |Tuesday: September 23, October 21 |
| New Orleans |Tuesday: September 16, October 14 |
| New York |Tuesday: September 9, October 7 |
| Norfolk |Thursday: September 11, October 9 |
| Philadelphia |Wednesday: September 10, October 8 |
| Port Everglades |Thursday: September 18, October 16 |
| San Francisco |Thursday: September 18, October 16 |
| San Juan |Thursday: September 11, October 9 |
| St. Louis |Friday: September 19, October 17 |
| Tacoma |Friday: September 26, October 24 |
| Wilmington |Monday: September 22, October 20 |

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

Personals

SHIPMATES OF CHARLIE HAYWARD

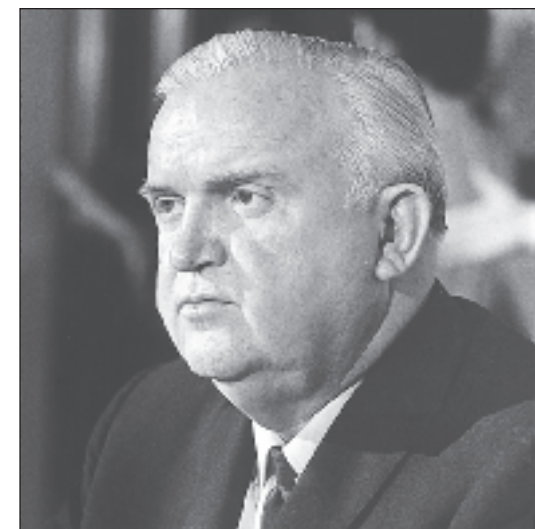


Following triple bypass heart surgery, AB/Quartermaster Charlie Hayward is no longer able to sail. The full-blooded native Alaskan, who is now 71 and lives in Everett, Wash., misses the seafaring life and his 46 years of sailing with the SUP, NMU and SIU. He would love to hear from some of his former shipmates. They may write him at 2012

96th Place, S.E., Everett, WA 98208; or telephone (425) 357-8341.

Remembering Paul Hall

August 20, 1914 – June 22, 1980



Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JUNE 2003

| Port | TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | REGISTERED ON BEACH | | |
|---------------|------------------|-----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 4 | 2 | 0 | 2 | 0 | 0 | 3 | 7 | 9 | 0 |
| Houston | 8 | 1 | 4 | 3 | 0 | 0 | 11 | 10 | 0 | 7 |
| Harvey, LA | 4 | 2 | 3 | 1 | 0 | 0 | 7 | 5 | 5 | 11 |
| New York | 9 | 0 | 1 | 6 | 0 | 0 | 9 | 24 | 4 | 5 |
| Norfolk | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| San Pedro | 9 | 2 | 0 | 3 | 0 | 0 | 12 | 29 | 21 | 0 |
| Tacoma | 5 | 3 | 0 | 0 | 0 | 0 | 7 | 21 | 8 | 6 |
| Totals | 42 | 10 | 8 | 16 | 0 | 0 | 49 | 99 | 47 | 29 |

| Port | TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | REGISTERED ON BEACH | | |
|---------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 |
| Houston | 1 | 0 | 4 | 0 | 0 | 3 | 7 | 1 | 0 | 1 |
| Harvey, LA | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 9 | 0 | 5 |
| New York | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 6 | 3 | 7 |
| Norfolk | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| San Pedro | 6 | 5 | 0 | 9 | 1 | 0 | 10 | 29 | 4 | 0 |
| Tacoma | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 24 | 9 | 6 |
| Totals | 18 | 8 | 7 | 10 | 1 | 4 | 21 | 74 | 20 | 19 |

| Port | TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | REGISTERED ON BEACH | | |
|---------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 |
| Houston | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 1 |
| Harvey, LA | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 3 |
| New York | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 5 |
| Norfolk | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| San Pedro | 6 | 2 | 0 | 8 | 1 | 0 | 10 | 35 | 10 | 6 |
| Tacoma | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 2 |
| Totals | 15 | 3 | 1 | 12 | 1 | 0 | 21 | 51 | 20 | 17 |

| Port | TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | REGISTERED ON BEACH | | |
|---------------|------------------|-----------|-----------|---------------|----------|-----------|--------------|---------------------|------------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 19 | 4 |
| Houston | 4 | 3 | 4 | 0 | 0 | 0 | 5 | 8 | 4 | 7 |
| Harvey, LA | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 13 |
| New York | 7 | 4 | 5 | 0 | 0 | 0 | 7 | 13 | 16 | 39 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| San Pedro | 7 | 14 | 0 | 0 | 6 | 0 | 3 | 132 | 66 | 11 |
| Tacoma | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 13 | 20 |
| Totals | 18 | 23 | 16 | 0 | 6 | 0 | 15 | 160 | 122 | 94 |

| Totals All | | | | | | | | | | |
|-------------|----|----|----|----|---|---|-----|-----|-----|-----|
| Departments | 93 | 44 | 32 | 38 | 8 | 4 | 106 | 384 | 209 | 159 |

PIC-FROM-THE-PAST

This photo was sent to the *LOG* by pensioner **Lawrence Ray Owens** of Culver City, Calif. It was taken at the Don Hotel (Wilmington, Calif.) in 1970. From the left are Owens, manager MC&S; Tom Randall, Maritime Trades official; Joe Goren, Wilmington port agent, MC&S; Tom Pitts, labor counsel; Ed Turner, MC&S president; Frank Drozak, SIU vice president; and Joe Spinazzola, MC&S.

Located in downtown Wilmington, the Don Hotel was close to all the union halls and docks. Wilmington was the gateway to Catalina, Honolulu and the South Pacific. The hotel had 125 rooms, and 25 retired seafarers paid \$30 monthly to stay there. The MC&S also had a steward department trainee program in Wilmington, and 20 students lived on the hotel premises.

The Don Hotel was purchased in the late '50s and sold just before the MC&S merger into the SIU in 1978. Owens is retired with 35 years of sailing (from 1960-1995).





DEEP SEA

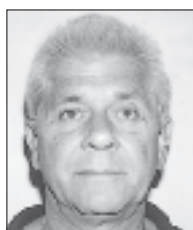


HORST BAETJER, 65, hails from Germany. Brother Baetjer began his SIU career in 1968 in the port of Wilmington, Calif. His initial voyage was aboard a vessel operated by Victory Carriers. The engine department member upgraded his skills in 1980 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. A resident of Torrance, Calif., Brother Baetjer last shipped on the *Sea-Land Explorer*.

JAMES ELLIOTT, 65, launched his career with the Seafarers in 1965.



Brother Elliott's first voyage was aboard the *Steel Worker*, an Isco Inc. vessel. A native of Portsmouth, Va., he shipped in the deck department. Brother Elliott last went to sea on Titan Navigation's *Jade Phoenix*. He lives in Elizabeth, N.J.



LEON T. JEKOT, 61, joined the SIU in 1960 in the port of Baltimore. Brother Jekot first went to sea aboard a

Sea Liberties vessel. A native of Philadelphia, he shipped in the deck department as a bosun. He upgraded his skills often at the Seafarers training school in Piney Point, Md. and completed the bosun recertification course in 1985. Brother Jekot lives in St. Augustine, Fla. He last worked on the *USNS Capella*.

