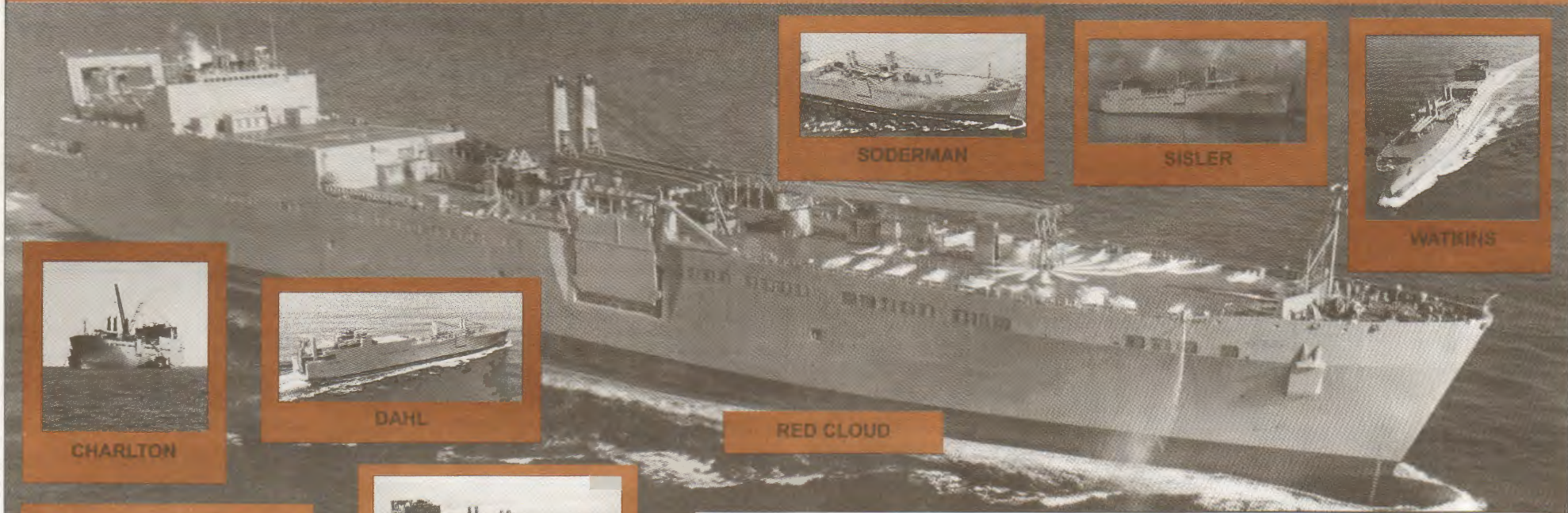


The Seafarers Log

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

SIU to Crew 8 LMSRs



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SISLER



WATKINS

RED CLOUD



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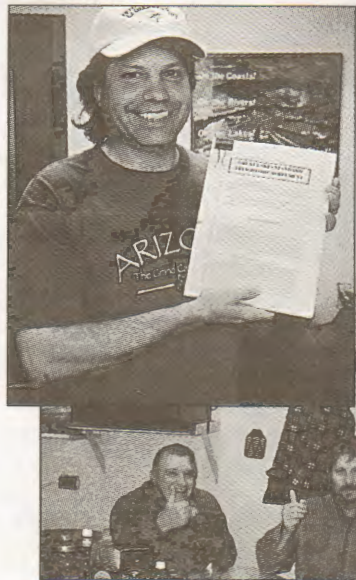
POMEROY



WATSON

5-Year Contract Boosts Wages, Benefits

SIU-contracted Maersk Line, Limited (based in Norfolk, Va.) has been awarded a five-year contract to operate eight LMSR vessels for the U.S. Military Sealift Command. The agreement covering the vessels takes effect Oct. 1 and includes major increases in wages and benefits for the unlicensed crew. Page 3.



Lakes Seafarers Unanimously Approve Contract

SIU members sailing on the Great Lakes unanimously have approved the new standard contract covering their vessels. Voting took place aboard the ships in late July. The agreement significantly boosts wages and benefits and also better defines working conditions. Pictured at lower left (from left) are AB Frank Read, AB Robert Mason and DEU Abdul Hussein aboard the *Sam Laud* in Port Inland, Mich. Pictured at upper left (displaying the new pact) is AB Bob Derke at the SIU hall in Algonac, Mich. Page 3.



Midnight Sun Christened



The first commercial dry cargo ship built in the U.S. in 10 years was christened last month in San Diego, signaling new shipboard jobs on the horizon for Seafarers. The union joined with SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE) and the National Steel and Shipbuilding Company (NASSCO) in welcoming the new Orca-class vessel *Midnight Sun* (top photo) Aug. 3. U.S. Sen. Ted Stevens (R-Alaska) served as the christening's keynote speaker. Christening the ship are (photo above, from left) Lynn Garvey, wife of Mike Garvey, chairman of TOTE's parent company; Lily Stevens, daughter of Sen. Stevens; and NASSCO Pres. Richard Vortmann. Page 3.

Paul Hall Center Offers Fast Rescue Boat Class

A new course is available for students at the Paul Hall Center for Maritime Training and Education. Last month, a group of eight Seafarers became the first to complete the school's new 30-hour fast rescue boat course—a U.S. Coast Guard-approved class which satisfies the requirements of Table A-VI/2-2 of the STCW Code. Pictured during the class are Marc Grantham (being lifted from the water) along with (from left) Lon Piner, Stan Beck (instructor) and George Sadler. Page 10.



NY Waterway Augments Expansion With Comprehensive Safety Training

President's Report

'Globalizing Solidarity'

Few would argue against the fact that the AFL-CIO and its affiliate unions, including the SIU, together stand as the strongest ally and most powerful voice of American workers. In much the same way that the port councils of the Maritime Trades Department help amplify the concerns of U.S. maritime workers through solidarity, the AFL-CIO leads the way for working families by harnessing the collective clout of trade unionists from throughout the nation.



Michael Sacco

On a global level, the International Transport Workers' Federation (ITF)—which last month conducted its 40th Congress—fills the same role for its 600-plus affiliates and the 5 million workers they represent, again including the SIU.

To borrow an old phrase, if the ITF didn't exist, we'd have to create it. In a hurry.

Many of you know the ITF as the people we work with to fight runaway-flag shipping. But the federation is so much more.

In an age when terms like "global economy" and "global competition" have become second nature, there's simply no question that the federation, headed by General Secretary David Cockroft, is an invaluable asset to merchant mariners and other transport workers worldwide. The ITF is a dynamic vehicle that promotes workers' interests through international campaigning and unity.

I see the ITF as the best way for unions to protect their members' interests on a broad scale. As was so evident at the recent House hearings concerning the U.S. Maritime Security Program, the companies we negotiate with are global. The only way we have a fighting chance to protect worker rights and improve our way of life is to answer with a global voice.

In fact, as part of the ITF's flag-of-convenience campaign and as its primary mission in the next four years, the organization's Congress last month urged increased worldwide union cooperation under the banner "Globalizing Solidarity." Noting that "new forms of union coordination, deeper contact between unions representing members employed by the same companies, and international campaigning on issues of common concern has become a central part of ITF work," the federation's executive board and staff presented the ITF Congress with an action plan for increasing global trade union cohesion.

In a series of motions enacted by the delegates from more than 87 nations, the ITF Congress adopted a response to the threats posed by uncontrolled globalization of the world economy. The plan includes developing union campaign strategies to deal with these trends, preparing materials on this matter for affiliated unions and establishing a team of professionals to assist unions in solidarity efforts.

The job of the ITF, one adopted motion states, is to "promote solidarity among workers in the transport chain and to guard against company strategies to pit different groups of workers against each other." Clearly those are fundamental and essential goals for our industry. And I'm extremely confident in the ITF's ability to deliver on those objectives, with the strong support of its affiliates.

We in the SIU are very proud of our association with the ITF. It's a relationship that goes back many years, and one that always has been positive and productive. Understandably, much of our effort has been directed toward improving the living and working conditions of mariners around the world. It's an ongoing project, and we have achieved some success, most notably in the increasing number of vessels covered by ITF contracts, in port-state control and the inspections they perform when ships dock in their harbors, and in securing tougher international rules for mariner training and certification. We will not let up.

Lastly, I call your attention to the articles on page 5 about two SIU officials who have served in the ITF's Seafarers' Section (the arm of the federation that focuses on mariner issues). John Fay and David Heindel have been a credit to the SIU as well as the whole U.S. Merchant Marine when they've represented us in the ITF. John's accolades at the ITF convention were well-deserved, and Dave already is doing a great job of building upon John's groundbreaking work at the federation.

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Mariners Association Questions Foreign Vessel Activity in Gulf

An official of the Gulf Coast Mariners Association (GCMA) recently penned a letter that points out some potentially grave safety issues involving foreign mariners sailing on foreign-flag ships in ports along the U.S. Gulf Coast.

Capt. Richard A. Block, secretary of the GCMA, wrote to the editor of *WorkBoat Magazine* in response to an earlier letter "complaining about foreign seamen working aboard foreign-flag vessels in Port Fourchon, La. and other ports along the U.S. Gulf Coast." Block said he found it interesting to note that the original letter was sent from Portland, Maine, "which indicates how pervasive knowledge of foreign vessel activity in Port Fourchon has become."

The rest of Block's letter, dated July 26, follows:

"The letter complains about the use of foreign-flag vessels in our coastal waters in violation of the Jones Act. The Jones Act states that only certain U.S.-flag vessels have the right to engage in coastwise trade. Whether or not these foreign-flag vessels actually are engaging in coastwise trade is debatable. This is also a determination for U.S. Customs to make, not the U.S. Coast Guard.

"On the other hand, enforcement of U.S. citizenship requirements in the Outer Continental Shelf Lands Act (OCSLA) is a duty of the U.S. Coast Guard. It is a matter of speculation by some observers whether or not this enforcement is being done diligently, if at all.

"Could one or more of these foreign-flag vessels be in Port Fourchon for any purpose other than to perform some form of offshore oil-related activity on the U.S. outer continental shelf relative to an oil development-related activity? This is a legitimate question to ask after the attacks of September 11.

"We understand that the OCSLA mandates that only U.S. citizens be employed on the U.S. outer continental shelf in support of the mineral and oil industry. There are several very limited exceptions to these requirements for certain personnel: when U.S. citizens are not available, when foreign companies have the right to effectively control a vessel, or for certain temporary and intermittent personnel who are not crewmen. We believe that many officials in both the U.S. Coast Guard and the mineral and oil industry are completely unaware that these citizenship requirements (as defined in 33 CFR Part 141) apply to both fixed and floating production units, MODUs and other vessels that support the exploration, development and exploitation of the OCS oil and mineral resources.

"We understand that in light of the events of September 11, 2001 the Coast Guard has taken significant steps and Congress has provided funds to protect many of the nation's ports and waterways from terrorist attacks. Notably, no funds were provided to protect Port Fourchon and its vulnerable access route! However, the Coast Guard's October 4, 2001 temporary final rule lengthening the

usual advance notification arrival from 24 to 96 hours for certain vessels bound for United States ports is a welcome effort. This rule properly exempts U.S.-flag vessels that carry passengers and supplies in support of the OCS mineral and oil industry. Could it be that the U.S. Coast Guard is not requiring foreign-flag vessels performing similar duties to give 96 hours advance notice of their arrival at U.S. ports? These vessels are clearly not a part of the coastwise exemptions granted in the temporary regulation.

"These foreign vessels in the Gulf of Mexico include derrick barges, seismic vessels, dive support vessels, MODUs and others which routinely perform important industrial tasks on the outer continental shelf. These vessels, in and of themselves, are not necessarily a security concern. However, since they may generally be considered exempt from the notice of arrival requirements, they could potentially offer opportunities for vessels not legitimately performing OCS activities to claim to be doing so, and enter our ports without scrutiny or notice. Clearly, this is not an acceptable situation.

"Does the U.S. Coast Guard really believe that Osama bin Laden and his al Qaeda organization do not own, operate and crew vessels, and that they are not aware of what typically occurs at oil industry staging ports? Oil exploration and drilling-related activities are well known in the Middle East....

"We recognize that these are challenging issues that require the focus of resources and attention to detail.

"If, as a nation, maritime security is a real issue of concern, then the U.S. Coast Guard should be concerned about foreign vessel activities in Port Fourchon, as well as other oil staging ports along the Gulf Coast and, in fact, nationwide. We understand that there may be cases where foreign vessels departing West Coast ports deliver supplies and cargo to American drilling rigs.

"It would seem that the present situation presents an ideal opportunity to the U.S. Coast Guard to both perform what may turn out to be critical national defense port security functions with respect to these vessels, as well as ensuring that U.S. citizens are performing OCS activities as required by law. Jobs of American mariners are clearly at stake.

"We understand that any foreign vessel engaged in an OCS activity should either be manned entirely by U.S. citizens, or the vessel must have letters from the U.S. Coast Guard in Washington for crew exemptions to the law, or authorizing letters (also from the U.S. Coast Guard) approving a 'foreign right to effectively control' the vessel.

"We have good reason to believe the offshore oil industry considers U.S. Coast Guard enforcement of certain federal law is a joke and privately hold them up to ridicule. Isn't it time to get the job done?"

Union-Backed GCMA Defends Gulf Mariners, Promotes Safety In Offshore Maritime Industry

The many mariners working in the Gulf of Mexico oil patch and the inland waters who do not enjoy the benefits of union representation until recently had no organized voice in government decisions that affect their lives. In 1999, that changed with the birth of the Gulf Coast Mariners Association (GCMA). Formed with the assistance of the SIU and three other unions representing seagoing workers, the GCMA serves as a voice for mariners working on vessels of less than 1,600 tons.

Based in South Louisiana, the GCMA has made a strong case for stricter safety measures and more rigorous enforcement of existing safety regulations for vessels operating in the Gulf of Mexico in service to the offshore oil and gas industry as well as for inland towing vessels.

Taking its case before the U.S. Coast Guard, the National Safety Transportation Board, the U.S. Department of Labor, the Department of Transportation and elected officials on both the federal and state level, the GCMA has advocated measures to reduce fatigue among mariners including increased vessel manning and inspection regimes for uninspected towing vessels, among other positions.

With a board of nine Gulf mariners, the GCMA also recognizes that mariners who wish to

improve their pay and working conditions must do so by union representation at their company. The GCMA has urged Gulf mariners who want to improve their direct working conditions to contact the Offshore Mariners United (OMU). The OMU is a federation of the SIU, along with the American Maritime Officers (AMO), Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates & Pilots (MM&P) formed for mariners working in the Gulf of Mexico.

Taking on broader policy issues that must be tackled by the government, the GCMA has worked to ensure that mariners' views are heard at all levels of the Coast Guard. The GCMA has pushed for mariner representation on various Coast Guard advisory committees. This effort resulted in the inclusion of an offshore captain's appointment to the National Offshore Safety Advisory Committee (NOSAC) of the Coast Guard—a group previously made up solely of industry representatives.