PAUL LEWIS, 43, was born in Washington, D.C. He launched his career with the SIU in 1980 in the port of



Piney Point, Md. Brother Lewis' first voyage was aboard the *San Juan*, a Puerto Rico Marine Management vessel. The deck department member shipped as a bosun. He upgraded his skills at the Paul Hall Center, completing the bosun recertification course in 1990. Brother Lewis last worked on the *USNS Henson*. He makes his home in Dover, N.H.

RONALD MAKOWIECKI, 65, joined the Seafarers in 1979 in the port of Norfolk, Va. Brother Makowiecki shipped in both the inland and deep sea divisions. The Norwich, Conn.-born mariner shipped in the deck department and upgraded his skills in Piney Point in 2001. A resident of Norfolk, he last sailed aboard the *USNS Regulus*.

SYLVESTER MASON, 65, began his SIU career in 1967 in San Francisco. He initially sailed on a States Steamship Co. vessel. The Browns, Ala. native shipped as a member of the steward department. Brother Mason completed steward recertification training in 1991 at the Paul Hall Center. A resident of Reno, Nevada, he last worked aboard the *President Roosevelt*.

INLAND



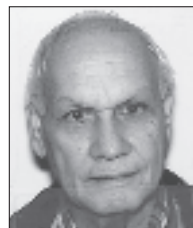
WILMER L. ADAMS, 62, started his career with the Seafarers in 1962 in the port of Mobile, Ala. Born in

Meridian, Miss., Boatman Adams worked in the inland as well as the deep sea divisions. His first ship was the *Globe Carrier*, an Overseas Carriers, Inc. vessel. The deck department member last worked aboard a Gulf Atlantic Transport Corp. vessel. Boatman Adams makes his home in Satsuma, Ala.

JOHN E. BRYAN, 62, was born in Front Royal, Va. After joining the



Seafarers, he worked primarily aboard vessels operated by Crowley Towing & Transportation Co. Boatman Bryan shipped in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1995 and 2001. He is a resident of Orange Park, Fla.



COLIN CHALMERS, 66, joined the SIU in 1979 in Tampa, Fla. Boatman

Chalmers initially worked aboard a Dixie Carriers vessel. The West Indies-born mariner sailed in both the steward and deck departments and upgraded his skills at the Seafarers training school in 2001. Boatman Chalmers last worked on a Maritrans Operating Co. vessel. He makes his home in Seffner, Fla.

JOSEPH DUHON, 63, was born in Louisiana.



Boatman Duhon started his SIU career in 1992 in Houston. A member of the deck department, he worked primarily aboard vessels operated by Higma Barge Lines. Boatman Duhon still lives in his native state in the city of Lake Arthur.

JOHN ENGLEMAN, 64, joined the Seafarers in 1959 in Detroit. Boatman Engleman initially worked aboard a Bob-Lo Island-operated vessel. The Michigan



native sailed in both the inland and Great Lakes divisions and worked in the deck as well as steward departments.

His last vessel was the *South-down Challenger*. Boatman Engleman lives in Caseville, Mich.

THOMAS LUCAS, 61, hails from Woodbury, N.J. Boatman



Lucas started his career in the SIU in 1970 in the port of Philadelphia. Prior to joining the Seafarers, Boatman Lucas served in the U.S. Air Force. A member of the deck department, Boatman Lucas shipped as a captain, working primarily aboard vessels operated by Interstate Oil Transport Co. He is a resident of Cape May Court House, N.J.



GERALD MASON, 61, is a native of Beaufort, N.C. Boatman

Mason joined the SIU in 1971 in the port of Norfolk, Va. Prior to becoming a Seafarer, he served in the U.S. Coast Guard. Boatman Mason initially shipped aboard an Allied Towing vessel. He worked in the deck department as a master and upgraded his skills at the Paul Hall Center in 1978. Boatman Mason still resides in his native city. He last worked on a Steuart Transportation Co. vessel.

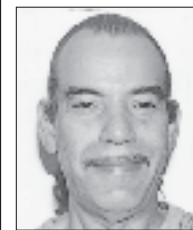
Welcome Ashore

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.

VELIE THORNTON, 67, launched her career with the Seafarers in 1992 in St. Louis. Born in Trigg County, Ky., she worked primarily aboard vessels operated by Orgulf Transportation. Sister Thornton worked in both the deck and steward departments during her career. She upgraded her skills at the Paul Hall Center for Maritime Training and Education in 1999. Sister Thornton resides in Murray, Ky.



steward and deck departments and upgraded his skills in 1976. He last sailed aboard the *Chesapeake Bay*.



REGINALD JUZANG, 57, was born in Mobile, Ala. Brother Juzang joined the NMU in 1977. His initial voyage

was aboard the *Kansas*, which originated from the port of Mobile, Ala. The steward department member last went to sea on the *Lykes Motivator*.

HORACE MONTGOMERY, 66, launched



his career with the NMU in 1961. Brother Montgomery's first voyage was aboard the *Texaco Wisconsin*. The Perdue Hill, Ala.-born mariner worked as a chief steward. Brother Montgomery last shipped aboard the *MV Sulphur Enterprise*.

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

| Name | Age | EDP |
|-------------------|-----|-------------|
| Cornelius Drayton | 71 | April 1 |
| Albert Cox | 62 | June 1 |
| Feliciano Gabino | 64 | June 1 |
| Gerard Campion | 68 | June 1 |
| Hafid Mohamed | 60 | July 1 |
| Harvey Stickney | 72 | Apr. 1, '02 |
| Jose Cartaya | 71 | April 1 |
| Kenneth Arthurs | 65 | May 1 |
| James Pope | 64 | June 1 |

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



LINWOOD FRANKLIN, 72, started his career with the NMU in 1968. Born in Norfolk, Va., his initial voyage origi-

nated out of the port of New York. Brother Franklin worked in both the deck and engine departments.

MARCIANO DEGRACE, 65, hails from Portugal. He began sailing with the NMU in 1966.



Shipping out of San Francisco, his maiden voyage was aboard the *Gopher State*. Brother DeGrace worked in the

Reprinted from past issues of the Seafarers LOG

1946

When the contracts which the SIU had signed with Waterman and Mississippi on July 24 were submitted to the Wage Stabilization Board for

approval, the Wage Stabilization Board refused to approve them because SIU's contract settlement did not follow the pattern established by our West Coast affiliates, even though the dollar and cents increases

were identical. Since SIU companies had agreed to SIU increases, the union felt very strongly that our beef was not against the shipowners but against Washington bureaucracy. The SIU, after consultations with all unions in maritime, called the first general strike in maritime history. Every ship in every port was immobilized, whether American-flag or foreign-flag. After eight days, on orders from President Truman, the Wage Stabilization Board reversed itself and approved SIU agreements. The strike was then called off and the waterfront returned to normal. Shortly thereafter, the Wage Stabilization Board was dissolved.

1969

A major victory was won by the SIU and the maritime industry when the Senate Banking and

Currency Committee voted to eliminate an amendment to the Export Control Act posing a threat to the 50-50 cargo preference requirement in United States trade with Eastern Europe. The SIU emphasized that the proposed amendment "would serve as an opening wedge

in a new assault on the cargo preference program, to the detriment of our balance of payments, and our dwindling merchant fleet." The Nixon administration joined the SIU in opposition to the amendment which was supported by the major grain growers.