GCMA's officers include Penny D. Adams, president, and Richard A. Block, secretary. Adams worked as a deckhand on offshore supply vessels and co-owned with her husband, Ray

Continued on page 4

SIU to Crew 8 LMSRs

New Contract Features Big Gains in Wages, Benefits

When the U.S. Military Sealift Command (MSC) last month announced the award of a new five-year operating contract for eight LMSR vessels, Seafarers got a double dose of good news.

First, SIU-contracted Maersk Line, Ltd. (based in Norfolk, Va.) won the award, meaning that Seafarers will crew the following ships for the next five years: *USNS Watson*, *USNS Watkins*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Charlton*, *USNS Dahl* and *USNS Pomeroy*.

Second, the contract covering those vessels (which takes effect next month) includes major increases in wages and benefits for the unlicensed crew. The gains were spelled out in a letter from SIU Vice President Contracts Augie Tellez to the ships' chairmen in mid-August.

"The new contract substantially enhances the membership's earning power as well as the benefits for them and their families," Tellez said. "Another positive aspect to this agreement is that it should help our ability to recruit and retain the best-qualified mariners who are so essential to national security. The government got the best value for their dollar with this award, and they maintained continuity with proven entities—the SIU and Maersk Line, Ltd."

Reaction from Seafarers will be printed in next month's *LOG*.

Meanwhile, the new contract highlights include:

- Major increases in base wages for all ratings.
- Medical coverage increases to the premier "Plan G" level, which includes 100 percent (reasonable and customary) prescription coverage for Seafarers and their dependents, orthodontic care for members and their dependents, increases in the vision and death benefits, a new organ-transplant benefit and more.
- The new vacation benefit is 15 days for every 30 days worked.
- The new Seafarers Money Purchase Pension

Plan benefit is five percent of the 56-hour base wage.

- Plan G allows members to count their vacation benefit days toward pension eligibility, pursuant to the rules of the plans. Plus, the dollar amounts of members' vacation benefits will be considered base earnings for the purpose of calculating wage-related pensions. This means Seafarers need less sea time to qualify for a pension, while at the same time increasing the pension amount.

LMSR stands for large, medium-speed, roll-on/roll-off vessel. The ships covered under this contract (awarded Aug. 5) are Watson-class vessels which carry a third of all prepositioned U.S. Army equipment, according to MSC. Each of the vessels is 950 feet long, with a beam of 105 feet. Each is equipped with two 110-ton single pedestal twin cranes, making it possible to load and unload cargo where shoreside infrastructure is limited or nonexistent.

Additionally, each ship is equipped with six decks and a cargo-carrying capacity of about 393,000 square feet. As MSC put it, "Each ship can carry an entire U.S. Army Armor Task Force including 58 tanks and 48 other tracked vehicles, plus more than 900 trucks and other wheeled vehicles."

Generally, these vessels are prepositioned in the Indian Ocean near Diego Garcia or in reduced operating status in U.S. ports. At press time, four were in Diego Garcia, two were in Charleston, S.C., one was in San Diego and another was at an undisclosed location.

When announcing the contract award, MSC stated, "The successful deployment of U.S. military forces depends on the ability to act quickly. In an unstable world where regional hostilities can break out at any time, Military Sealift Command's prepositioning ships provide for a fast powerful military response by U.S. forces anywhere in the world."



With a new five-year operating contract in hand, Seafarers will crew eight LMSR vessels, including the *USNS Sisler* (above) and the *USNS Red Cloud*.



It's Unanimous! Lakes Seafarers Approve Pact Including Dependent Coverage

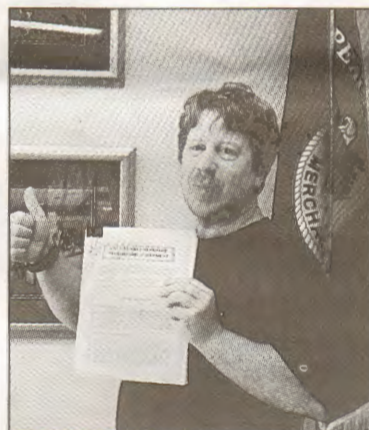
As voting took place aboard SIU-crewed ships on the Great Lakes the last week of July, Seafarers left no doubt about their feelings concerning their new standard contract. More than 200 Lakes Seafarers unanimously approved the new multi-year agreement, which significantly boosts wages and benefits and also better defines working conditions.

The agreement calls for medical benefits under the top-level Plan G, which includes dependent coverage. This is believed to be the first time Lakes mariners have had dependent coverage. The contract also increases the pension and vacation benefits.

Voting took place July 25-31 aboard 14 vessels throughout five states. Negotiations took place for the past year, but had been especially active since February.

Aboard the *H. Lee White*, Bosun **Bill Mulcahy** noted, "I have been working on the Great Lakes for almost 25 years, and the improvements in the new Great Lakes standard freight agreement are impressive. I commend the area vice president, Tommy Orzechowski, on providing a solid base on which we can forge ahead with."

"To see improvements in wages in this unstable economy is encouraging, but to see an increase in medical, vacation and pension benefits, plus improved working conditions is a testament to all the hard work that went into this agreement," Mulcahy added. "In addition, I would like to thank (Port Agent) Don Thornton and (Patrolman) Todd Brdak. I remember a year ago when they came out to the boat to ask for input on the new agreement. They took the time to sit down with the crew and listen to our concerns



SA Dave Warner, pictured at the Algonac hall, likes what he reads in the new Lakes Standard Freightship Agreement.

and suggestions. I have to honestly say that all of our concerns were addressed, the spirit and faith in the union is at an all-time high. Thanks for a job well done!"

Orzechowski thanked SIU Vice President Contracts Augie Tellez, whom he credited for "steady guidance and invaluable help. Believe me, we couldn't have done it without his input and leadership."

On the *Sam Laud*, SA **Dave Warner** noted, "I got a chance to review the new Great Lakes standard freighter agreement while I was at the Algonac union hall. This agreement has come a long way. I sail relief and the new A, B, C seniority is what we have needed for a long time. The Algonac staff also took the time to explain the improvements. Tommy, Don and Todd did a good job."

AB **Frank Read**, sailing as a relief AB on the *Sam Laud*, observed that despite the slump in the steel industry, "we have managed to secure gains in every

Continued on page 4

TOTE's New Cargo Ship Christened in San Diego Delivery Set for Early Next Year

The first commercial dry cargo ship built in the U.S. in 10 years was christened last month in San Diego, signaling new shipboard jobs on the horizon for Seafarers.

The union joined with SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE) and the National Steel and Shipbuilding Company (NASSCO) in welcoming the new Orca-class vessel *Midnight Sun* Aug. 3. U.S. Sen. Ted Stevens (R-Alaska) served as the christening's keynote speaker.

Leading the SIU group were Pres. Michael Sacco, Exec. VP John Fay, VP Contracts Augie Tellez, VP Gulf Coast Dean Corgoy and VP West Coast Nick Marrone.

Sacco stated that in addition to representing new jobs for

Seafarers, the *Midnight Sun*—as well as a sister ship scheduled for delivery next summer—means greater security for the nation. "The civilian crews who work aboard these ships will learn and use the exact same skills that are needed to support our armed forces in times of war. So when the next Desert Storm unfolds, the men and women who maintained their skills in the commercial fleet can be an asset for our military—and therefore our nation," he said.

"Whether it's replacement tonnage or new additions, America needs the kind of investment made by TOTE in the new Orca-class vessels," he added. "This is an important step in strengthening the merchant marine."

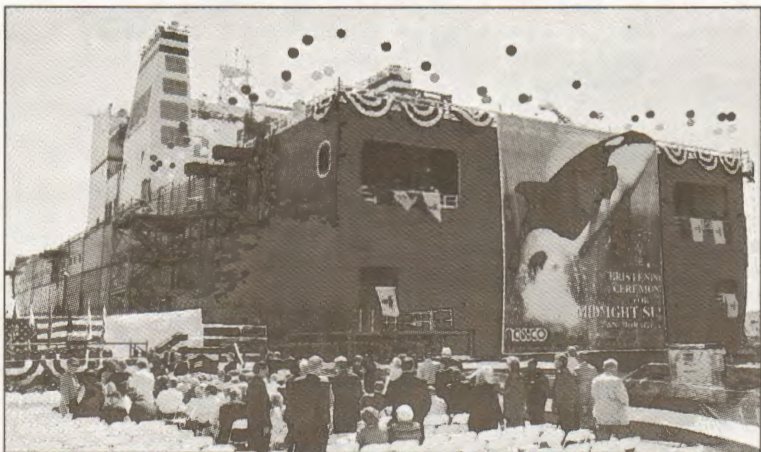


Representing the union at the christening were (from left) SIU Pres. Michael Sacco, VP Contracts Augie Tellez, Exec. VP John Fay, VP West Coast Nick Marrone and VP Gulf Coast Dean Corgoy.

Both new ships are expected to operate in TOTE's service from Tacoma, Wash. to Anchorage, Alaska. The *Midnight Sun*, and her sister ship, the *North Star*, are 840-foot-long, 118-foot-wide roll-on/roll-off cargo ships offering the option to carry trailers as large as 53 feet long.

TOTE reports that the vessels already have been recognized for their environmentally sensitive design. The ships received the States/British Columbia Oil Spill Task Force Legacy Award for 2000, the Alaska Department of Environmental Conservation Commissioner's 2000 Pollution Prevention Award, and the Biennial William M. Benkert Foundation 2002 Environmental Excellence Bronze Award.

Lynn Garvey, wife of Mike Garvey, chairman of the board of TOTE's parent company, Saltchuk Resources, Inc., and Lily Stevens, the daughter of Sen. Stevens, were the *Midnight Sun*'s sponsors.



The *Midnight Sun* will sail with an SIU crew and is slated for delivery early next year. Above, guests arrive at the christening Aug. 3 in San Diego.

Cape Knox Crew Eager to Sail

When SIU New Orleans Port Agent Steve Judd recently met with crew members aboard the Ready Reserve Force (RRF) ship *Cape Knox*, he discovered a group that is quite anxious to support U.S. armed forces whenever

the assignment may arise.

During a late-July meeting with the mariners—who were NMU members when that union merged into the SIU last year—Judd discussed the U.S. Merchant Marine's role in national security.

"We talked about world events and what it all means to the merchant

marine, and we also discussed the importance of maintaining the ship's gear for safety," Judd noted. "But what really stood out was how anxious they are to sail. Not that anyone's wishing for a conflict overseas, but these guys are eager to answer the call, when and if it comes."

The *Cape Knox* is maintained in reduced operating status (ROS) in New Orleans. The vessel is operated by Keystone Shipping and is docked next to a sister ship, the *Cape Kennedy*.



The *Cape Knox* and the *Cape Kennedy* are docked next to each other in New Orleans.



The *Cape Knox* has earned numerous awards and certifications (including safety awards and recognition for participation in Desert Storm as well as various military support exercises), a few of which are displayed in this photo. Pictured from left to right are DMAC Robert Cullon, Electrician Robert Joyce, GVA Joe Shepard (kneeling), SIU Port Agent Steve Judd and Bosun John McKee.



Chief Steward Bruno Rodriguez has the galley operating smoothly.



The *Cape Knox* is part of the U.S. Ready Reserve Force.

EPI Volume Reinforces Benefits of Going Union

Of all the differences today between a workplace where employees are covered by a union contract and one where they are not, perhaps the biggest one can be summed up in two words: good benefits.

So says a forthcoming Economic Policy Institute (EPI) book, "The State of Working America, 2002-03," which compares unionized workers to others who do similar work in a non-unionized workplace. It finds that the typical union worker is 54 percent more likely to have a pension plan, is 28 percent more likely to have health insurance, and gets three more days of paid vacation each year.

Not only is there more pension and health coverage for unionized workers, that coverage is better. On the pension side, the union worker is 36 percent more likely to be covered by a traditional defined benefit plan and 17.7 less likely to have to rely on the more volatile defined contribution style plan, such as a 401(k).

For health care, the unionized worker is more likely to have an employer who pays a larger share of the premium. The unionized worker's deductible averages \$200, rather than the \$300 typically paid by workers who don't enjoy the benefits of union representation.

"In a match-up with non-unionized jobs, unionized work

wins hands-down on all four measures of what defines a good job—health coverage, retirement benefits, paid days off, and wages," said Lawrence Mishel, president of the Economic Policy Institute and an author of the book.

The typical worker with a union contract is paid 11.5 percent more per hour than a similar unrepresented worker. Among Hispanic and black workers, the premium for working under a union contract was even greater, adding up to 16 percent and 12.7 percent, respectively. Among whites, blacks, and Hispanics, the union wage advantage was largest among Hispanics—16 percent overall. In all three groups, the wage advantage was greater for men than for women.

With the erosion of the share of workers who are unionized have come lower wages and benefits overall for the blue-collar and non-college educated workers who constitute about 70 percent of the work force. Consequently, the book finds, lack of representation is a significant factor in the widening wage gap between high- and middle-wage workers.

"For working people, a union contract still pays big dividends," said Mishel. "Whether you're a white, black, or Hispanic man or woman, the surest ticket to better compensation for your work is a union card in your wallet."

Lakes Seafarers Approve Multi-Year Pact

Continued from page 3

aspect of our employment. I sail deep sea in the winter months when the Lakes ships lay up for the winter, so I know the deep sea agreement. On a deep sea ship we have always had our vacation tied into our base wage, so when we got an increase in our wages our vacation went up accordingly. Unfortunately, that has not been the case on the Great Lakes until the new Great Lakes freighter agreement.

"The Algonac hall, under the leadership of Tom Orzechowski has managed to create a hybrid between the deep sea and the Great Lakes contracts. The crew on the *Sam Laud* salutes Tom, Todd and Don on their innovations."

Oiler Khris Behcktel nearly was left speechless by the new contract. Aboard the *Southdown Challenger*, he stated, "Wow, I don't know what to say. I had been sailing entry level and I just finished upgrading at Piney Point. I now have my oiler endorsement and with that I have received a significant wage increase. In addition to that increase, with this new agreement I just got another one. Once I get a

chance to go back to Piney Point and get my QMED-any rating I will get another wage increase.

This agreement allows me to decide what I can earn. Nice work Tommy, Don and Todd."



Seafarers aboard the *St. Clair* meet with Port Agent Don Thornton (center, facing camera) to discuss the contract in River Rouge, Mich.



Above: Aboard the *Indiana Harbor* in Chicago, SIU members vote for the agreement. From left to right, the first fully visible face is that of DEU Allan Johnson, followed by AB Ron Dandrea, Conveyorman Daryl Overby and QMED Andrew Perry.

Reminder: Lakes mariners must pass a reading proficiency exam in order to register. This is a result of the amended STCW convention. For more information, contact your port agent or the Paul Hall Center at (301) 994-0010.



Among those attending the informational meeting at the SIU hall in Duluth, Minn. were (from left) AB Bob Derke, DEU Jack Povaser and Leonard Kauti.

GCMA Defends Gulf Mariners

Continued from page 2

Adams, a mariner school in South Louisiana. Block has been a licensed mariner for 47 years as well as a boat owner of ferries and later offshore supply vessels. In addition to serving as an outspoken advocate for mariners in his capacity as a GCMA officer and activist, he runs Marine Education Textbooks, his business of the past 32 years. He authors textbooks for license preparation and other books of value to mariners and the industry.

For more information on the GCMA, write to the organization at PO Box 3589; Houma, Louisiana 70361, or call (985) 537-4885, or go to their web site at www.gulfcoastmariners.org. To stay informed on offshore mariner issues, ask to receive a copy of the GCMA's newsletter. Membership is open to any mariner who works or lives in the Gulf of Mexico, its inland waters or the western rivers. Individuals who support the work of the GCMA may join as non-voting associate members. Annual dues for members are \$36 and \$20 for associate members.

'Globalizing Solidarity' Is Rallying Cry For World's Seafarer and Transit Unions

ITF Congress Views Inter-Union Cooperation as Key to Gains for Workers

Working people and their unions must utilize their solidarity to challenge and triumph over powerful multinational companies and global economic conditions that attempt to drive wages and working conditions as low as they can go. That was the ringing statement and its accompanying action plan of the 40th Congress of the International Transport Workers' Federation (ITF) meeting Aug. 14-21 in Vancouver, Canada.

In his message to the Congress, ITF General Secretary David Cockcroft, who was resoundingly re-elected to that post by the more than 570 delegates at the quadrennial event, said, "Thousands of union members have come to understand a lot more about international solidarity and the ITF." As a result, Cockcroft continued, "the ITF is probably in a better state to defend the interests of transport workers around the world and face the challenges of globalization than at any other time."

Attended by more than 1,000

delegates, advisors and guests, the ITF convention and the organization's Seafarers' Section also tackled the issue of safety on flag-of-convenience vessels. Adopting a plan for World Maritime Day, which is Sept. 26, the Congress called for a new "safety culture" in international shipping.

Campaign for Safety

A briefing book distributed at the Congress titled "Give Seafarers the Freedom to be Safe," discloses how globalization and increased competition in the shipping industry "are creating a race to the bottom in safety," the ITF stated. "Especially on board flag-of-convenience ships, there are poor health and safety conditions and seafarers often suffer physical and emotional abuse," the ITF document continues.

Also at the Congress, the ITF Dockers' Section, representing longshoremen around the world, vowed to step up its campaign to end union-busting practices in

ports everywhere in the world.

SIU Officials in Limelight

Other matters before the Congress were the election of officers and members of diverse governing bodies, including the executive board and heads of various sections. Among the SIU representatives elected to ITF positions were SIU Secretary-Treasurer David Heindel, vice chair of the Seafarers' Section, and Michel Desjardins, SIU of Canada secretary treasurer, to the position of North America regional chair on the Fair Practices Committee Steering Group.

In a ceremony on the last day of the Congress honoring individuals who had made a significant contribution to the work of the ITF, the SIU's executive vice president, John Fay, was presented the organization's highest award, the "ITF Gold Badge" (see separate story, this page).

Summing up the ITF Congress, SIU President Michael

Sacco, who led the SIU's delegation, said, "We know from our experience in U.S. shipping that

the world is getting to be a smaller place and that the companies we deal with are global. The ITF is the union way of being a global force. Our work in the ITF is important to our members and our union and to protecting the U.S.-flag fleet and making sure that substandard shipping is eventually wiped out."



Participating in the ITF Congress in Vancouver are (front row, from left) ITF Inspector Ricky Esopa, SIU of Canada President Roman Gralewicz, SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel. More than 570 delegates attended the convention.

Heindel Re-elected ITF Vice Chairman

The more than 570 delegates to the ITF 40th Congress unanimously re-elected SIU Secretary-Treasurer David Heindel to the position of vice chairman of the organization's Seafarers' Section.

Meeting in Vancouver, Canada from Aug. 14-21, representatives from hundreds of transport unions around the globe also re-elected Brian Orrell, the general secretary of NUMAST, the ship officers' union of Great Britain, to the chairmanship of the Seafarers' Section.

Heindel is the second U.S. citizen to hold a top post in the Seafarers' Section. He succeeded SIU Executive Vice President John Fay, who served as the section vice chair from 1992 to 1995 and then as section chair until December 2000.

Important Mandate

The ITF Seafarers' Section brings together seafaring unions from every continent. It determines ITF policy regarding the campaign to end flags of convenience and to eliminate substandard working conditions on such vessels. The section also is charged with working within various international governmental bodies to ensure adequate shipping safety regimes. Finally, the section works to increase the use of national flag shipping around the world.

Heindel has served as the SIU's secretary-treasurer since 1997. He became a union official for the SIU in 1980 and first became vice chair of the Seafarers' Section in December 2000.

Commenting on Heindel's election, ITF General Secretary David Cockcroft said, "The Seafarers' Section is very active and it is recognized worldwide for its tough approach to substandard shipping. Dave has played a strong leadership role in this campaign. We in the ITF are happy that he will continue to be our partner in this critical effort."

Fighting for Rights

SIU President Michael Sacco congratulated Heindel, who joined his first ship in 1972, on his election. "The SIU is at the forefront of the fight for seamen's rights and in his ITF position, Dave can really do a lot of good for our members, for American seamen in



SIU Secretary-Treasurer David Heindel addresses the ITF Congress following his re-election as vice chairman of the federation's Seafarers' Section.

SIU's John Fay Honored For Years of Service to ITF

Delegates to the ITF 40th Congress gave a standing ovation to SIU Executive Vice President John Fay as he received the organization's prestigious distinguished service award for his more than 20 years of international trade union work.

On the last day of the ITF's convention, Aug. 21, General Secretary David Cockcroft recognized Fay's meritorious contribution to the international organization made up of more than 600 transport unions from around the globe.

Fay's participation in the ITF dates back to the late 1970s when he began representing the SIU on the ITF's Fair Practices Committee—the group within the ITF charged with executing the organization's flag-of-convenience campaign.

Fay was elected to the position of vice chairman of the ITF Seafarers' Section in October 1992, Cockcroft told the more than 1,000 trade unionists assembled in Vancouver, Canada. In 1995, at the ITF's Seafarers' Section meeting, Fay was elected to the position of chairman upon the resignation of his predecessor, Cockcroft continued. And three years later, in 1998, at the ITF's Congress, meeting in New Delhi, Fay was re-elected.

Fay, Cockcroft noted, was the first American ever to serve as chairman of the ITF's Seafarers' Section.

"John played a major role" in formulating ITF policy and actions in the organization's campaign to stop runaway-flag shipping, Cockcroft told the delegates. As chairman of the Seafarers' Section, the part of the ITF dedicated to the concerns and interests of seamen on both national flag vessels and those under flags of convenience, Fay helped ensure a

vigorous ITF approach to combating unfair conditions for the world's seamen.

As part of that campaign, Fay served as the seafarers member of the United Nations' International Labor Organization's Joint Maritime Committee from 1994 to 2001.

U.S. System 'Significant'

Looking back on his tenure with the ITF that ended when he resigned from the Seafarers' Section chairman position in December 2000, Fay said the experience had been invaluable. "Seeing what conditions other maritime unions face made me fight that much harder to keep everything we have here in the United States. For instance, the Jones Act. So many countries have done away with their cabotage laws. It's a very significant thing that we have the Jones Act," Fay explained.

"And then getting to travel around the world (and) seeing the kinds of terrible and harsh conditions that seamen work in," he continued. "Taking on the flag-of-convenience operators and raising the standards for the seamen on those boats is so important, and that's what the ITF is trying to do."

Defending Union Rights

For his role in that effort, the ITF awarded Fay its top honor—the "ITF Gold Badge," a small gold pin with the ITF emblem. Cockcroft read the accompanying certificate to the delegates during the presentation: "In deep appreciation of the dedicated and distinguished service which has been given to the cause of transport workers internationally, in defense and furtherance of the interests of those workers, and for the preservation of trade union freedoms and rights, the ITF executive



SIU Executive Vice President John Fay (left) receives the ITF's top award from ITF General Secretary David Cockcroft. Fay was the first American ever to serve as the chairman of the federation's Seafarers' Section.

board has, by unanimous decision, nominated John Fay for the award in public of the ITF Gold Badge, the highest mark of respect and honor which it can bestow on behalf of the ITF's affiliated membership in all the continents of our globe."

Upon receipt of the award, Fay said, "This really means a lot to me because it is an award from my peers—other seamen and union officers."

Replacing Fay for the SIU in the ITF is Secretary-Treasurer David Heindel, who was re-elected at the ITF Congress to the position of Vice Chair of the Seafarers' Section. Fay, who began his seagoing life in 1949, first coming ashore as a union official in 1957, served as SIU secretary-treasurer from 1990 to 1997. Since 1997, Fay holds the post of SIU executive vice president.

'All in SIU Proud'

Reflecting on Fay's efforts as a union official and ITF activist, SIU President Michael Sacco noted for the *LOG*, "All of us in the SIU should be proud of John's work—both in the SIU and in the ITF. He's always put seamen first and he's accomplished a lot for seafarers in the U.S. and all around the world."

Man's 'Best Friends' Rescued

The seafaring life is an adventurous one, but everyday existence aboard ship sometimes becomes quite routine and, perhaps, a little lonely.

For the mariners aboard the SIU crewed *SP5 Eric G. Gibson*, that routine took an upturn with the arrival of two furry visitors.

On July 6, as the *Gibson* was in the Caribbean en route to Guam, the captain received a request at 1:20 p.m. from a U.S. Customs plane to check out a sailboat that appeared to be adrift. When the *Gibson* pulled up alongside the stranded boat three hours later, AB John T. Williams went aboard with Chief Mate Timothy L. English. The cabin was cluttered, they noted, and there was evidence of water in the bilges, but no one

was located.

Williams and English did, however, find a dog. And, after searching some more, they found another, smaller dog.

"They almost did not find the little dog," said Capt. Yngvar A. Krantz III, master of the *Gibson*. "She was hiding under the cockpit seating and barely visible unless you looked very carefully. If we had not sent English and Williams over, the second dog would not have been found."

Once the dogs were brought aboard the RO/RO vessel and housed in the wheelhouse on the bridge deck, where there is a mate on watch 24 hours a day, they were immediately adopted by the crew. Everyone wanted to feed them, but "the food was too rich," said Krantz, so the third

mate finally was designated the official dog feeder.

"The whole crew has gone to some lengths to save and care for the dogs," noted Krantz.

"The morale on board has already improved considerably with the two new additions to the crew. We have debated on many names, but refer mostly to the big dog and the little dog. The big dog is rather thin and lethargic. She seemed close to shock. The little dog is definitely the 'alpha' dog. It has shown little, if any, ill effects of its ordeal . . . The little dog is a dachshund mix and is a little on the excitable side. When she gets excited, she wags her whole stern section and jumps up and down. The bigger dog is very subdued. To get up and wag her tail is about all the emotion she exhibits. She does, however, like attention and affection. She is just not demonstrative about it."

It turns out the owner of the sailboat, a French national, was sailing from Curaçao to Venezuela when he lost his main engine and sail. He and his two dogs were adrift for 21 days with little food and water, and the seas were very rough. A passing Panamanian ship threw him a rescue line and brought him aboard ship, but there was no way to save the dogs. The survivor was taken to Houston, and the French consulate there contacted Osprey Shipping, which



Above: Crew members aboard the *Gibson* pose for a group shot with the two rescued dogs. At right, AB John T. Williams and Chief Mate Timothy English climb aboard the stranded sailboat looking for survivors.



Captain (left) and Ti Ti, rescued after 21 days aboard a disabled sailboat with little food and water, find their quarters on the *SP5 Eric G. Gibson* to be quite comfortable.

operates the *Gibson*, to help the owner retrieve his dogs, whose names he said were Captain (the little one) and Ti Ti. But further communication wasn't forthcoming, and the dogs were still aboard the *Gibson* when it landed in Guam last month. A military veterinarian has examined them and given them health certificates, which are necessary in

order for the animals to be shipped back to the States.

"The cost for shipping both dogs, including the kennels and a stopover in Hawaii overnight in a kennel is about \$800," stated Chris Nette, director of operations at Osprey Shipping. "We are already starting a fund in the office. The next problem is to find a home for the dogs when they get here."

Philly Ferry Hosts News Show

RiverLink Adding 2nd Passenger Boat

The SIU crewed passenger ferry *RiverLink* recently doubled as an outdoor television studio when it hosted part of a local Fox Network affiliate's morning program.

News anchor Janet Zappala of Philadelphia's WTXF-TV broadcast from the boat on Friday, Aug. 2 from 8-9 a.m. The show is called "Good Day Philadelphia."

"It was good publicity for us," said Gerry McGovern, president of McGovern Marine Corp. and a former SIU member. "The New Jersey State Aquarium in Camden, N.J. (one of the ferry's stops) had a special event that day and it was being promoted through Fox. As part of the promotion, we offered free rides on the ferry before 10 a.m."

For the nine Seafarers employed at McGovern Marine Corp., nothing on the Fox program could top the news—confirmed last month by McGovern—that the Delaware River Port Authority (owner of the *RiverLink*) is adding a second boat in October. The additional vessel is planned for use during "peak demand" periods, noted McGovern. It will have a passenger capacity of 600, compared to 400 on the current boat.

The *RiverLink* transports people between Philadelphia and Camden. It operates seven days a week, normally from 9 a.m. to 6:30 p.m. but with extended hours during waterfront events.

Shipboard personnel include the captain, senior deckhand and deckhand.



Capt. James Anderson III welcomes TV reporter Janet Zappala aboard the ferry *RiverLink* prior to broadcast. Anderson is one of nine SIU members who works aboard the boat (pictured below).



Mormac Sun Reflects Unity



"We're all Seafarers now," says Steward/Baker Sandra Leonard, pictured above with Third Mate Andrew Johnson and Chief Steward Larry Simmons on the *Mormac Sun* and below with Patrolman Robert Troy (left) and SIU Asst. VP Jim McGee at the union hall in Houston.



When Steward/Baker Sandra Leonard signed on to the *Mormac Sun* earlier this year, she wasn't quite sure what to expect.

By the time she finished her tour aboard the vessel, any doubts had been erased by the positive experience.

The *Mormac Sun* had been part of the NMU fleet before that union merged into the SIU in 2001. Even now, many of its crew members only have sailed aboard former NMU ships.

"But I saw firsthand how greatly our unions have come together," Leonard observed. "It was a good working time. We are all Seafarers now, and the merger has been a good thing."

Chief Steward Larry Simmons said Leonard contributed to the smooth sailing. "She is the best chef I've seen on these ships—probably the best organized and definitely the best in personnel matters," Simmons stated. "She gets the maximum work out of her department but also always has a smile and sunny disposition, which rubs off on everyone."