1983

The SIU recently had a dedication ceremony for its new national headquarters building in Camp Springs, Md., which is located just a few miles outside of Washington, D.C. The move underscores an important trend: Nearly half of the unions affiliated with the AFL-CIO have moved their headquarters to the nation's capital or to areas nearby.

Lane Kirkland, president of the AFL-CIO, spoke at the dedication ceremony. Kirkland helped put the move in perspective: "To represent their members effectively," he said, "unions today must negotiate at least as much with the various branches of government as with the employers."

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

PEDRO ARTEAGA



Pensioner Pedro Arteaga, 84, died March 30. Born in Guayaquil, Ecuador, he joined the SIU in 1945 in the port of New York. Brother

Arteaga worked in the steward department, last sailing aboard the *Del Mundo*, a Delta Steamship Lines vessel. Brother Arteaga made his home in Deltona, Fla., and began receiving retirement stipends in 1981.

GILBERTO BERTRAND

Brother Gilberto Bertrand, 66, passed away Feb. 1. He started his SIU career in 1959 in the port of Houston. Born in Texas, Brother Bertrand was a veteran of the U.S. Navy. Brother Bertrand worked in the deck department and last shipped on the *Overseas Ohio*. He lived in Houston.

ROBERT CARRIGAN



Pensioner Robert Carrigan, 76, died March 10. A native of Pennsylvania and a U.S. Army veteran, Brother

Carrigan joined the Seafarers in 1968 in the port of Baltimore. He worked in the engine department. Brother Carrigan resided in Springdale, Pa. He began collecting his pension in 1991.

TAK LIM CHEW



Pensioner Tak Lim Chew, 78, passed away March 19. Brother Chew started his career with the Marine Cooks & Stewards (MC&S) in

1972 in San Francisco. Born in China, he initially went to sea aboard the *Santa Maria*. The steward department member's last voyage was aboard the *President Cleveland*, an American President Lines vessel. Brother Chew started receiving stipends for his retirement in 1987 and lived in San Francisco.

ANTHONY CORTES

Pensioner Anthony Cortes, 73, died April 11. Brother Cortes embarked on his profession with the MC&S in 1970 in San Francisco. Born in Mexico, he shipped in the steward department. Brother Cortes worked primarily aboard vessels operated by Delta Steamship Lines, including the *Santa Mariana*. The late resident of San Francisco started receiving his pension in 1979.

LAWRENCE CRANE



Pensioner Lawrence Crane, 73, passed away March 10. Brother Crane joined the Seafarers in 1953 in Seattle.

Prior to joining the SIU, he served in the U.S. Army. He worked in the inland and deep sea divisions. Brother Crane shipped in the steward department and lived in Port Angeles, Wash. He began receiving his pension in 1988.

SAM CROSBY

Pensioner Sam Crosby, 74, died



March 6. The Louisiana-born mariner joined the SIU in 1963 in New Orleans. Brother Crosby's maiden voyage was aboard the *Steel Surveyor*, an

Isco Inc. vessel. The former deck department member last shipped aboard Waterman Steamship Corp.'s *Robert E. Lee*. Brother Crosby lived in Slidell, La., and started receiving retirement disbursements in 1994.

PETER E. DOLAN

Pensioner Peter E. Dolan, 74, passed away April 9. Brother Dolan began his career with the Seafarers in 1962 in the port of New York. A U.S. Army veteran, he worked in the deck department. Brother Dolan last went to sea aboard the *Sea-Land Philadelphia*. The New York native made his home in Arlington, Wash., and began receiving compensation for his retirement in 1988.

ROBERT DUNCAN

Brother Robert Duncan, 56, died March 24. Born in Louisiana, he joined the Seafarers in 1966. Brother Duncan first went to sea on the *Margaret Brown*, a Bloomfield Steamship Co. vessel. He sailed in the engine department and last worked on the *Horizon Pacific*. New Orleans was his home.

MANUEL ESTRADA

Pensioner Manuel Estrada, 84, passed away April 14. Brother Estrada embarked on his career with the MC&S in San Francisco. The Puerto Rico-born mariner worked in the steward department. Brother Estrada called Florida home. He began collecting retirement stipends in 1975.

FRANK FOSTER



Pensioner Frank Foster, 73, died April 5. Brother Foster joined the SIU in 1955 in San Francisco after serving in the U.S. Army. His first

ship was Waterman Steamship Corp.'s *La Salle*. Born in Roseville, Mich., he sailed in the engine department and resided in San Bernardino, Calif. Brother Foster last went to sea aboard the *Sea-Land Tacoma*. He began receiving his pension in 1993.

DANIEL GOMEZ



Pensioner Daniel Gomez, 80, passed away March 28. Brother Gomez started his SIU career in 1952 in Houston. A Texas native, he initially sailed

aboard Bloomfield Steamship Co.'s *Margaret Brown*. Brother Gomez shipped in the engine department and lived in Houston. His last voyage was aboard the *Inger*, a Sealift Bulkers, Inc. vessel. Brother Gomez began receiving his pension in 1992.

PHILIP GOMEZ

Pensioner Philip Gomez, 91, died April 4. He started his career with the MC&S in San Francisco. Born in Illinois, Brother Gomez worked in the steward department. He made his home in Sacramento, Calif. and started receiving compensation for his retirement in 1977.

FELTON GREEN

Pensioner Felton Green, 85, passed



away March 4. Brother Green launched his career with the MC&S in 1978 in the port of Wilmington, Calif. Born in Colon, Panama, he worked in

the steward department. Brother Green resided in Manhattan, N.Y. and began receiving his retirement compensation in 1979.

LLOYD GUNNELLS



Pensioner Lloyd Gunnells, 83, died March 30. Born in Charleston, S.C., he joined the Seafarers in 1947 in the port of New York. Brother

Gunnells first sailed aboard a Waterman Steamship Co. vessel. He worked in all three departments. Brother Gunnells started collecting retirement stipends in 1982. He lived in Florida.

BERALDO HERNANDEZ



Pensioner Beraldo Hernandez, 78, passed away March 2. Born in Puerto Rico, he joined the Seafarers in 1941 in the port of Baltimore.

Brother Hernandez's maiden voyage was aboard an A.H. Bull Steamship Co. vessel as a member of the engine department. He last worked aboard a Puerto Rico Marine Management vessel. Brother Hernandez resided in his native commonwealth and began receiving retirement stipends in 1986.

MARCUS JOHNSON



Pensioner Marcus Johnson, 74, died March 2. Brother Johnson started his SIU career in 1951 in the port of Mobile, Ala. Before

joining the SIU ranks, he served in the U.S. Army. A member of the engine department, he first went to sea aboard Bloomfield Steamship Co.'s *Alice Brown*. Brother Johnson began receiving payments for his retirement in 1996 and lived in Mobile. He last worked aboard the *Overseas Washington*.

HENRY LYNCH

Pensioner Henry Lynch, 85, passed away March 20. Brother Lynch started his career with the MC&S in 1978 in San Francisco. The U.S. Navy veteran initially sailed on Delta Steamship Lines' *Delta Peru*. Born in Alabama, Brother Lynch worked in the steward department. He began receiving his pension in 1980 and last shipped on the *President Kennedy*. Brother Lynch was a resident of San Pedro, Calif.

WILLIAM MacARTHUR

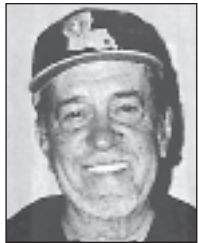


Pensioner William MacArthur, 74, died March 17. He joined the SIU in 1952 in the port of Baltimore after serving in the U.S. Navy.