A tanker, the *Mormac Sun* transports cargo along the Gulf Coast.

Attention Seafarers: New SPAD Promo Includes 'Political Action Team' Jacket

As reported in last month's *LOG*, the union's voluntary political action fund has begun a new promotion that aims to enhance and reward participation. The core program includes SPAD merchandise available to Seafarers (including members who formerly were in the NMU)



back



front

who contribute to the fund through a check-off authorization found on the vacation application (and also available at the union halls).

In addition, a new, high-quality SPAD jacket is available to members who make a one-time donation of \$300 or more in addition to their check-off authorization. One-time contributions should be made out to SPAD and addressed to the chairman at 5201 Auth Way, Camp Springs, MD 20746.

For more information, write to SPAD at the aforementioned address or call the office of the secretary-treasurer at (301) 899-0675.

12 Graduate from Top Galley Curriculum

Recertified Stewards Grateful For Opportunities Available in SIU



The graduating class of recertified stewards joins SIU officials on stage at the Paul Hall Center auditorium following last month's membership meeting. From the left are Cynthia Caster, VP Atlantic Coast Joseph Soresi, Alexander Banky, Steven Dickson, Paula Kaleikini, SIU President Michael Sacco, Michael Fields, Sherman Anderson, Asst. VP Contracts George Tricker, VP Contracts Augie Tellez, Justo Lacayo, Ronnie Richardson, Michael Amador, Secretary-Treasurer David Heindel, Gloria Holmes and Mark Cabasag. Not pictured is William Moe.

Opportunities abound for mariners in the Seafarers International Union. That was the consensus among the 12 members of the graduating class of recertified stewards as they stood and spoke before an audience of their fellow Seafarers, SIU officials, friends and guests at the union's August membership meeting in Piney Point, Md. Expressing their gratitude for those opportunities that have helped them better their own lives and improve the lives of their fellow shipmates were Michael Amador, Sherman Anderson, Alexander Banky, Mark Cabasag, Cynthia Caster, Steven Dickson, Michael Fields, Gloria Holmes, Paula Kaleikini, Justo Lacayo and Ronnie Richardson. William Moe also graduated from the month-long steward recertification program but shipped out prior to the graduation ceremonies.

Considered the school's top curriculum for steward department Seafarers, the steward recertification program included fire fighting and basic safety training, a trip to the AFL-CIO headquarters in Washington, D.C. and meetings with SIU department representatives at the union's headquarters in Camp Springs. Students also trained in the galley lab and participated in a "mystery basket cook-off" designed to utilize their culinary creativity and skills.

First up to the podium to receive his graduation certificate was Alexander Banky, who ships from the port of New York. The 40-year-old told those assembled



Ice sculpting was one of the many hands-on opportunities experienced by the recertified stewards. Here, Alexander Banky takes his turn while Instructor John Hetmanski looks on.

at the meeting that he is upholding a family tradition of sailing. He noted that his many years as a Seafarer have shown him the best and worst that life has to offer. The amazing places he has seen—the Suez and Panama canals as well as the Great Wall of China—are some of the best. Traveling with military supplies aboard ship into a war zone ranks among the saddest.

He reminded the future Seafarers—those unlicensed apprentices still in training at the school—that they, too, are part of this great seafaring tradition.

Mark Cabasag, 48, started sailing in 1988 aboard the *SS Independence* in Honolulu. This is his third time upgrading at the school and he expressed thanks to everyone for making his time there so comfortable—from the driver and front desk personnel to the purser, travel coordinator, admissions, housekeeping and instructors. Cabasag thanked the Paul Hall Center staff for all their help, patience, time and care. He expressed gratitude to SIU President Michael Sacco for his constant guidance and for the opportunity afforded him to enhance and upgrade his skills. He also thanked VP Contracts Augie Tellez for "pushing [the recertified steward class] toward our aspirations and goals."

Cabasag urged the current class of trainees to "work hard and don't give up."

Cynthia Caster, 54, joined the SIU in 1982. Now sailing from the port of Tacoma, Wash., she noted that most of her time at sea has been spent aboard freight ships running to the Far East. This is the eighth time back at Piney Point for Caster, a place she described as a "supportive environment where I have learned, trained, reflected, researched and rejuvenated over the years."

Caster was instrumental

in conceptualizing a computerized monthly menu planner, which she believed could be a real time saver at sea. With the help of Instructor Rick Prucha, that idea has been formatted into an Excel worksheet program, available to all.

To the unlicensed apprentices, Caster wished them smooth sailing and hoped they would always wake up each morning "with a sense of gratitude and a willingness to 'go for it.'"

Since joining the SIU in the port of San Francisco in 1991, Steve Dickson has returned to the Piney Point facility four times. Each time he has learned more about the efforts and dedication involved in running a successful organization and will be better prepared to answer crew members' questions with honest and useful information.

He noted that the SIU is a large and diverse family with an honorable tradition of delivering the goods that make the world a better place, "and I am proud to be a member of that family."

Now sailing from the port of Tacoma, Dickson, 48, congratulated his fellow recertified stewards and told the trainees that they should listen, learn and work hard for tomorrow for they are the next generation. "It is our responsibility to learn from the past and look to the future," he concluded.

Michael Fields, 48, tossed aside his prepared statement and spoke "from the heart." He told the audience that he is an alcoholic and that he will celebrate his first year of recovery in September. Fields thanked the union for its belief in him and warned the unlicensed apprentices of how easy it is to get some substances overseas which are illegal in the U.S.—and urged them to be careful.

Fields, who sails from the port of Wilmington, Calif., said he has come to recognize his membership in the SIU as not only a privilege but also as a responsibility. This is the third time back at the school for Gloria Holmes, who started sailing with the Marine Cooks & Stewards (MC&S) in 1978 in the port of San Francisco. The 55-year-old Seafarer thanked the union for giving her a life of adventure, freedom and the opportunity to travel.

She advised the trainees to learn all they can while at school and aboard ship, to listen to their

supervisors and work as a team—always keeping safety in mind.

Justo Lacayo, 41, joined the SIU in 1991 in the port of Jacksonville, Fla. He stated he has sailed as an OS, chief cook, SA, chief steward—and now will sail as a recertified steward—and that he is proud to be a member of the SIU. He said the union changed his life in a positive way. While many things in life are difficult, he said, if you work hard in the SIU, "they give you the tools you need to make something of yourself."

Ronnie Richardson, 51, began sailing with the MC&S 28 years ago in the port of San Francisco. When that union merged with the SIU, he noted, there were jobs for all. "Thank you, thank you, thank you," he concluded.

Joining the SIU 10 years ago was one of the best decisions Paula Kaleikini said she has made. Now sailing from the port of Tacoma, Kaleikini, 53, first shipped from out of Honolulu in 1992, following in the footsteps of her son, who was working aboard the American Hawaii cruise ships.

She noted that it has been a personally satisfying career, more than she ever expected—and is pleased that it has afforded her some rewards, like moving into a new home soon. The best part, she told the audience, was being on a U.S.-flag vessel.

Kaleikini told the trainees that shipboard life is quite different from land-based jobs and that it is not for the meek, but that it is a very rewarding career.

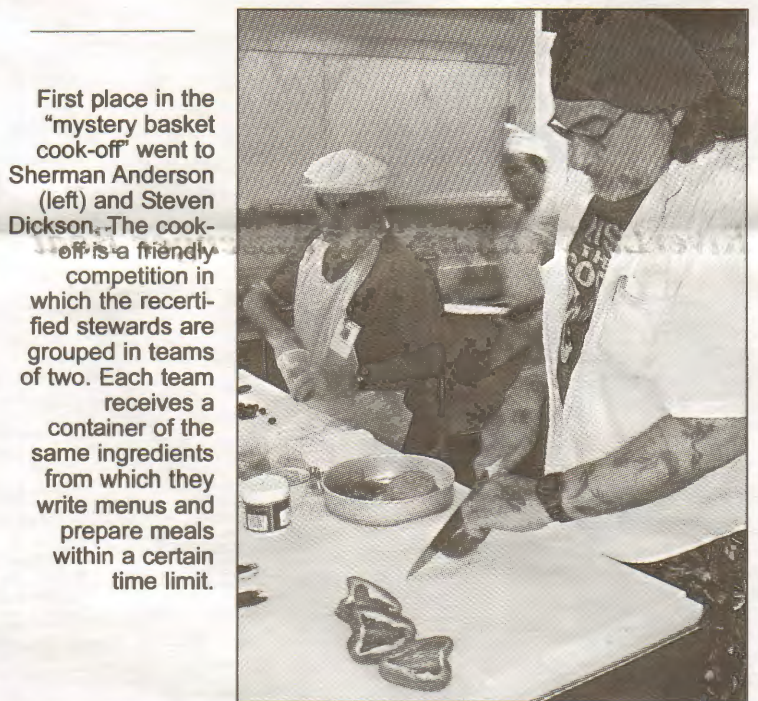
Sherman Anderson, 56, who ships out of the port of Tacoma, has been an SIU member since joining 22 years ago. He stated, "it's been said, 'join the Navy and see the world.' But it wasn't until I joined the SIU that I truly saw the world. I can find my way around the streets of Hong Kong as easily as the streets of Seattle."

He advised the trainees to listen to their instructors and learn to work as a team. He reminded them that when they're in the middle of an ocean and an emergency occurs, there is no 911 to call. "You are the 911!" he said. "Working as a team and using what you learn here at the school and at shipboard drills can save your life and those of your shipmates."

He further noted that the merchant marine helped defend our country in World War II, Korea, Vietnam and the Gulf War. "We were ready, willing and able then, and we will be again if called upon in the future."

Now sailing from the port of Jacksonville, Fla., Michael Amador started his SIU career in 1985 in the port of Honolulu. This was the seventh time he has returned to upgrade his skills—and he said it was the best yet—including fun, knowledge and hard work.

Amador, 55, encouraged the trainees to practice what they learn at the school when they go aboard ship and then to return for upgrading courses to "learn, learn, learn."



First place in the "mystery basket cook-off" went to Sherman Anderson (left) and Steven Dickson. The cook-off is a friendly competition in which the recertified stewards are grouped in teams of two. Each team receives a container of the same ingredients from which they write menus and prepare meals within a certain time limit.



Instructor Rick Prucha works with Recertified Steward Cynthia Caster to create a menu on a computer spreadsheet that allows the user to plan a full month's worth of menus at a time. Currently, Caster has included a total of 356 menu items in her planner.

Fifty Years in the Harbor

The Story of a Ship Docking Pilot

As told to Henry W. Gamp, April 2002

Editor's note: Henry W. Gamp has been a member of the SIU since 1974 and a frequent contributor to the Seafarers LOG.

September 29, 1956—2200 hours—the Japanese freighter *Atlas Maru* was inbound on Fort McHenry Range, Baltimore Harbor, bound for Pier #11 Canton on a course of 320°.5. It was a clear bright night with a light northwesterly breeze. The tug *Ganett*, an 800-horsepower single screw tug, smartly came alongside amidship on the ship's starboard side so that Docking Pilot Frank Schultz could board her from the Jacob's ladder already rigged for him. On this particular night, Captain Jasper Mamoliti, who recently had become a federally licensed docking pilot, was operating the *Ganett*.

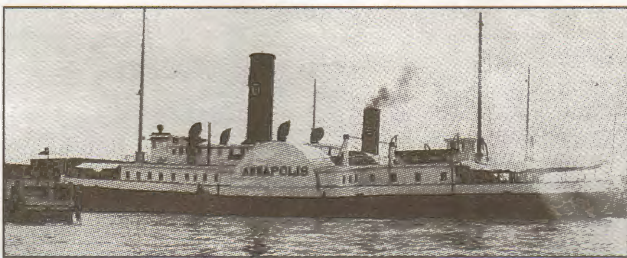
After Captain Schultz boarded the ship, the *Ganett* moved up to her bow and put up two lines. During Captain Schultz's transit to the ship's bridge, a horrifying incident took place. Captain Mamoliti glanced to his right and saw a vessel showing anchor lights on #3 Anchorage underway and slowly edging toward the channel. Realizing a collision was inevitable, he instinctively sounded the tug's general alarm and the danger signal, which alerted his deckhands and the sailors on the ship.

Working in concert, they miraculously were able to slip the tug's lines in the nick of time. Just moments after backing away, the ships collided with the terrible sound of steel grinding, sheering, twisting—with sparks flying as the hull plating and frames were being ripped open. In the aftermath, the *Atlas Maru* sported a 40-foot long hole several feet wide above her waterline on the starboard bow in the exact location that the *Ganett* had been made fast, visibly exposing the contents of the cargo stowed in the 'tween decks.

The errant vessel was the steamship *Elana*. It was later determined that her engineers were performing maintenance work, which involved slowly jacking (turning) over her propeller shaft. Neither the engineers nor the deck watch officer on the bridge realized the ship was slowly ranging ahead on her anchor, causing it to drag and the ship to enter Fort McHenry Channel. For his efforts, Captain Mamoliti received a commendation, which in part read, "... by his quick wit, saved his tug and the

lives of his crew."

The short story I described was one of hundreds that Captain Jasper (a retired SIU member) related to me over the years. He was one of several mentors who taught me the art of shiphandling in the early 1970s. I have always had the utmost respect for these men and their skills. He, in particular, had an uncanny ability to make you smile or laugh on a ship's bridge, often breaking the tension when executing a difficult



The *Annapolis* was a coal-fired steamboat on which Captain Mamoliti served in the middle to late 1940s.

maneuver. Be it his broad smile or in the telling of a joke, he could disarm the hardest of men and put them at ease.

We were reminiscing one recent afternoon in his living room, and he shared some interesting highlights about both himself and the port of Baltimore, going back to World War II. I jotted them down as I believe most mariners will enjoy reading them.

"In 1941 I went to work for Curtis Bay Towing Company (now part of Moran Towing) and we sure had a lot of exciting towing experiences. We docked and sailed ships, did salvage work for damaged and torpedoed ships, went to all the launchings in Fairfield (Liberty Ships) plus shifted ships and barges for the Army and Coast Guard in Curtis Creek. We towed mud scows for Arundel Dredging Company, railroad barges for Western Maryland Railroad, coal barges and oil barges in the harbor. Up and down the Bay, we towed everywhere between the James River and Trenton, N.J.

"In 1942 I tried to join the Navy to do my part for the war effort. The Navy turned me down for being a half-inch too short as well as underweight. Imagine that! In 1943 they came down and inducted me right off the tugboats... no questions asked. After a short period of boot camp, I was sent to Orange, Texas to put the *U.S.S. Fessenden*, DE14, into commission. After a short shakedown, we saw action escorting convoys to the Mediterranean—operating with three "baby" carriers, the *Crotan*, the *Mission Bay* and the *Tripoli*, which

were converted carriers from merchant ships. Our job was to chase submarines and pick up aviator survivors when they missed a flight deck.

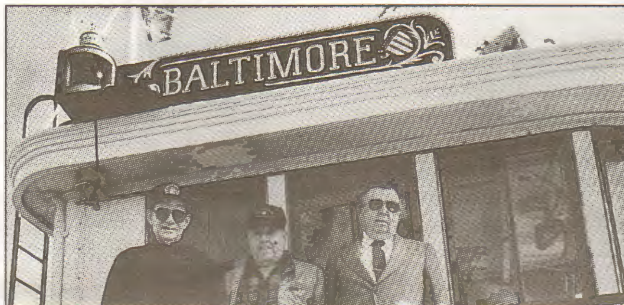
"I saw action twice in battle for which I received two battle stars, four campaign bars and, believe it or not, 50 years later England sent me what they call the Silver Badge for the Battle of the Atlantic. We sank our first submarine off the Coast of Cape Town, South Africa. We traveled everywhere with this little vessel; she was really seawor-

trimmed and adjusted. So we really have come a long way since those days!

"Curtis Bay Towing had two little tugs, the *Marion* and the *Jane*, that were like yachts inside and always looked brand new. We towed this big wooden barge, the *Maine*, which looked like Noah's Ark, and a steel barge named the *Tillet* with acid to the Gulf Oil Dock in the Schuylkill River; Philadelphia; Dupont Plant at Deep Water, Del.; and Fredericksburg, Va.

"Later, tugboat work slowed down and I was on my way to ship out on an Esso tanker in 1948 when someone asked me if I had my seamen's documents. When I told them 'Yes,' they suggested I go to work on the steamers *F.C.*

Latrobe and the *Annapolis*, owned by the City of Baltimore. In fact, on my Able Body Certificate (z-



Pictured at a November 1994 ceremony in Baltimore are (from left) retired Seafarers Herbert Groh, Jasper Mamoliti and Harold Thompson. The ceremony celebrated the tug *Baltimore*'s certification as a National Historic Landmark.

thy! We did all kinds of duties. We escorted President Roosevelt back from Yalta when he had a meeting with Churchill and Stalin. After I got off that ship, she went to the Pacific. I understand she transported Japanese currency back from one of the islands to Japan.

"After the war, I returned to Baltimore Harbor to work aboard wooden hulled steam tugs—and graduated to diesel tugs. In those days, Curtis Bay Towing had a contract with Western Maryland Railroad. We used to tow their railroad car floats (that were over 300 feet long with 21 box-cars or gondolas with limestone) from Port Covington to Sparrows Point. We had boats steadily working day and night shifts around the clock. We would go down during the day to hang kerosene lanterns on the spar buoys so we could see them at night. The channel didn't have any ranges, and the tugboats didn't have generators to power search lights. Everything was kerosene lamps: the running lights, towing lights, everything! After an hour or so of use, they sooted up and the lens and mirror had to be cleaned. Every so often the wick had to be



Restored after years of neglect, the steam tug *Baltimore* is owned by the Museum of Labor and Industry.

card), I have an endorsement for "coal passer and wiper," a rating I filled when they were shorthanded. We had a 38-man crew on board; I eventually worked my way up to chief mate and pilot just before I returned to Curtis Bay Towing. Let me add something about the life on those steamboats: we took bucket baths by necessity. You heated your water by opening a steam line directly into your bucket. You had two buckets—one to soap yourself down and one to rinse off. They were healthy but hard times. Looking back, I enjoyed them; they built character and fortitude.

"The side-wheelers were used as ice breakers in the winter. During the ice sea-

son, it was our job on the *Annapolis* to clear the shipping lanes from North Point to the C & D Canal while the *Latrobe* took care of the Inner Harbor to North Point. These vessels were really unique! They had horizontal steam engines independent of one another and had paddle wheels on the side. The hubs were made of steel and the frames were oak timbers with steel bands. Channel irons bolted them across. We would ride up on the ice, and the weight of the vessel plus the paddle wheels turning would chew it up and make a path wide enough for a ship to come by. We would only travel during the daylight hours; at night we would jam her in the ice, no need to anchor. A watchman stayed awake through the night to see that we didn't drift away.

"During the summer months, our mission was much different. We used the *Latrobe* to take underprivileged children on excursions—sometimes once a week, sometimes twice a week. We ferried them to the former Chesterwood Amusement Park up the Bear Creek. In those days Shulerberger would donate the luncheon meat, Henler's Ice Cream would donate the ice cream, Schmitt's Bakery would supply all the bread, G. Fava (produce wholesaler) would supply all of the watermelons and what have you. In those days people were not wealthy but they were very generous with what little they had. On these free excur-

fact, Dundalk Marine Terminal had an airport and even sported a seaplane ramp. The railroads owned and operated the port terminals. The main channel project depth was 35 feet (now it is 50 feet), and its width was 600 feet (now it is 700 feet).

"We towed all the steel for the construction of the two Chesapeake Bay bridges and the Baltimore Key Bridge as well as tunnel sections for the Hampton Roads tunnels and the Baltimore Harbor tunnel. We towed sand for the 1000-foot Sparrows Point Graving Dock, Dundalk Marine Terminal and Calvert Cliffs Nuclear Power Plant.

"In the 1950s, '60s and '70s, a lot of changes came about—both in the size of the ships and the manner in which we handled them. For instance, I first learned how to handle ships by giving my commands on a whistle I carried around my neck. The tugs would acknowledge on their peet whistles. Sometimes it was necessary to put a deckhand on top of the wheelhouse to see or hear my commands. Then came walkie-talkies. At first they were very big and bulky; the later models were hand held. The size of ships grew from 400-foot L.O.A. to 900-foot L.O.A. The horsepower of the tugs grew from 500/600 horsepower to 3,000 horsepower plus. Some days, as captain and pilot on a tug, I would handle as many as 11 ships—docking and sailing—including the dry docks at Key Highway Yard, Maryland Dry Dock and Sparrows Point. This was very exciting work and quite an experience in piloting.

"In the early 1960s, Curtis Bay Towing was bought by Moran Towing and operated as a subsidiary until 1987 when its white and blue colors were finally replaced by Moran's burgundy and green.

"After retiring in 1984, Captain Harold Thompson, Captain Herbert Groh (also retired Seafarers) and I volunteered to run the tug *Baltimore* for the Museum of Labor and Industry. The *Baltimore* mostly remains in her berth, but we did take her out for excursions for several years. I still faithfully attend my various naval reunions around the country."

In Captain Jasper Mamoliti's Own Words

"I have held a Merchant Marine Officer's License for 50 years or more; I am a member of the Veterans of Foreign Wars; American Legion; a lifetime member of the Atlantic & Gulf Docking Pilots Association plus the Northern Chesapeake Docking Pilots Association; I'm a 32nd Degree Mason; and I belong to the Legion of Honor in the Masonic Temple."

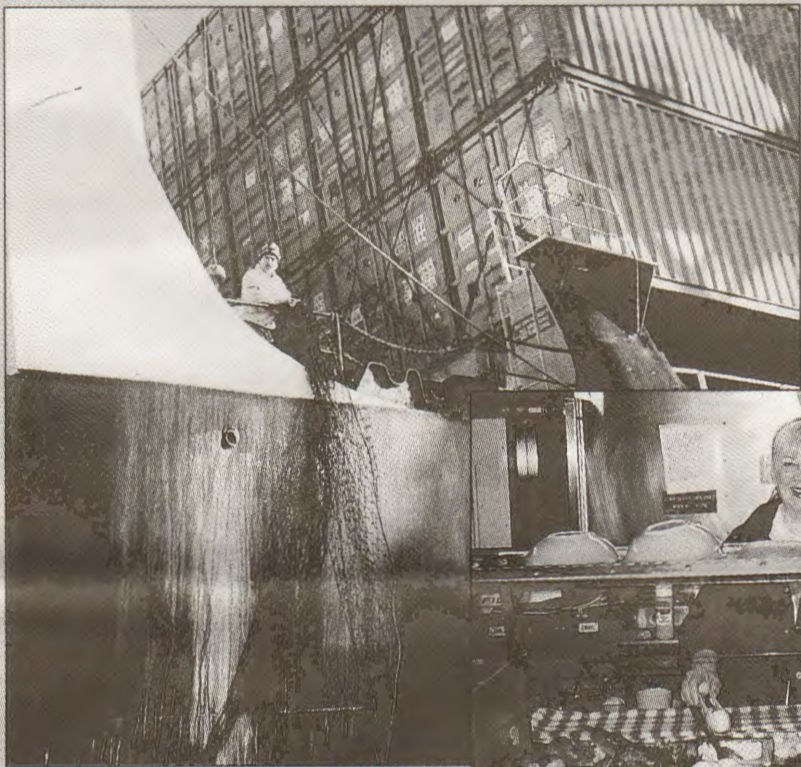
Seafarers Sail into San Francisco



Grilled cheese sandwiches are on the lunch menu aboard the Matson vessel *Maui*—made to order by Steward Muhamad Sani.



AB Frank Cammuso prepares the gangway of the CSX vessel *Consumer* for shore leave in the port of Oakland.



Bosun Rufino Giray lowers the *Consumer's* gangway net to a crew member below.



Chief Cook Brenda Grays (left) cooks lunch aboard the *Consumer* while (right) Bosun Mate George Pino and Chief Steward Louella Sproul briefly pose for a picture.



The smiling face behind the salad bar is Joan Ann Riley, third cook on the *Maui*.



Above: Larry Watson (left), bosun aboard the *Trader* (CSX) is thrilled to be working side by side with his son, Unlicensed Apprentice John Watson.



Just before the *USNS Curtiss* went into drydock (above) in San Francisco, Chief Cook Billy Bragg (left) and Assistant Cook Lauren Oram helped clean the galley from top to bottom.



When the *Keystone State* docked in Alameda, Calif. recently, SIU Rep Archie Ware (left) was on hand to meet the ship. With him are Chief Steward Sam Harris (center) and SIU Union Rep Jeff Turkus.



A shipboard meeting was held aboard the *Cape Mohican* in the port of Alameda, Calif. From the left are AB James Crate, Chief Electrician Kashmir S. Dhillon, Recertified Bosun Stephen R. Garay and QMED Herman Best Jr.

FAST RESCUE BOAT

Paul Hall Center Offers Swiftly Paced Course

A new course is available for students at the Paul Hall Center for Maritime Training and Education.

Last month, a group of eight Seafarers became the first to complete the school's new 30-hour fast rescue boat course—a U.S. Coast Guard-approved class which satisfies the requirements of Table A-VI/2-2 of the STCW Code.

As with virtually every other course available at the Piney Point, Md. facility, the fast rescue boat curriculum blends hands-on training and classroom instruction. Students receive practical assessments each day; they must also pass a 50-question test.

"It's a fast-paced class," stated Paul Hall Center instructor Stan Beck (with no pun intended). "A lot of newer ships have these types of boats and the davits to launch them. The intent is exactly what the name suggests—faster rescues."

Beck pointed out that the center's fast rescue boat is jet-driven (like those carried aboard ship), and the absence of propellers helps ensure safety during the class. The boat has a rigid hull and can stop very quickly—from 30 knots to a complete stop in one boat length.

The course's hands-on components include familiarization with the boat, pivot turns, sector searches (utilized when there's evidence of mishap, such as a capsized boat) and expanded-square searches (embarked upon when mariners essentially are making a "best guess" about the possible location of someone in distress).

Other practical training involves approaches to the training vessel *Osprey*, under way at 6 to 8 knots, and securing a line from the vessel that keeps the boat alongside (as may be done when transferring people).

Predictably, everyone who takes the class gets wet. That's because students are required to swim two boat lengths, and each mariner takes a turn as the "man overboard." The other members of the class then simulate different types of rescues—"direct" for an unconscious victim, indirect for one who's conscious. The latter technique uses a rescue line.

A second fast rescue boat course was scheduled for late August, and the school plans to schedule additional classes on a regular basis.

Upcoming Course Dates

Sept. 30 – Oct. 4

Oct. 7 – Oct. 11

Oct. 28 – Nov. 1

Nov. 11 – Nov. 15

Nov. 25 – Nov. 29

Right: Dan Milligan lies motionless to signal a direct rescue to the crew on the boat. Ronald Corgey reaches for the "victim" as instructor Stan Beck prepares to help lift, and Ryan Eglinton observes.



Left: Participating in the hands-on course are (from left) Dan Milligan, George Wyatt, instructor Stan Beck, Ronald Corgey and Ryan Eglinton.

Right: Lon Piner (left) and Stan Beck lift Marc Grantham as George Sadler handles the wheel.



Left: Lon Piner and Stan Beck pull George Sadler from the water as Marc Grantham mans the wheel and Ryan Eglinton looks on.



Right: George Sadler pulls instructor Stan Beck to the boat as Marc Grantham prepares to help lift. Lon Piner is at the wheel.



Left: George Sadler signals for an "indirect" rescue—a term that indicates the victim is conscious.



Dan Milligan checks gauges and settings on the boat before heading out for practical training.

With the SIU in GUAM



Chief Steward Ray Jones (center) steps out of the galley for a shipboard meeting on the *Richard G. Matthiesen*. With him are Bosun Dana Naze (left) and AB William McIntyre.



QMED John Osburn, just off the *1st Lt. Baldomero Lopez*, comes into the SIU hall in Guam to have his vacation check processed.



Chief Cook Joseph J. Welle, who disembarked from the *LNG Capricorn*, visits the Guam hall accompanied by his wife, Editha, who was seven months pregnant at the time.



When Guam Port Agent Matthew Holley (right) came aboard the *USNS San Jose*, he had an opportunity to meet with the vessel's crew members. Here he is with the ship's chairman, Ralph Salmund.



Jesse Toves, a native of Guam and graduate of the unlicensed apprentice program (class #607) at the Paul Hall Center in Piney Point, Md., holds up his certificate of achievement for recently completing the AB class.



SA Marlon Brown (left) and Chief Steward Ray Jones break from their meal preparation aboard the *Richard G. Matthiesen* for a quick photo.



There's always something to paint aboard ship. Here, AB James Bolles completes one more such project on the *USNS San Jose*.



ABs Carelina Baker (left) and Rodney Akima stand watch. Akima, with the shotgun, was part of the gangway watch force protection unit.



In photo at right, Bosun Lionel Kimokeo (right) and Bosun's Mate John Dickeson watch from the deck of the *USNS San Jose* as cargo—in this case a forklift truck—is brought aboard (photo at left).

The *USNS San Jose* is one of six combat stores ships operated by the Military Sealift Command that provides supplies to U.S. Navy combatant ships at sea for extended periods of time. The combat stores ships perform underway replenishment of all types of supplies, ranging from repair parts to fresh and frozen food, clothing and mail via tensioned cargo rigs and UH-46 *Sea Knight* helicopters. Its home port is in the Pacific.

As a result of underway replenishment techniques, the U.S. Navy can remain ready for a mission to carry out U.S. policy anywhere in the world at any given time.