Brother MacArthur's first SIU ship was the *Seamar*, a Bethlehem Steel Corp. vessel. The Boston native

worked in the deck department and last shipped aboard the *Thompson Pass*. Brother MacArthur lived in Pasadena, Calif., and began collecting retirement stipends in 1987.

JAMES H. MOORE



Pensioner James H. Moore, 73, passed away April 14. After serving in the U.S. Navy, Brother Moore joined the Seafarers in

1959 in the port of Wilmington, Calif. His first voyage was aboard the *Ideal X*, a Mystic Steamship Co. vessel. The deck department member began receiving his pension in 1989 and last shipped on the *Sea-Land Pacific*. He made his home in Las Vegas.

JACK OLSEN



Pensioner Jack Olsen, 76, died March 3. He started his SIU career in 1950 in New York after serving in the U.S. Marine Corps. His first

ship was the *Knute Rockne*, an Alcoa Steamship vessel. The Birmingham, Ala.-born mariner worked in the deck department as a bosun, last sailing on the *USNS Algol*. He began collecting his pension in 1987 and lived in Atlanta.

JOSEPH SAIDE



Pensioner Joseph Saide, 83, passed away June 1, 2002. Brother Saide joined the SIU in 1946 in the port of New York. His initial

voyage was aboard a Bloomfield Steamship Co. vessel. Born in Little Rock, Ark., he worked in the deck department. Brother Saide last went to sea on the *Maryland*, a Bay Tankers Inc. vessel. A resident of Port Arthur, Texas, he started receiving his pension in 1982.

FRANK SANDY



Pensioner Frank Sandy, 82, died March 22. Born in West Virginia, he joined the Seafarers in 1958 in the port of New York. Brother Sandy

first worked on the *Robin Gray*, a Moore-McCormack Lines vessel. A member of the engine department, his final voyage was on the *Sea-Land St. Louis*. Brother Sandy called Sparks, Nev. home. He began receiving his pension in 1988.

RAY SCHRUM



Pensioner Ray Schrum, 74, passed away April 13. Brother Schrum started his SIU career in 1947 in Miami, Fla. A native of Lincoln County,

N.C., he initially shipped aboard Moore-McCormack Lines' *Robin Gray*. Brother Schrum worked in the deck department and last sailed on the *Courier*, an Ocean Carriers vessel. Brother Schrum lived in his native state and began receiving compensation for his retirement in 1986.

PAUL SILTALA

Brother Paul Siltala, 40, died March 25. He started his SIU career in 2001, first sailing on the *USNS Dahl*. Born in Park Rapids, Minn., he worked in the engine department. Brother Siltala's last voyage was aboard Waterman Steamship Corp.'s *Atlantic Forest*. He was a resident of Sebek, Minn.

CLARENCE WILLEY



Pensioner Clarence Willey, 69, passed away April 11. Brother Willey joined the SIU in 1956 in the port of Norfolk, Va. The

Virginia-born mariner worked in the steward department. Brother Willey lived in Norfolk and began collecting retirement stipends in 1995.

INLAND

CLAUDE ADAMS

Pensioner Claude Adams, 73, passed away March 3. Boatman Adams launched his SIU career in 1957 in New Orleans. The deck department member shipped as a captain and worked primarily aboard vessels operated by Dixie Carriers. Boatman Adams lived in Lockport, La. He started receiving compensation for his retirement in 1991.

GREAT LAKES

JEFFREY A. FRANK



Brother Jeffrey A. Frank, 47, passed away March 3. Brother Frank commenced his career with the Seafarers in 1990 in the port of New York.

He worked in both the deep sea and Great Lakes divisions. Brother Frank's maiden voyage was aboard the *USNS Lynch*. Born in Ohio, he shipped in the deck department. He last worked aboard a Great Lakes Towing Co. vessel. Brother Frank resided in Toledo, Ohio.

ATLANTIC FISHERMAN

JOSEPH SPINALE



Pensioner Joseph Spinale, 88, passed away March 22. Brother Spinale began his career with the Atlantic Fishermen's Union in 1971

in Gloucester, Mass. A native of Mississippi, he shipped in the deck department. The late Watertown, Mass. resident began receiving his pension in 1981.

RAILROAD MARINE

JOSEPH C. CASAZZA SR.



Pensioner Joseph C. Casazza Sr., 80, died April 1. Brother Casazza joined the Seafarers in 1963 in the port of New York. Born in

Hoboken, N.J., he was a veteran of

Continued on page 20

Digest of Shipboard Union Meetings

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

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

EXPLORER (USSM), May 12—Chairman **George B. Khan**, Secretary **Osvaldo J. Castagnino**, Educational Director **Jimmy M. Robles**, Deck Delegate **Abdulhamid F. Musaed**, Engine Delegate **Fadel A. Mohamed**, Steward Delegate **Jimmy L. Williams**. Chairman announced payoff May 12 in Los Angeles. He asked those crew members getting off to leave rooms clean with fresh linen for next person. Educational director advised crew to take advantage of upgrading courses offered at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Information regarding new Merchant Mariners Documents required by Coast Guard will come from patrolman. Treasurer stated \$400 in ship's fund. No beefs or disputed OT reported. Clarification requested about day off after 35-day trip. Next ports: Los Angeles and Oakland, Calif.

CLEVELAND (Sealift, Inc.), May 4—Chairman **Boyce E. Wilson**, Secretary **Artis E. Pilgrim**, Deck Delegate **Dennis W. Caples**. Chairman announced payoff July 3. Secretary requested that dirty linen be returned to linen locker; fresh linen to be issued for crew change May 7. Beefs reported in all three departments pertaining to restriction to vessel in Mauritania. Everyone asked to respect no-smoking rule in crew lounge. Vote of thanks given to all departments for job well done.

DEFENDER (USSM), May 14—Chairman **Daniel J. Teichman**, Secretary **Raymond S. Garcia**, Educational Director **Daniel P. Gibbons**, Deck Delegate **Joseph Humphrey**. Chairman reported suspension of shipping rules due to conflict in Iraq. Educational director encouraged all hands to upgrade at Paul Hall Center. He advised them to check expiration date on z-cards since renewals may take longer than usual. No beefs or disputed OT reported. Request made for antenna for crew TV.

EXPRESS (USSM), May 29—Chairman **Joseph R. Colangelo**, Secretary **Donald C. Spangler**, Educational Director **David D. Bautista**. Chairman announced payoff May 31 in Newark, N.J. Educational director spoke about need to renew z-cards well in advance of expiration. "Don't wait until the last minute." Beefs reported in all departments, including concern about food purchased in Malaysia. Disputed OT also reported in deck department. Suggestion made regarding requirements for holding office in the union. Crew members requested input as to how recreation fund is spent. Problems noted with launch and van service providing transportation to and from ship. Next ports: Baltimore; Norfolk, Va.; Charleston, S.C.