Number 1 for a rea

FAST-GROWING NY WATERWAY GOES ABOVE AND BEYOND W



As SIU-contracted NY Waterway—the largest privately owned commuter ferry operator in the United States—continues its rapid growth, perhaps the only thing surpassing the company's expansion is its extraordinary commitment to safety training.

Teaming up with the Paul Hall Center for Maritime Training and Education (based in Piney Point, Md.), NY Waterway during the past two years has facilitated training for hundreds of Seafarers who work aboard the ferries. Much of that instruction took place on the NY Waterway boats in New York, although a number of classes also were conducted at the school.

In short, NY Waterway has gone far beyond any Coast Guard requirements for its shipboard personnel—all in the name of safety. For instance, this summer the company became the first private ferry operator in the nation to require its captains and deckhands to complete a formal course in crowd management (in this case, the Paul Hall Center's Coast Guard-approved and STCW-compliant class). Two years ago, NY Waterway became the first to establish STCW Basic Safety Training as a requirement for captains and deckhands.

Altogether, 162 NY Waterway personnel this year have taken crowd-control and crisis-management courses administered by Paul Hall Center instructors, all aboard NY Waterway boats. At least another 25 have been to Piney Point for other, individually scheduled courses including radar, medical care provider and others.

Additionally, Seafarers at NY Waterway were scheduled to participate in a week's worth of on-site first aid and CPR training beginning the week of Aug. 18, including a hands-on disaster-response exercise involving personnel from the Coast Guard and New York and New Jersey police and fire departments, respectively.

High Standards

"Keep in mind, they're not required (by the Coast Guard) to have any of this training," noted J.C. Wiegman, assistant director of training at the Paul Hall Center. "Within their segment of the industry, there aren't many Coast Guard regulations, compared to the deep-sea segment. Their company safety standards actually exceed the Coast Guard standards for those types of vessels."

"Both the union and the school always aim to deliver the world's best-trained mariners, and it's a credit to the membership that they've been so enthusiastic about the training," added SIU Vice President Atlantic Coast Joseph Soresi. "Everyone involved—the members, the school, the union and the company—has stayed totally focused on the main objective, which obviously is safety."

NY Waterway's dedication to safety—and its utilization of the school—aren't new. During 2001, for example, more than 100 mariners completed first aid and CPR courses. That same year, 65 SIU members employed by NY Waterway finished classes at Piney Point that were specifically scheduled for them. That training included STCW Basic Safety (which features first aid and CPR, water survival, fire fighting and social responsibilities); crowd control; crisis management; radar; and licensing.

"We are fortunate through our affiliation with the SIU to be able to harness the resources of the Paul Hall Center to train our crews," said Peter Johansen, NY Waterway's senior director of regulatory compliance, safety and training. "Since we began requiring STCW Basic Safety Training, the result has been a dramatic increase in the safety of our vessels. Also, the recent crowd management training was a huge success and reflects both the quality of the school and the company's seriousness about safety."

On the Front Lines

Never were the crew members' skills put to the test more than on September 11, a day that saw NY Waterway ferries evacuate upwards of 160,000 people from Manhattan. A few of the boats operated into the pre-dawn hours of the next day, providing help for emergency crews. Several SIU members rescued people who had fallen from piers into the water, most likely because of terrible visibility.

In the aftermath of the attacks and the effort to evacuate survivors,



NY Waterway Operations Manager Michael McPhillips described the SIU crews as "without a doubt, the most flexible and responsible people that anybody could have working for them. No matter what went on, these guys adapted to every situation, just as the whole maritime industry did."

Aside from that awful day, Johansen pointed out that NY Waterway crews periodically execute comparably routine water rescues in the port involving small numbers of victims (most or all of which have been reported throughout the years in the *Seafarers LOG*).

Fleet Expansion

Also becoming almost routine—though certainly never taken for granted—are the christenings of new high-speed boats for the NY Waterway fleet. The latest to join the flotilla is *The Hoboken*, christened Aug. 8 near the Hoboken Historical Museum. The newest boat can carry 149 passengers and is 79 feet long.

Other new additions (some of which are replacement vessels) during the past year include the *Moiria Smith*, the *Austin Tobin*, the *Father Mychal Judge*, the *U.S. Senator Frank R. Lautenberg*, the *Brooklyn*, the *Fred V. Morrone* and the *Enduring Freedom*.



SIU members, including [names], ing to help ensure the s. The ferries make appro. Pictured above are Se [names].



son ...

SAFETY TRAINING



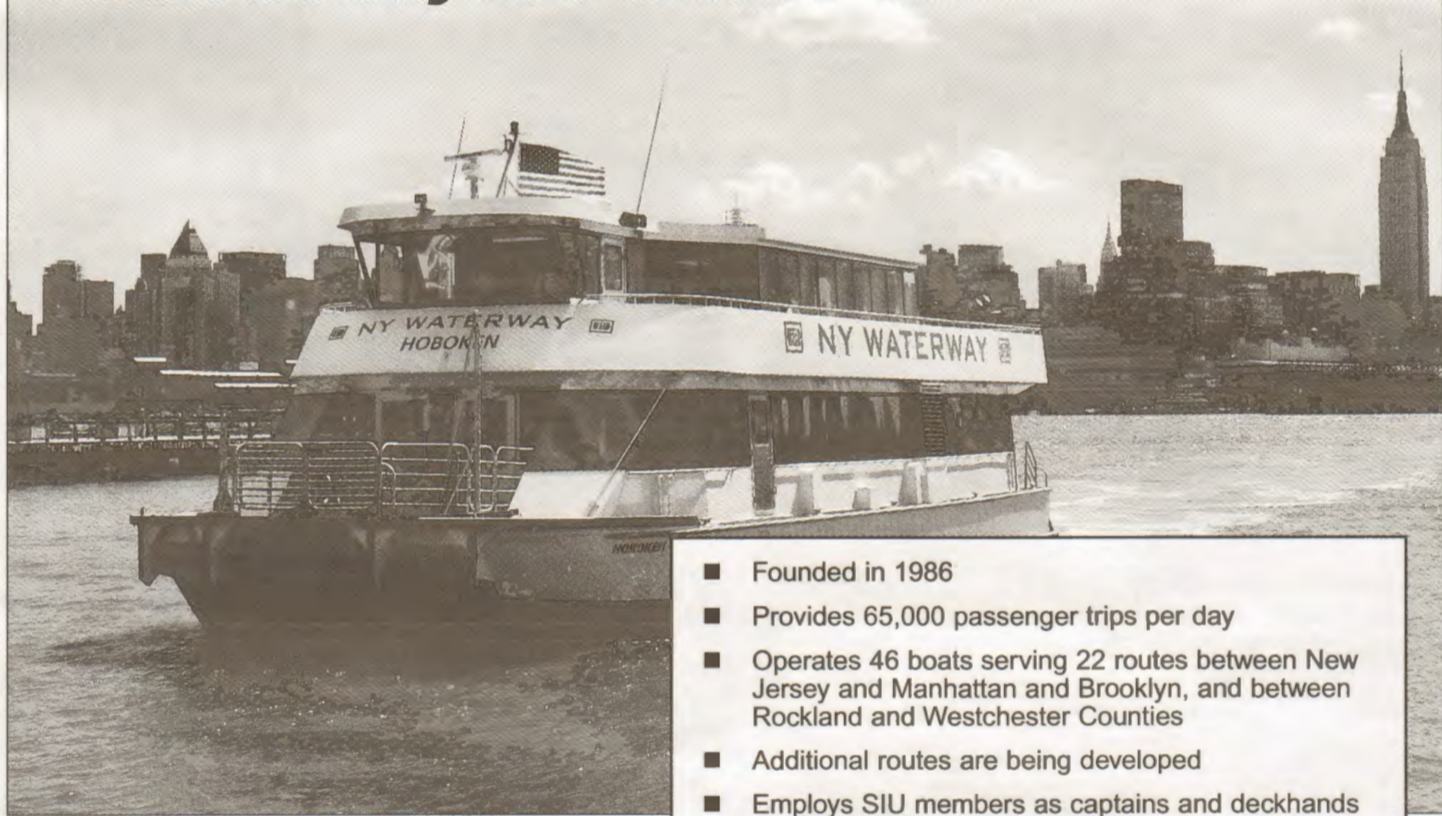
NY Waterway Seafarers have completed safety training aboard the boats (top photo) and at the Paul Hall Center in Piney Point, Md. (photos below and at left), including STCW Basic Safety Training and also crowd management.



... pictured above, have utilized their training to assist NY Waterway's passengers (below). The company handles approximately 17 million passenger trips per year. Crew members Joseph Stella, Ysdelin Abreu, Tony Lopez, Richard Lopez, Marcio Silva and Tony Lopez provide on-board training.



NY Waterway at a Glance



- Founded in 1986
- Provides 65,000 passenger trips per day
- Operates 46 boats serving 22 routes between New Jersey and Manhattan and Brooklyn, and between Rockland and Westchester Counties
- Additional routes are being developed
- Employs SIU members as captains and deckhands
- Also offers various sightseeing cruises, day trips, weekend getaways and other journeys
- Corporate office: Weehawken, N.J.
- Web site: www.nywaterway.com
- President: Arthur E. Imperatore Jr.



NOTICE TO INTERESTED PARTIES — SIU PACIFIC DISTRICT PENSION PLAN

1. Notice To: All employees who are covered by collective bargaining agreements, or other written agreements accepted by the Board of Trustees, providing for participation in the SIU Pacific District Pension Plan.

An application is to be made to the Internal Revenue Service (IRS) for an advance determination on the qualification of the following collectively bargained plan:

2. Plan Name: SIU Pacific District Pension Plan

3. Plan Number: 001

4. Name and Address of Applicant:

Board of Trustees
SIU Pacific District Pension Plan
1422 Market Street
San Francisco, CA 94102

5. Applicant's E.I.N.: 94-6061923

6. Name and Address of Plan Administrator:

Board of Trustees
SIU Pacific District Pension Plan
1422 Market Street
San Francisco, CA 94102

7. The application will be filed on July 31,

2002 for an advance determination as to whether the Plan meets the qualification requirements of section 401 of the Internal Revenue Code of 1986, as amended, with respect to the amendment and restatement of the Plan.

The application will be filed with:

EP Determinations
Internal Revenue Service
201 West Rivercenter Blvd.
Attn: Extracting Stop 312
Covington, KY 41011-1454

8. All employees who are covered by collective bargaining agreements, or other written agreements accepted by the Board of Trustees, providing for their participation in the SIU Pacific District Pension Plan are eligible to participate in the Plan.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this Plan.

Rights of Interested Parties

10. You have the right to submit to EP Determinations, at the above address, either

individually or jointly with other interested parties, your comments as to whether this Plan meets the qualification requirements of the Internal Revenue Code. You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to EP Determinations regarding qualification of the Plan. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations.

Requests for Comments By the Department of Labor

11. The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which documents are requested, and

must also include:

- (1) The information contained in Items 2 through 5 of this Notice; and
- (2) The number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows:

Deputy Assistant Secretary
Pension and Welfare Benefits
Administration
ATTN: 3001 Comment Request
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210-0002

Comments to the Internal Revenue Service

12. Comments submitted by you to EP Determinations must be in writing and received by Monday, September 16, 2002. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within fifteen days from the time the Department noti-

fies you that it will not comment on a particular matter, or by Monday, September 16, 2002, whichever is later, but not after Monday, September 30, 2002. A request to the Department to comment on your behalf must be received by it by Thursday, August 15, 2002, if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by Monday, August 26, 2002 if you wish to waive that right.

Additional Information

13. Detailed instructions regarding the requirements for notification of interested parties may be found in Sections 17 and 18 of IRS Revenue Procedure 2002-6. Additional information concerning this application (including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the IRS; and copies of Section 17 of Revenue Procedure 2002-6) are available at 1422 Market Street, San Francisco, CA 94102 during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)

Seafarers Money Purchase Pension Plan Beneficiary Cards

The rules and regulations of the Seafarers Money Purchase Pension Plan (SMPPP) provide that upon the death of a participant, the beneficiary named by the participant shall be entitled to receive the balance in the SMPPP account at the time of death. The rules further state that the participant may designate a beneficiary on a form provided by the plan trustees and delivered to the plan office prior to the death of a participant.

Upon review, it has come to our attention that many members have not completed the proper beneficiary form and, therefore, we are requesting that they fill out and complete the below beneficiary form and return it to the plan office as soon as possible. Doing this will reduce the possibility of a payout being delayed following the demise of a participant.

It is worth noting that this form is entirely sepa-

rate from the beneficiary form currently used by the Seafarers Health and Benefits Plan and the Seafarers Pension Plan. The form on file for these plans cannot be utilized for the SMPPP and vice versa. Some participants mistakenly believe that they have to fill out only one beneficiary card for all plans. As you can see, this is not correct. A majority of participants in the SMPPP do not have beneficiary cards on file and, therefore, their timely response is important.

If further information is required, or if you need to request a new beneficiary form at any time, you may do so by calling the SMPPP administrator at (800) 485-3703.

It's a good idea to update all of your beneficiary forms every so often, especially if the status of the beneficiary changes; for example, in the case of divorce or death of the beneficiary.

NOTICE

The Seafarers Pension Plan is seeking updated addresses for the following individuals. Please contact the Pension Plan if you can provide the current mailing address for any of the following individuals:

Abdulla, Fadel M.	Green, Henry E.	Peterson, Ernest W.
Aboubaker, Saeed A.	Gregel, J.	Pratt, David D.
Acevedo, Wilfredo	Grundy, Joseph	Pratt, John A.
Ahmed, Abulgabar H.	Hare, William H.	Prescott, Dennis P.
Ahmed, Zein	Harpole, Marsha	Price, James E.
Alexander, David	Hayden, Robert L.	Rambow, Kenneth L.
Alexander, James E.	Helm, Cleo	Redding, Stanley
Ali, Ali M.	Henderson, Ben W.	Richardson, Nathaniel
Allen, Robert S.	Hester, Donnie D.	Rivera, Robert
Alomary, Abdulaziz S.	Hill, Harrill	Robbins, B.R.
Alshammam, Qasim M.	Hill, Michael A.	Robertson, Michael W.
Apodaca, Steven	Hokanson, Richard E.	Rodriguez, Wilfredo F.
Arellano, Antonio	Hollingsworth, Don M.	Rogers, Harl J.
Arredondo, G.	Hollins, Ralph	Rogers, Paul R.
Bailey, P.	Honorio, Jamie A.	Rosete, Reynaldo B.
Bartolon, Frank D.	Hubble, Billie J.	Royals, Roy F.
Bedford, Anthony	Hurlburt, Charles M.	Russi, Leonard
Biondi, P.	Hyatt, Timothy L.	Russo, Michael F.
Biugos, E.	Ibbott, R. F.	Ryan, Joseph S.
Bodie, Alfred J.	Jacintho, Mary	Santiago, Robert S.
Boiser, Michael	Jackson, Roy	Sasaki, George
Bongoloan, D. D.	Johnson, Claude N.	Saxton, Jim
Booth, Oliver J.	Jones, Charles E.	Scamale, Willy K.
Boris, Michael	Justin, Reginald V.	Scruggs, Dvaughn N.
Bracken, Scott A.	Juzang, Rickie L.	Seager, Samuel
Brandon, Linell	Kead, D.	Serrano, J. A.
Brickley, Thomas J.	Keefe, Richard E.	Sheard, Timothy
Brown, B.	Kennington, Dennis L.	Slaney, Eddward R.
Bubakr, Hussain A.	Ketchem, Martin	Smith, C. C.
Bukis, Brian A.	Khulaqi, Yousif	Smith, Clyde G.
Bulawan, John N.	Killiam, Elizabeth A.	Smith, Robert L.
Bunnell, Larry R.	Kinanahan, Santiago	Smith, Samuel N.
Burch, Douglas E.	Kingo, C.	Smitherman, Marvin E.
Camry, Najib	Konas, Julie M.	Spencer, Jack W.
Cardwell, Joanna	Laffitte, Tyler N.	Spratley, William
Charleston, Cornell	Lewis, Herman	St. Julien, Lionel
Cherry, John T.	Long, Paul	Stock, Francis A.
Christmas, William F.	Loprinzi, Joseph	Syor, David E.
Cladinos, Diane G.	Mack, Charles	Taan, John A.
Collado, Edward W.	Martin, Warren C.	Takahashi, Kevin R.
Collings, Stanley E.	Maurer, Janet M.	Tapanan, Sharon A.
Crews, Fred	McBride, Donovan A.	Taylor, Linton N.
Cromwell, Willie J.	McCowan, Henry P.	Taylor, Norman F.
Cue, Lawrence W.	McCree, Johnnie	Thorpe, Charles W.
Cuevas, Luis S.	McGurk, Thomas B.	Thrasher, Jesse
Davis, Robert	Mehia, Raymond W.	Tinsley, Thomas V.
Dechamp, Arthur A.	Melrose, C.A.	Torro, Jerson I.
Delorey, Joseph F.	Milabo, Goodfredo T.	Tourere, Cassie D.
Demo, Gary F.	Miller, James L.	Velez, Gustavo
Dhalai, Hazaim	Mills, David W.	Vidaurre, Victor E.
Echeverio, Ronald H.	Mineo, Frank J.	Ward, John K.
Elegan, Gerald	Mohamed, Abdulla, A.	Ware, Efreem M.
Ely, Larry	Mosad, Abdullah	Warren, Richard T.
Evanosich, Anthony J.	Muzayyad, Nassir	Weddington, Victor
Fernandezees, C.	Nason, Diana L.	Weed, Jimmie L.
Flores, David	Nasser, Ahmed A.	Wicks, Percival
Francisco, Roland	Nassir, Hussain M.	Wiggins, Edward J.
French, Michael G.	Netters, Willie	Williams, Carlos C.
Furman, Edward C.	Nixon, R.D.	Williams, Yvonne A.
Galleguillos, Ruebin S.	Norczyk, Leo	Wolfel, Edward I.
Gebbia, Sandra	Ortiz, Sharon L.	Yadao, D. V.
Gegenheimer, Richard A.	Overton, Robert L.	Yafai, Ahmed
Gierlich, Bradley J.	Palacio, Leopoldo	Zachary, James C.
Gomez, G.	Pavao, Whitey A.	

SEAFARERS MONEY PURCHASE PENSION PLAN

c/o Basil Castrovinci Associates, Inc.
3235 Kennedy Blvd., Jersey City, NJ 07306
(800) 485-3703

Participant Enrollment Form & Designation of Beneficiary (Please provide all requested information)

First Name _____ Middle Initial _____ Last Name _____
Home Address - Street _____ City _____ State _____ Zip Code _____
Social Security Number _____ Date of Birth _____ Area Code _____ Telephone Number _____

Marital Status: Single Married Divorced Widowed Other _____

Spouse's name (if married) _____ Date Married _____ S.S. # _____

Please designate a beneficiary (person/s) to receive your pension in the event of your death

1. Name _____	S.S. # _____	Share (%) to Be Paid _____
Address _____		
2. Name _____	S.S. # _____	_____
Address _____		
3. Name _____	S.S. # _____	_____
Address _____		
4. Name _____	S.S. # _____	_____
Address _____		

NOTE: Each surviving beneficiary shall share equally, if the shares to be paid the beneficiaries are not indicated above.

Spouse's signature _____
(Required if spouse is not the sole beneficiary. Spouse's signature indicates agreement with the above designation of beneficiaries.)

Member's Signature _____ Date _____

Witness's Signature _____ Date _____

If you have any questions, please contact the Fund Director at the above address and telephone number. You also may contact the Plan Administrator at 5201 Auth Way, Camp Springs, MD 20746; or call at (800) 485-3703.

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2002

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	1	3	3	0	1	2	0	1	32
Baltimore	9	5	1	3	1	3	1	13	8	1
Guam	1	0	1	1	1	1	0	1	1	1
Honolulu	8	10	2	7	7	1	2	18	18	4
Houston	34	12	14	23	8	6	11	52	16	30
Jacksonville	38	21	12	37	20	10	23	71	34	25
Mobile	9	8	5	10	7	3	2	18	13	10
New Orleans	17	19	13	9	11	1	5	39	31	31
New York	30	11	17	18	9	8	9	59	25	33
Norfolk	15	14	5	9	18	0	3	33	24	19
Philadelphia	9	4	0	3	2	1	1	11	7	1
Piney Point	2	8	1	1	3	1	0	3	9	0
Puerto Rico	12	4	2	9	4	0	6	18	13	4
San Francisco	22	17	3	21	7	2	8	42	16	6
St. Louis	6	3	3	1	1	1	0	6	3	6
Tacoma	20	18	10	19	13	6	13	57	26	21
Wilmington	31	15	15	22	8	4	9	52	27	33
Totals	264	170	107	196	120	49	95	493	272	257
ENGINE DEPARTMENT										
Algonac	0	1	0	0	0	1	0	0	1	2
Baltimore	8	6	1	4	4	1	0	9	9	2
Guam	0	2	0	0	3	0	0	0	0	1
Honolulu	3	2	2	6	1	3	0	6	8	2
Houston	14	10	7	16	6	2	4	23	17	10
Jacksonville	22	20	2	19	10	3	14	39	38	8
Mobile	10	4	0	8	1	0	0	14	7	0
New Orleans	9	9	4	9	4	1	5	16	22	7
New York	15	11	10	8	4	3	2	25	23	14
Norfolk	8	11	4	3	8	2	4	8	16	8
Philadelphia	1	4	1	1	2	0	2	4	6	1
Piney Point	2	6	0	2	6	0	1	6	5	2
Puerto Rico	3	3	0	4	2	0	3	6	10	0
San Francisco	5	9	4	8	6	2	3	9	13	9
St. Louis	1	2	1	2	0	1	0	3	4	1
Tacoma	11	16	6	13	9	1	14	20	20	14
Wilmington	10	9	5	9	9	2	2	18	14	12
Totals	122	125	47	112	75	22	54	206	213	93
STEWARD DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	0	1
Baltimore	1	1	0	3	0	0	2	4	1	0
Guam	1	0	0	2	0	0	0	0	0	0
Honolulu	13	4	1	9	1	1	1	19	9	5
Houston	14	2	0	7	1	1	4	27	4	4
Jacksonville	15	7	5	12	2	3	8	36	10	12
Mobile	4	3	2	4	1	0	1	10	4	2
New Orleans	9	5	0	5	0	1	1	14	11	0
New York	18	5	3	7	3	0	4	31	9	5
Norfolk	4	9	3	3	4	5	9	14	15	5
Philadelphia	2	1	0	2	0	0	1	4	2	0
Piney Point	3	3	0	1	1	0	2	7	5	0
Puerto Rico	3	0	0	2	0	0	0	3	2	0
San Francisco	22	5	1	14	2	2	7	43	6	1
St. Louis	1	1	0	0	0	0	0	3	2	1
Tacoma	20	1	1	22	2	1	17	37	1	2
Wilmington	21	9	1	16	3	0	9	34	15	3
Totals	151	56	18	109	20	15	66	286	96	41
ENTRY DEPARTMENT										
Algonac	0	0	2	0	0	1	0	1	0	3
Baltimore	0	3	9	0	2	7	0	0	4	5
Guam	0	1	3	0	1	2	0	0	2	4
Honolulu	9	17	28	5	5	1	0	13	31	54
Houston	2	10	19	2	6	4	0	6	20	49
Jacksonville	4	13	14	3	7	5	0	4	24	30
Mobile	0	5	3	0	2	1	0	1	11	6
New Orleans	3	11	9	1	3	5	0	3	15	23
New York	4	24	18	3	13	5	0	12	62	72
Norfolk	0	7	5	0	10	4	0	1	15	10
Philadelphia	0	1	1	0	0	0	0	0	3	4
Piney Point	0	10	20	1	4	2	0	1	18	18
Puerto Rico	3	2	7	2	0	0	0	5	6	9
San Francisco	8	16	9	4	7	5	0	13	27	21
St. Louis	0	1	0	0	0	0	0	0	4	0
Tacoma	8	17	27	2	7	7	0	11	43	41
Wilmington	4	12	18	5	5	2	0	7	18	25
Totals	45	150	192	28	72	51	0	78	303	374
Totals All Departments	582	501	364	445	287	137	215	1,063	884	765

**"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.

October & November 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: October 7, November 4
Algonac	Friday: October 11, November 8
Baltimore	Thursday: October 10, November 7
Boston	Friday: October 11, November 8
Duluth	Wednesday: October 16, November 13
Honolulu	Friday: October 18, November 15
Houston	Monday: October 14 Tuesday: November 12*
	(*change created by Veterans' Day holiday)
Jacksonville	Thursday: October 10, November 7
Jersey City	Wednesday: October 23, November 20
Mobile	Wednesday: October 16, November 13
New Bedford	Tuesday: October 22, November 19
New Orleans	Tuesday: October 15, November 12
New York	Tuesday: October 8, November 5
Norfolk	Thursday: October 10, November 7
Philadelphia	Wednesday: October 9, November 6
Port Everglades	Thursday: October 17, November 14
San Francisco	Thursday: October 17, November 14
San Juan	Thursday: October 10, November 7
St. Louis	Friday: October 18, November 15
Savannah	Friday: October 11, November 8
Tacoma	Friday: October 25, November 22
Wilmington	Monday: October 21, November 18

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

Personal

BOSUN RHETT DAVIS

Please contact Eddie in Corpus Christi, Texas at (361) 884-3345 or (361) 883-1818.

Seafarer, Spears & Super Bowl



While on the beach last winter, Seafarer Denis Burke worked as a manager at the Planet Hollywood restaurant and night club in New York City. During a Super Bowl party co-hosted by entertainer Britney Spears, Burke and the celebrity posed for this photo. No word on whether Spears asked for his autograph. Brother Burke sails as a certified cook and baker.

Seafarers International Union Directory

Michael Sacco, President
 John Fay, Executive Vice President
 David Heindel, Secretary-Treasurer
 Augustin Tellez, Vice President Contracts
 Tom Orzechowski,
 Vice President Lakes and Inland Waters
 Dean Corgey, Vice President Gulf Coast
 Nicholas J. Marrone, Vice President West Coast
 Joseph T. Soresi, Vice President Atlantic Coast
 Kermet Mangram,
 Vice President Government Services
 René Lioeanjle, 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 Cristostomo St., Tamuning, Guam 96911
 (671) 647-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

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

SAVANNAH

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

AUGUST 2002

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	7	3	1	5	0	0	2	7	6	1
Houston	8	0	0	5	0	0	12	12	2	6
Harvey, LA	2	4	4	3	0	3	7	10	2	5
New York	16	3	3	9	0	1	5	36	10	12
Norfolk	4	0	0	2	0	0	0	1	0	0
San Pedro	11	1	0	10	0	0	20	24	2	0
Savannah	7	1	0	8	0	0	3	10	1	1
Tacoma	6	3	2	1	0	0	5	6	5	0
Totals	61	15	10	43	0	4	54	106	28	25

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	3	1	0	2	0	0	1	0	0	0
Houston	5	0	1	2	0	0	8	3	1	13
Harvey, LA	1	1	1	4	0	0	0	3	1	1
New York	6	3	1	2	0	0	4	24	9	8
Norfolk	2	0	0	2	0	0	0	2	0	0
San Pedro	7	0	0	0	2	0	9	22	0	0
Savannah	2	2	0	3	0	0	2	8	2	0
Tacoma	3	1	0	2	0	0	5	15	1	0
Totals	29	8	3	17	2	0	29	77	14	22

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	0	0	1	0	0	2	7	0	0
Houston	3	0	0	3	0	0	2	4	2	3
Harvey, LA	5	0	1	2	0	0	0	7	2	2
New York	2	0	0	1	0	0	3	16	4	3
Norfolk	2	0	0	1	0	0	0	1	0	0
San Pedro	4	1	0	2	0	0	6	16	0	1
Savannah	2	0	0	2	0	0	2	2	0	0
Tacoma	1	0	0	0	0	0	0	1	4	0
Totals	23	1	1	12	0	0	15	54	12	9

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	1	1	0	0	0	1	4	17	1
Houston	4	2	6	0	0	0	5	14	26	52
Harvey, LA	3	0	3	2	0	0	0	5	3	10
New York	5	7	5	0	1	0	6	27	38	51
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	1	2	1	1	2	0	8	41	24	8
Savannah	2	2	0	0	0	0	6	2	3	1
Tacoma	0	0	0	0	0	0	0	3	45	16
Totals	15	14	16	3	3	0	26	96	156	139

Totals All Departments	128	38	30	75	5	4	124	333	210	195
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PICS-FROM-THE-PAST

The photos on this page were sent to the Seafarers LOG by Jimmy Soto of Sandpoint, Idaho.

In a note accompanying the pictures, he writes: "My first ship with the SIU was in July 1968 on the Overseas Lena, seen here at Danang, Vietnam. AB Tom Shoemaker from St. Louis, Mo. is on my left. He more or less was showing me the ropes. The ship was chartered by the Military Sea Transportation Service. We were carrying supplies for the war.

"I was still attending high school in San Pedro, Calif. It was summer break, and most of my friends were either looking for work in service stations or restaurants, but I decided to go to sea. I had a great time that summer traveling throughout Asia.

"I'm still sailing deep sea, and my last ship was the Overseas Juneau, sailing as QMED/pumpman."

The smaller photo shows Soto doing a little fishing at Knowles Head Anchorage in Valdez Alaska from aboard the Overseas Juneau.



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



Three inland captains are among the 18 Seafarers announcing their retirements this month.

Captains **Charles Foster**, **Stephen Latocha** and **Lee Roy Lepretre** worked at the helms of vessels on the inland waterways for a combined time of more than 60 years.

Thirteen of the retirees sailed in the deep sea division, one plied the Great Lakes and four navigated the inland waterways.