HORIZON ANCHORAGE (Horizon Lines), May 4—Chairman **Dan P. Flechearty**, Secretary **Amanda F. Suncin**, Educational Director **Mark Pinkam**, Deck Delegate **Basil D. Stolen**, Engine Delegate **Mike Kyle**, Steward Delegate **Nasser Ahmed**. Chairman announced payoff May 6 in Tacoma, Wash. Coast Guard annu-

al inspection to take place at that time. Educational director urged seafarers to upgrade skills at Piney Point facility. He also stressed need to allow plenty of time when renewing z-cards. No beefs or disputed OT reported. Communications received from headquarters regarding Family Medical Leave Act and need to submit discharges and pay vouchers when applying for vacation check. Request made for new clothes dryer in crew laundry. Crew members were asked to use very little soap in washer since water on ship is very soft. Discussion held about money purchase pension plan. Next port: Anchorage, Alaska.

HORIZON CONSUMER (Horizon Lines), May 10—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Joseph A. Burkette**, Deck Delegate **Richard R. Grubbs**, Engine Delegate **Keeper Brown**, Steward Delegate **Thomas E. Kleine**. Chairman announced vessel going into shipyard in Singapore next trip for about one month. Crew will be laid off. Payoff to be held shortly after May 16 arrival in Tacoma, Wash. Secretary reminded those crew members departing ship to leave rooms clean. Educational director encouraged everyone to take advantage of upgrading opportunities available at Paul Hall Center. One beef reported in deck department; no disputed OT noted. Request made for repair of antenna to crew quarters. Suggestion made to start movie fund to purchase movies and DVD player. Chief cook and rest of steward department given vote of thanks for great chow. Next ports: Tacoma; Oakland, Calif.; Honolulu.

HORIZON NAVIGATOR (Horizon Lines), May 11—Chairman **Werner H. Becher**, Secretary **Vainuu L. Sili**, Educational Director **Daniel F. Dean**, Deck Delegate **Robert J. Natividad**, Engine Delegate **Ricky D. Arroyo**, Steward Delegate **Glenn A. Taan**. Chairman announced arrival May 13 in Oakland, Calif. with payoff to follow. He thanked crew for keeping ship clean and separating plastic refuse from regular trash. He advised everyone to keep doors locked in port and be alert for those who have no business aboard vessel. Secretary noted everything running smoothly. Educational director stressed importance of keeping STCW and shipping documents current. He also reminded seafarers of need for pay vouchers and discharges when applying for vacation benefits. No beefs or disputed OT reported. Suggestion made that during annual physical exams, SIU clinics perform prostate specific antigen (PSA) test on male members over 50 years old. Request made for reupholstery of furniture in crew lounge. Vote of thanks given to steward department for well prepared and tasty meals.

HORIZON SPIRIT (Horizon Lines), May 21—Chairman **Howard W. Gibbs**, Secretary **Manuel V. Basas**, Educational Director **Roger M. Wasserman**, Engine Delegate **Gregory L.**

Howard. Chairman announced vessel's arrival May 24 in Tacoma, Wash. After ship has cleared customs, payoff will take place. Secretary thanked unlicensed crew members for helping keep ship clean. Educational director reminded everyone that Paul Hall Center is always open for upgrading and training. Treasurer stated \$120 available in movie fund. No beefs or disputed OT reported. Seafarers reminded to include pay stubs when filing for vacation. Vote of thanks given to steward department for good food and service. Next port: Oakland, Calif.

INNOVATOR (USSM), May 25—Chairman **Stephen R. Kastel**, Secretary **Mose Peacock Jr.**, Educational Director **Christopher L. Earhart**, Deck Delegate **George E. Lusk**, Engine Delegate **Muthana Koraish**, Steward Delegate **Mostafa Loumrhari**. Chairman noted World Health Organization lifted travel warning for Hong Kong, so crew should probably not be restricted to vessel in Shanghai. Awaiting clarification regarding vacation and 22-month rule. He stated two unlicensed apprentices on board doing great job. Educational director advised everyone to be sure shipping documents are up to date and suggested they take advantage of upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to steward department for good food and clean ship.

INTEGRITY (Maritrans), May 25—Chairman **Lonnie Porchea**, Secretary **Michael Kozak**, Deck Delegate **Alfred McIntyre Jr.**, Engine Delegate **John A. Bennifield**, Steward Delegate **Hazel Johnson Jr.**. Chairman noted washing machine was received aboard ship but not yet installed. Secretary said clarification is forthcoming on relief policy. Educational director spoke about upgrading skills at Piney Point. No beefs or disputed OT reported. Suggestion made to change wording of "vacation pay" to something like "supplemental pay" or "sea bonus."

INTEGRITY (USSM), May 11—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Alexander Nicholson**, Engine Delegate **Gregorio Blanco**, Steward Delegate **German Solar**. Chairman thanked electrician for installing new dryer and thanked rest of crew for enjoyable trip. Secretary stated ship going into dry dock next trip and asked departing crew members to leave rooms clean and with fresh linen for next person. Educational director requested laundry room door be kept closed. He reported on new method for renewing z-cards. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing pension and dental benefits. Crew members advised that original pay vouchers need to be submitted along with copies of discharges in order to receive vacation benefits. Vote of thanks given to steward department for "keeping the cookie jar and bellies full." Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami; Houston.

LIBERTY SEA (Liberty Maritime), May 24—Chairman **Ronald Charles**, Secretary **Thomas D. Kreis**, Educational Director **Daniel J. Tapley**, Engine Delegate **Vicente R. Ordonez**, Steward Delegate **Audrey Brown**. Chairman announced ship to be laid up in New Orleans for undetermined amount of time. Secretary asked that all seafarers strip bunks, take dirty linen below, unplug ice boxes and clean rooms. Four new mat-

resses will be delivered in New Orleans. Educational director urged everyone to increase knowledge and skills by attending upgrading classes at Piney Point. "It's your future." No beefs or disputed OT reported.

LIBERTY SUN (Liberty Maritime), May 25—Chairman **Joseph W. Moore**, Secretary **Ronald J. Davis**, Educational Director **Anwar N. Muthala**, Deck Delegate **Angel L. Rivera**, Engine Delegate **Joseph B. Dunnam**, Steward Delegate **Julio Guity**. Chairman announced ship laying

Educational Director **Monroe G. Monseur**, Deck Delegate **Nathaniel Lamb**, Engine Delegate **Pedro C. Gago**, Steward Delegate **Leon J. Grant**. Chairman announced July 1 payoff in San Juan, P.R. Secretary thanked everyone for helping take stores. He reminded those departing in port to leave clean cabin for relief person. Educational director advised crew members to continue upgrading skills at Paul Hall Center and to contribute to SPAD. No beefs or disputed OT reported. Communications received and posted asking that those seafarers

Hose Handling on the Horizon Spirit

ABs aboard the *Horizon Spirit* recently participated in a fire hose pressure test. Handling 150 psi on a 2.5-inch hose line are (from the left) Robert Bell, Mike Smolen and Jimmy Taranto.



up in New Orleans. Secretary requested everyone clean rooms and give keys to captain at payoff. Educational director stressed importance of attending upgrading courses at Paul Hall Center. Treasurer stated \$500 in ship's fund. Some beefs and disputed OT reported in deck and engine departments.

MAERSK CAROLINA (Maersk Lines), May 16—Chairman **Raymond Henderson**, Educational Director **Joseph C. Grandinetti**, Deck Delegate **Reuben M. Brown**, Engine Delegate **Fred Petterson**, Steward Delegate **John G. Reid**. Bosun thanked crew for outstanding job this trip. He asked that seafarers restrict admission to house, especially in Middle East. He also reminded them not wear work boots on upper decks of house. Educational director advised crew members to upgrade skills at Piney Point facility and make sure z-cards are up to date. Clarification requested by deck department on danger pay and whether watchstanders get a coffee break. Engine delegate requested job description for QRMUs. Question arose about satellite TV. Next ports: Halifax, Canada; Newark, N.J.; Norfolk, Va.

AMERICAN TERN (Osprey Ship Management), June 5—Chairman **Michael S. Sinclair**, Secretary **Steven Parker**, Educational Director **Ed Thompson**, Deck Delegate **Michael Cousin**, Engine Delegate **Edward Thompson**, Steward Delegate **Benjamin J. Advincula**. Chairman reported ship returning to U.S. after successful Southeast Asian tour. Secretary thanked crew for help with stores and with re-flagging foreign ship. New galley and laundry equipment needed. Engine delegate reported beef regarding performance of assigned tasks. He also thanked OMU **Kerry Edwards** for being good watch partner. Discussion held about making crew lounge non-smoking area. Steward thanked Bosun Sinclair and Chief Engineer Brian Ackerman for fixing galley exhaust system. Crew gave vote of thanks to steward department for good food. Next ports: Concord, Calif.; Charleston, S.C.; Norfolk, Va.; Thule, Greenland.

EL MORRO (IUM), June 29—Chairman **William J. Card**, Secretary **Michael M. Amador**,

who received basic safety training certificates from training schools other than Piney Point submit them for verification. Clarification requested on 22-month rule. Crew members wish everyone a happy Fourth of July. Next port: Jacksonville, Fla.

ITB NEW YORK (USS Transport), June 29—Chairman **Calvin Miles**, Secretary **Robert Wilcox**, Educational Director **John K. Bimpong**, Deck Delegate **Edward D. Tennyson**, Engine Delegate **Kenric L. Henry**, Steward Delegate **Breon A. Lucas**. Chairman announced payoff July 2 in Corpus Christi, Texas. Secretary thanked crew for helping keep mess decks and common areas neat and clean. Educational director reminded seafarers to check z-cards for expiration dates and apply early for renewal because of increased time required for background checks. No beefs or disputed OT reported. Letter posted regarding STCW basic safety certificates received from schools other than Piney Point. All should be submitted for verification. Suggestion made for contracts department to include time off or day's pay in lieu of day off in next contract negotiation with company. Steward department given vote of thanks for tasty meals.

NEW YORK (ATC), June 14—Chairman **Christopher J. Kickey**, Educational Director **Edward H. Self**, Deck Delegate **Daniel P. Lovely**, Engine Delegate **Dennis S. Riley**, Steward Delegate **Harold B. Henderson**. Chairman announced arrival June 15 in port of Valdez, Alaska with sailing next day. He reminded crew members to have pay vouchers on hand when applying for vacation benefits. Chairman wished good luck to unlicensed apprentice in his future with SIU. Secretary expressed thanks to union officials for diligent efforts to secure new and better contracts for membership. Educational director led discussion on STCW requirements and urged everyone not to get complacent about obtaining required skills and paperwork. No beefs or disputed OT reported. Communications read concerning tour bonus and new pay system. Vote of thanks given to steward department for job well done and to crew for helping keep house clean.

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.)

Returning to An Old Hobby

I have been with the Coos Bay (Oregon) Seamen's Center for the past 21 years and volunteer manager of same for 14 of those years.

During the last year of WWII, the day I turned 17, I joined the USMS. After training, I sailed with the NMU out of Boston and New York as a messman on the *U.S.A.T. George Washington* and the *S.S. Laconia Victory*. Both of these were troop ships.

When the war was finished in Europe, I came to California and sailed out of Richmond on the *S.S. R.C. Stoner*, a Standard Oil tanker. When the war was finished there, I returned to the East Coast and sailed coastwise on the collier *Walter D. Noyes*.

I later returned to California and finished my schooling. During this time, I started collecting foreign paper money. I did not collect heavily for many years. I am now 75 and have returned to my hobby

and really enjoy it.

If anyone has any foreign currency notes—old or new, from any country and in any condition—they would like to get rid of, I would welcome the donation.

Buddy Hincke
66642 East Bay Road, #50
North Bend, OR 97459

Giving Back by Donating to SPAD

In every issue of the LOG, I read about more ships coming into the SIU. This is no accident. And I would like the members to know that now it's "giveback time," meaning donating to SPAD.

Thanks to SPAD, members have more jobs and job security. Indirectly, they are paying my pension.

Since 1986 without fail, my pension check is at the bank when it's supposed to be. It's a terrific feeling knowing it's there.

As the economy worsens and thousands are out of work, I know I made the right decision in sailing as an SIU member.

Walter Karlak
Woodside, N.Y.

Final Departures

Continued from page 18

the U.S. Army. Brother Casazza initially worked on an Erie Lackawanna Railroad Co. vessel. A member of the deck department, he last worked aboard a Pennsylvania Central Railroad and Transportation Co. vessel. Brother Casazza started receiving compensation for his retirement in 1993 and lived in Iowa.

LEROY TONDU



Pensioner Leroy Tondou, 77, passed away March 15.

Brother Tondou embarked on his SIU career in 1964 in Frankfort, Mich. A deck department member, he worked primarily aboard vessels operated by Michigan Interstate Railway/Ann Arbor Railroad. Brother Tondou started collecting stipends for his retirement in 1990 and lived in Arcadia, Mich.

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

ADOLPH BELL SR.

Pensioner Adolph Bell Sr., 75, died May 18. He joined the NMU in 1945. Brother Bell initially shipped out of the port of Norfolk Va., aboard the *Hampton*. A member of the steward department, he sailed as a chief cook. Brother Bell last went to sea on the *Mormac Trade*. A native of Kenansville, N.C., he began collecting compensation for his retirement in 1968.

ERNESTO FERRAN



Pensioner Ernesto Ferran, 87, passed away March 26.

Brother Ferran joined the NMU in 1938. Born in Puerto Rico, he first went to sea aboard the *Oriente*. Brother Ferran initially shipped in the engine department but later upgraded and sailed in the deck department as a bosun. His final voyage was on the *Austral Patriot*. Brother Ferran began receiving retirement stipends in 1977.

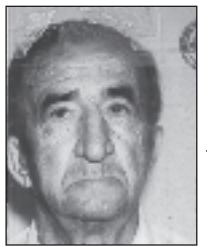
ANTHONY GAROFALO



Pensioner Anthony Garofalo, 93, died June 17. Brother Garofalo launched his NMU career in 1947. Born in New York, he

initially went to sea aboard the *Marine Perch*. Brother Garofalo worked in the deck department and last shipped on the *American Challenger*. He started receiving his retirement pay in 1980.

JERE MRVICA



Pensioner Jere Mrvica, 89, passed away June 16. Born in Croatia, he joined the NMU ranks in 1934. Brother Mrvica initially shipped out of

the port of Philadelphia working in the steward department as a quartermaster. Brother Mrvica began collecting compensation for his retirement in 1966.

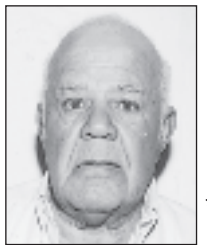
EVAN MURPHY



Pensioner Evan Murphy, 86, died May 8. Brother Murphy started his NMU career in 1944, first sailing aboard the *Malang*. The

Bessimer, Ala. native worked in the engine department. His last ship was the *Mississippi*. Brother Murphy started receiving stipends for his pension in 1979.

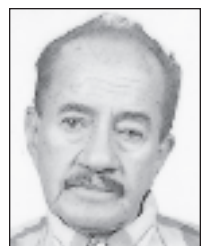
MICHAEL RAMOS



Pensioner Michael Ramos, 80, passed away June 16. The Massachusetts-born mariner joined the NMU in 1962 in the port of

New York. Brother Ramos was a member of the steward department. He began collecting payments for his retirement in 1979.

DEMAS ROSAS



Pensioner Demas Rosas, 78, died May 23. Born in Puerto Rico, Brother Rosas began his career with the NMU in the port of New

York. His initial trip was aboard the *Whittier Hills*. The engine department member last worked aboard the *Argonaut*. Brother Rosas started collecting retirement compensation in 1986.

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

| Name | Age | DOD |
|----------------------|-----|----------|
| Andreassen, Ingvald | 81 | Feb. 12 |
| Baptista, Jose | 92 | May 19 |
| Barfield, Edward | 78 | June 3 |
| Bell, Adolph | 74 | May 18 |
| Blake, Gilbert | 74 | June 13 |
| Brooks, William | 79 | June 16 |
| Carrafiello, William | 83 | June 16 |
| Ciceron, Voltaire | 87 | May 17 |
| Correa, Salvador | 75 | March 10 |
| Cruz, Julio | 88 | June 1 |
| Cuebas, Jaime | 77 | June 1 |
| Tilman, Futch | 75 | May 31 |
| Gagne, William | 76 | March 12 |
| Gamble, Evelyn | 74 | June 1 |
| Gresham, Robert | 66 | May 6 |
| Guillen, Bernabe | 92 | May 26 |
| Gulli, Nicolo | 82 | May 31 |
| Hines, Albert | 77 | May 4 |
| Honore, Leon | 79 | June 6 |
| Howell, Henry Jr. | 81 | May 30 |
| James, Robert | 67 | May 19 |
| Krummi, Richard | 78 | June 13 |
| Lattimer, Dwain | 74 | May 24 |
| Manalo, Aquilino | 98 | June 24 |
| Mehr, Frederick | 76 | Feb. 18 |
| Pacheco, Luis | 79 | Jan. 28 |
| Padilla, Pedro | 78 | May 14 |
| Polidore, Alvin | 80 | June 26 |
| Reyes, Manuel | 88 | May 11 |
| Rodriguez, Hipolito | 79 | May 17 |
| Rosas, Dimas | 78 | May 23 |
| Sigai, Thomas | 69 | June 19 |

Know Your Rights

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

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

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

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

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or 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. through the end of the year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

| Course | Arrival Date | Date of Completion |
|--|--------------|--------------------|
| Able Seaman | August 18 | September 12 |
| | September 29 | October 24 |
| | November 10 | December 5 |
| Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i> | September 8 | September 12 |
| GMDSS (Simulator) | August 4 | August 15 |
| | September 15 | September 26 |
| Lifeboatman/Water Survival | August 4 | August 15 |
| | September 15 | September 26 |
| | October 27 | November 7 |
| Radar | August 25 | September 5 |
| Specially Trained Ordinary Seaman (STOS) | August 25 | September 5 |
| | October 13 | October 24 |
| | December 1 | December 12 |
| Navigation Fundamentals | August 4 | August 15 |

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning July 21.



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Recertification

Bosun October 6 November 3

Engine Upgrading Courses

| Course | Arrival Date | Date of Completion |
|----------------------|--------------|--------------------|
| Oiler | September 8 | October 17 |
| | November 3 | December 12 |
| Welding | September 8 | September 26 |
| | October 6 | October 24 |
| | November 3 | November 21 |
| Engine Utility (EU) | August 11 | September 5 |
| | September 29 | October 24 |
| | November 17 | December 12 |
| QMED Junior Engineer | September 22 | December 12 |

Safety Specialty Courses

| Course | Arrival Date | Date of Completion |
|---|--------------|--------------------|
| Advanced Fire Fighting* – (5-day course) <i>(*must have basic fire fighting)</i> | November 3 | November 7 |
| Advanced Fire Fighting – (2-week course) | September 1 | September 12 |
| Basic Fire Fighting/STCW | August 11 | August 15 |
| | August 25 | August 29 |
| | September 15 | September 19 |
| Government Vessels | October 27 | October 31 |
| | September 1 | September 5 |
| | October 20 | October 24 |
| Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i> | November 3 | November 7 |
| | August 25 | August 29 |

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED Junior Engineer, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study. 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 seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. All OL, AB and JE applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

| COURSE | BEGIN DATE | END DATE |
|--------|------------|----------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

8/03

Paul Hall Center Classes



QMED-Junior Engineer — Graduating from the QMED-junior engineer class July 18 are (in alphabetical order) Pompey Alegado, Clinton Cephas, Christopher Cummings, Sherrod Frazier, Cornell Knox, Andrew Linares, Mark Mosher and Christopher Zaucha.



Oiler — Completing the oiler course June 13 are (in alphabetical order) Maurice Brodie, Beato Diaz, Brandon Harold, Wilbert Hinton, Carlos Lewis, Aaron Matuszny, Robert Mong, John Stewart and Jeffery Thomas.



Express Marine/Deck and Galley — Express Marine boatmen who successfully completed deck and galley department courses May 9 are (in no particular order) Otis Foster, Guy Pruitt Sr., James Pruitt, Tom Crockett, William Carter, Steve Jones and Mike Daniels. In the back row are Donald Ivins (management), Herb Walling (instructor) and Keith Kirkeide (management).

Computer Lab



Showing off their certificates of achievement for computer courses taken at the school are (front row, from left) Roger Abrahamson, Kenneth Shaw, (back row) Rick Prucha (instructor), Robert Scrivens and Brian Gross.



Academics — OS Karen Domerego (center) holds two college course certificates she earned at the Paul Hall Center (math and American government). With her are instructors Rick Prucha (left) and Peggy Densford.



Fast Rescue Boat — With instructor Stan Beck (wearing cap and glasses) are June 20 graduates of the fast rescue boat course (from left) Robert Scrivens, Steve Parrish and Kenneth Lewin.



Able Seaman — Upgrading graduates of the able seaman course ending June 20 are (in alphabetical order) Albert Abramson, Robert Abramson, Christopher Bartholmey, Caleb Buckley, David Frank, Shane Hayes, John Regina, Otis Reynolds, Kenneth Shaw, Loren Wolfe and Daniel Zapata. Their instructor, Bernabe Pelington, is at right in the front row.



STOS — Receiving certificates for completion of the STOS course May 16 are upgrading Seafarers (in no particular order) Kenric Henry, James Jasman, Melvin Kennedy, Joshua Kirk, Carlos Lucas, Jamie Parker, Selina Sobers, James Trotter and Shaun Liles.



Navigational Fundamentals — Under the instruction of Stacy Harris (far right) are graduates of the navigational fundamentals class which ended June 20. They are (in alphabetical order) Jaime Baretty, Benjamin Barnes, John Gilston, Daniel Hanback, Paul Jagger, Richard West and Jerome Wong.

Paul Hall Center Classes



Welding — These upgrading Seafarers successfully completed the welding course June 27. They are (in alphabetical order) Kenny Abrahamson, Joseph Carrillo, Richard Johnson, Michael McErlean, Anwar Muthala, Robert Vales and Charles Walker. Their instructor, Buzzy Adams, stands second from right in the back row.



ARPA — Graduating from the ARPA course June 27 are (from left) Janet Baird, Philip Corl, Robert Murray Jr. and Mark Shockey. At far right is their instructor, Mike Smith.



Bridge Resource Management — With their instructor, Herb Walling (back row, left), are April 18 graduates of the Bridge Resource Management course. From the left (front row) are Jerome Wong, Vincent Lucante, Kevin Buselmeier, (back) Walling, William Snyder Jr. and Theodore Terzakos.

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.



ARPA — Completing the ARPA course April 11 are (from left) Philip Reynolds, Charlene Edwards, Jerome Wong, David Somers, Michael Thomas, Robert Arble Jr. and Stephen Pollock (U.S. Coast Guard).



Engine Utility — Upgrading Seafarers as well as unlicensed apprentices in the third phase of their training completed the engine utility course April 11. They are (in no particular order) UAs Joseph Romine, Aaron Morton Jr., Bryan Fletcher, Tirso Cruz, Kevin Jacobs, Clinton Betties, Christian Rosado, Nat Lamb, and upgraders Abdellatif Benjoughra, Corey Hann, Reynaldo Lacayo, Michael Jones and Ronald Hackensmith.



Express Marine/Deck — May 23 was graduation day for Express Marine boatmen taking deck department courses at the Piney Point school. They included (in no particular order) Carl Wilson, William Hudnell, James Kruger, Mark Faust, James Dixon and Dennis Gaskill. In the back row are company representatives Keith Kirkeide and Croft Register as well as Herb Walling (instructor).



Express Marine/Engine — Graduating from engine department classes May 9 are Express Marine boatmen (in no particular order) Albert Diggs, Gary Mason, Kenneth Whitehurst, Greg Cherry, Jerry Meekins, Stuart Murray, Donald Stutzbach, Willie Midget Jr., Bill Edwards, Russell Cowell and Roger Voliva Jr.



STCW Training, June 27 — Michael Anderson, Elsayed Amasha, Travis Austin, Michael Birke, Alfonso Bombita Jr., Maurice Brodie, Lonnie Carter, Frank Cottogin III, Brian Delatte, Kent Doctor, David Frank, Rubildo Garcia, William Johnson, Cesar Macias-Ortiz, Alvin Major, Gerald Mena, Ronald Mena, Robert Mong, Philip Paquette, Thomas Stead, John Stephen, Isaac Vega-Mercado, Jonathan Wendland, Gregory Williams and Loren Wolfe.

ITF Secures Aid for Crews of FOC Vessels

\$34,846 and Plane Tickets For Russian Crew



Happy with the results of the ITF intervention on behalf of the *Ousto's* crew members are (from left) ITF Inspector Shwe Tun Aung, Fr. Sinclair Oubre, Capt. Vladimir V. Dovzhenko, an AB and an oiler.

Constantly on the lookout for flag of convenience vessels that are fraught with danger, poor working conditions and lack of pay, the International Transport Workers' Federation (ITF) once again came to the aid of crew members aboard such a vessel.

ITF Inspector Shwe Tun Aung, who works out of Houston, was alerted to conditions aboard the Panamanian-flagged oil tanker *Ousto* several months ago after receiving a phone call from Father Sinclair Oubre (SIU member as well as Diocesan Director for the Apostleship of the Sea and Executive Director of the Port Arthur International Seamen's Center).

The seamen's center had visited the ship and brought the crew to its facilities.



Capt. Vladimir V. Dovzhenko counts out some of the money received from the shipping agent to pay the crew.

However, the crew members only used the recreational services, since they had no money for shopping or use of the communication services. While there, one of the mariners asked a volunteer if she could help them.

Aung and Fr. Sinclair met in Port Arthur with the all-Russian crew, who complained about not getting paid, not enough food aboard ship and no cash advance money. Their requests to the shipping agent had gone unanswered.

Since the vessel (formerly the American-flagged *S.S. Houston*) is going to scrap in India, crew members were concerned as to what would happen to them then.

Aung called the shipping company, warning them that if money was not received within three days, the ship would be seized.

Several days later, \$29,713 was sent, followed the next week by an additional \$5,133, for a total of \$34,846. Additionally, nine airplane tickets were delivered for those members wishing to return home. The others would help sail the ship to India and be repatriated from there.

The SIU is affiliated with the ITF, a London-based federation of 570 unions.



Once an American-flagged vessel, the now rusting Panamanian-flagged *Ousto* sits at a pier in Port Arthur, Texas before sailing to India to be scrapped. It was here, in Port Arthur, that the unpaid crew sought help from the ITF.

\$140,000 in Back Pay For Cruise-Ship Crew



Crew members from the *Regal Voyager* received their back pay, thanks to intervention by the ITF.

It took two weeks of often round-the-clock efforts, but SIU ITF inspectors Scott Brady and Tony Sacco recently secured \$140,000 in back pay for mariners aboard the runaway-flag cruise ship *Regal Voyager* in Charleston, S.C.

Crew members telephoned Brady from the vessel in Trinidad and informed him they hadn't been paid in three months. The Bahamian-flag vessel sailed to Charleston, where Brady and Sacco immediately met with the mariners and confirmed their claims.

"Negotiations between the ITF and the company (Miami-based St. Thomas Cruise Line) began, but our demands weren't properly addressed," Brady reported. "We gave the company a deadline which they failed to meet, so we arrested the vessel."

Shortly thereafter, negotiations resumed—and the crew received all of their back wages, plus additional wages in line with the ITF contract already in place between the federation and the company. The company also assumed all financial responsibility to end the ship's arrest and repatriated three crew members.

According to Brady, the ship remains in Charleston undergoing repairs and is expected to resume its charter this fall.

"Tony and I worked day and night for about two weeks on this vessel to meet all of the crew's just demands," Brady said. "It was a tough but successful case and we were glad to help, as always."

Defining Runaway Flags

A runaway-flag or flag-of-convenience (FOC) ship is one that flies the flag of a country other than the country of ownership. Cheap registration fees, low or no taxes and freedom to employ cheap labor are the motivating factors behind a shipowner's decision to "flag out."

The International Transport Workers' Federation (ITF), to which the SIU is affiliated, takes into account the degree to which foreign-owned vessels are registered and fly the country flag, as well as the following additional criteria, when declaring a register an FOC:

- The ability and willingness of the flag state to enforce international minimum social standards on its vessels, including respect for basic human and trade union rights, freedom of association and the right to collective bargaining with bona fide trade unions.
- The social record as determined by the degree of ratification and enforcement of ILO conventions and recommendations.
- The safety and environmental record as revealed by the ratification and enforcement of IMO Conventions and revealed by port state control inspections, deficiencies and detentions.

Campaign Goals

For than half a century, the aims of the FOC Campaign have been:

- The elimination of the FOC system and the establishment of a regulatory framework for the shipping industry;
- To attack sub-standard shipping and seek ITF acceptable standards on all ships irrespective of flag, using all the political, industrial and legal means at the ITF's disposal;
- To protect and enhance the conditions of employment of maritime workers and to ensure that all maritime workers, regardless of color, nationality, sex, race or creed, are protected from exploitation by their employers and those acting on their behalf;
- To individually strengthen affiliated unions, in all aspects, so as to ensure the provision and delivery of a greater degree of solidarity in the campaign.

Source: International Transport Workers' Federation