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

DEEP SEA

LOUIS B. ANDERSON, 58, joined the Seafarers in 1961 in the port of Norfolk, Va. The North Carolina native first sailed aboard Waterman Steamship Corp.'s *De Soto*. Brother Anderson worked in all three departments and upgraded his skills at the Paul Hall Center for Maritime Training and Education. He last shipped aboard the *Cape Nome*, an American Overseas Marine vessel. Brother Anderson lives in Virginia Beach, Va.

LONNIE BETTIS, 65, started his career with the Seafarers in 1962 in the port of Mobile, Ala. Brother Bettis worked in the steward department, last sailing on Liberty Maritime Corp.'s *Liberty Sun*. Brother Bettis makes his home in Mobile.



LEONTE CORDOVA, 65, joined the SIU in 1980 in the port of New York. Born in La Ceiba, Honduras, he first shipped on the *Houston*. The deck department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1988 and 2001. He last went to sea aboard Waterman Steamship Corp.'s *Robert E. Lee*. Brother Cordova is a resident of New Orleans.

THOMAS K. CURTIS, 63, joined the Seafarers in 1968 in the port of Houston. A veteran of the U.S. Air Force, the Indiana native worked in the engine department and was a frequent upgrader at the Seafarers training school in Piney Point, Md. Brother Curtis' most recent trip to sea was on the *USNS Pathfinder*. He makes his home in Gulfport, Miss.



MANUEL DOMINGOS JR., 71, began his career with the SIU in 1961 in San Francisco after serving in the U.S. Air Force. The California-born mariner worked in the engine and steward departments and

enhanced his skills in 1977 at the Seafarers training school. He last worked aboard American Hawaii Cruises' *Independence*. Brother Domingos calls Sacramento, Calif. home.

CALVIN HAZZARD, 63, hails from Alabama.

Brother Hazzard began his career with the Seafarers in 1969 in his native state in the port of Mobile. His first trip was aboard the *Allegrance*, an Interocean Management Corp. vessel. The steward department member upgraded his skills at the Paul Hall Center in 2001. His last voyage was on the *USNS Algol*. Brother Hazzard still lives in Alabama.



JOHN JACKSON, 65, started his SIU career in 1972 in Port Arthur, Texas. He first went to sea aboard the *William T. Steel*, a Richmond Corp. vessel.

Born in Beaumont, Texas, he worked in the steward department. Brother Jackson upgraded his skills at the Paul Hall Center in Piney Point, Md. in 1985. His last voyage was on Matson Navigation's *Manukai*. Brother Jackson still lives in Beaumont.

JOSE G. LIMA, 69, joined the Seafarers in 1966 in New Bedford, Mass.

Brother Lima's initial voyage was aboard the *USNS Bold*. Born in Portugal, he worked in all three departments while at sea. His last voyage was aboard the *USNS Assertive*. Brother Lima continues to live in New Bedford.

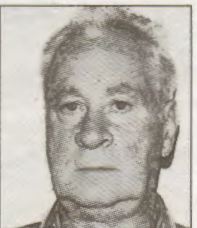


JIM CHIEN LIU, 66, began his SIU career in 1996. His first ship was the *Independence*, operated by American

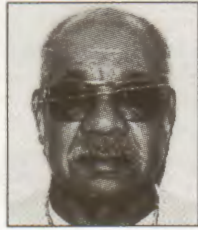
Hawaii Cruises. Born in China, he shipped in the deck and steward departments. Brother Liu upgraded his skills at the Seafarers training school in Piney Point, Md. He is a resident of Seattle.

CLYDE LUSE, 64, joined the Seafarers in 1966 in Seattle.

He served in both the U.S. Air Force and U.S. Air Force Reserve. Brother Luse first sailed under the SIU colors aboard the *Flor*, an Altair Steamship Co. vessel. The Montana-born mariner enhanced his skills



at the Paul Hall Center in 1996, 2000 and 2001. His final voyage was on the *Liberator*, a USSM vessel. Brother Luse makes his home in Shelton, Wash.



GERARDO MORENO, 73, was born in Puerto Rico. He started his SIU career in 1980 in Miami. A veteran of the

U.S. Army, Brother Moreno worked in all three departments and upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1990. Brother Moreno's last voyage was on the *Sea-Land Pride*. He calls Spring Hill, Fla. home.

STEPHEN SENTENEY, 69, began his SIU career in 1966 in Seattle.

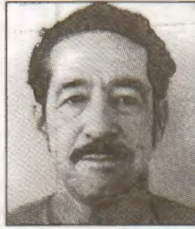
He is a veteran of the U.S. Air Force. Brother Senteney's maiden voyage with the Seafarers was aboard Bloomfield Steamship Co.'s *Alice Brown*. Born in Illinois, he shipped in the engine department and upgraded his skills on four occasions at the Seafarers training school in Piney Point, Md. Brother Senteney last went to sea on the *Great Land*, an Interocean Management Corp. vessel. He is a resident of Everett, Wash.



QUITMAN YOUNG, 65, started his SIU career in 1990 in the port of Mobile, Ala. Born in Alabama,

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.



Brother Young is a veteran of the U.S. Air Force. His first ship was American Hawaii Cruises' *Independence*.

He worked in the steward department, last sailing on the *Maj. Stephen W. Pless*. Brother Young calls Gautier, Miss., home.

GREAT LAKES

DAVID HUBBARD, 65, began his career with the Seafarers in 1970. Brother Hubbard first worked aboard the *Hennepin*, a Redland Steamship Co. vessel. The Michigan native shipped in the deck and engine departments and enhanced his skills at the Seafarers training school in 1981. Brother Hubbard last sailed on the *Richard J. Reiss*. He resides in Bay City, Mich.



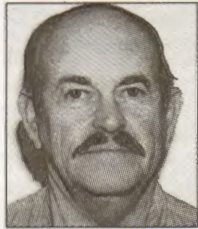
INLAND



ROBERT ANDERSON, 62, hails from Kingston, N.Y. Boatman Anderson began his SIU career in 1978 in the port of New York. His first ship was the *Padre Island*, operated by North American Trailing Company. Boatman Anderson worked in the

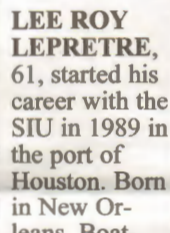
deck and engine department, last sailing aboard the *Padre Island*. He still lives in Kingston.

CHARLES FOSTER, 64, started his career with the SIU in 1961 in the port of Norfolk, Va. Boatman Foster first worked aboard a Gulf Atlantic Transport Corp. vessel. A member of the deck department, he shipped as a captain. He is a resident of Belhaven, N.C.



STEPHEN LATOCHA, 61, hails from Harrisburg, Pa. He joined the SIU in 1973 in the port of Philadelphia.

Boatman Latocha is a veteran of the U.S. Air Force. A deck department member, Boatman Latocha shipped as a captain. He last worked on an Interstate Oil Transport Co. vessel and makes his home in Felton, Del.



LEE ROY LEPRETRE, 61, started his career with the SIU in 1989 in the port of Houston. Born in New Orleans, Boatman Lepretre shipped in the deck department as a captain. He last worked on a Hignan Barge Lines vessel. Morse, La., is his home.



Reprinted from past issues of the *Seafarers LOG*

1947

NEW YORK—The presence of hundreds of white-capped Seafarers prevented strikebreakers from forcing their way through picket lines established by the CIO Shipyard Workers around two Brooklyn plants of the Bethlehem Steel Company. The lines were set up by Locals 12 and 13 more than 12 weeks ago, but early this week the company stated that it would "throw its gates open" to any employees who wanted to return, a move that the union immediately branded as "strike-breaking."

The regional representative of the Shipyard Workers called upon the Seafarers for help and, with the same speed that the SIU has shown in the past, aid was dispatched to the 29th Street and 56th Street, Brooklyn, plants of the company.

All the SIU members who went to join the picket lines did so on a volunteer basis.

1968

The *Overseas Vivian*, a 37,500 deadweight-ton tanker capable of cruising in a range of 12,000 miles because of her unique design, has been launched at the Bethlehem Steel Corporation's yard in Sparrows Point, Md. and is being readied for winter delivery to its own-

ers, the SIU-contracted Maritime Overseas Corporation.

The ship is the third in a series of similar vessels ordered by Maritime Overseas and will be used mainly for the carriage of petroleum products in the United States domestic trades. However, the 660-foot *Overseas Vivian*, with a capacity of 330,000 barrels in 15 tanks, has been constructed so it can be easily converted to carry as much as 1,500,000 bushels of grain.

1992

Responding to separate storms which battered Hawaii and

Guam, Seafarers sailed ships out of harm's way and then provided supplies and other aid for the victims.

In Hawaii, the SIU-crewed *SS Independence* and *SS Constitution* took different courses of action to avoid damage from Hurricane Iniki, which struck most of the islands September 12. The *Constitution* sailed out of Nawiliwili, Kauai—the island which took the brunt of the storm—early that morning and traveled to a safe area, while the *Independence* safely remained docked in Kahului, Maui....

On August 28, Typhoon Omar and its 155-mph wind gusts hammered Guam.... Among the ships which took part in the initial aid operation were the *MV 1st Lt. Jack Lummus* and the fleet tug *USNS Navajo*, both manned by Seafarers.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

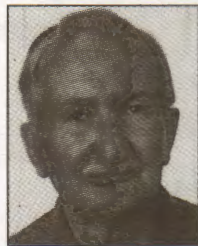
EUGENE BENT



Pensioner Eugene Bent, 74, passed away May 30. Brother Bent started his career with the Seafarers in 1951 in the port of New York.

Born in New Jersey, he was a U.S. Army veteran. Brother Bent first shipped for the SIU aboard a Cabin Tanker Inc. vessel. The engine department member last sailed on the *Sea-Land Navigator*. Brother Bent started receiving his pension in 1989. He made his home in Hayward, Calif.

WILLIAM R. CARROLL



Pensioner William R. Carroll, 78, passed away May 9. The Ohio-born mariner started his career with the SIU in 1944 in the port of

Baltimore. He first went to sea aboard the *Del Sol*, a Delta Steamship Lines vessel. A member of the engine department, he last shipped on the *Charles L. Brown*. Brother Carroll started receiving payments for his retirement in 1994 and lived in Honolulu.

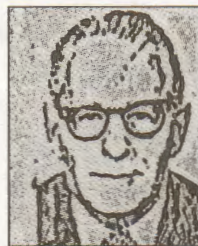
HUAN CHENG



Pensioner Huan Cheng, 70, died April 26. He joined the SIU in 1989 in the port of Honolulu. Born in China, Brother Cheng worked primarily

aboard vessels operated by American Hawaii Cruises, including the *Independence*. The engine department member started collecting retirement stipends in 1998. He lived in Kekaha, Hawaii.

JAY COHEN



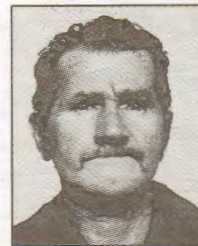
Pensioner Jay Cohen, 81, passed away May 5. Brother Cohen started his SIU career in 1952 in New Orleans. His initial voyage was aboard a

Nautilus Petroleum Carriers vessel. Born in Texas, Brother Cohen shipped in the engine department. He last worked on the *Sea-Land Portland*. Brother Cohen began receiving his pension in 1985 and lived in Seattle.

ROBERT COLANTTI

Brother Robert Colantti, 55, died May 23. He joined the Seafarers in 1963 in the port of New York. Brother Colantti's maiden voyage for the SIU was aboard the *Alcoa Master*, an Alcoa Steamship Co. vessel. Born in New York, he shipped in the engine department. He also was a long time member of the shoregang. Brother Colantti lived in Puerto Rico.

JOHN CUNNINGHAM



Pensioner John Cunningham, 83, passed away April 1. Brother Cunningham started his SIU career in 1953 in the port of New York. His first voyage was aboard a Sinclair

Oil Corp. vessel. Born in New York, he shipped in the deck department. Brother Cunningham last went to sea on the *Amco Trader*. He began receiving compensation for his retirement in 1984 and resided in St. Petersburg, Fla.

THEODORE DROBINS



Pensioner Theodore Drobins, 78, passed away May 26. Brother Drobins joined the Seafarers in 1953 in the port of Baltimore

and worked in the deep sea and inland divisions. The Pennsylvania-born mariner was a veteran of the U.S. Army. Brother Drobins shipped in the deck department and last worked on a Moran Towing Co. vessel. He began receiving his pension in 1985 and lived in Baltimore.

ROBERT ENKE



Pensioner Robert Enke, 65, died May 18. He started his career with the Seafarers in 1978 in New Orleans. Brother Enke's initial SIU voy-

age was aboard the *Walter Rice*, a Reynolds Metal Co. vessel. Born in Brazil, he shipped in the deck department. Brother Enke last went to sea aboard the *Overseas New Orleans*. He started receiving payments for his retirement earlier this year and lived in Kenner, La.

CHRISTOS FLOROUS



Pensioner Christos Florous, 78, died April 27. Brother Florous started his SIU career in 1968 in Yokohama, Japan. His initial voyage was

aboard the *Transwestern*, a Hudson Waterways vessel. Born in Greece, he shipped in the deck department. Brother Florous' final voyage was aboard Seahawk Management's *Falcon Leader*. He started receiving his pension in 1998 and lived in East Elmhurst, N.Y.

LEON LEVIN

Pensioner Leon Levin, 77, died May 9. Brother Levin started his SIU career in 1966 in the port of New York. He was a U.S. Army veteran. Born in Pennsylvania, he worked in the engine as well as steward departments. Brother Levin last sailed aboard Puerto Rican Marine Management's *Nuevo San Juan*. He started receiving retirement stipends in 1990 and made his home in Mays Landing, N.J.

JANET MAURER

Sister Janet Maurer, 47, passed away April 23. She joined the Seafarers in 1989 in the port of Jacksonville, Fla. Her initial voyage was aboard the *Independence*, an American Hawaii Cruises vessel. Sister Maurer worked in the steward department and last went to sea on American Steamship's *Cape Blanco*. The Pennsylvania-born mariner was a resident of Ormond Beach, Fla.

GEORGE MCKENNA

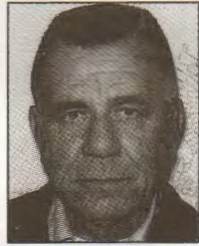
Pensioner George McKenna, 83, passed away April 11. Brother McKenna joined the Seafarers in 1951 in the port of New York. He initially sailed aboard Sinclair Oil

Corp.'s *Bull Finch*. Born in New York, Brother McKenna worked in the deck department. He last went to sea on the *Sea-Land Consumer*. Brother McKenna began collecting payments for his retirement in 1989 and resided in Suffolk, Va.

GEORGE MELEAR

Pensioner George Melear, 75, died May 17. Brother Melear started his SIU career in 1969 in the port of Houston. The U.S. Army veteran was born in Texas and worked in the engine department. Brother Melear began receiving his pension in 1991 and lived in Houston.

MANNY MITTLER



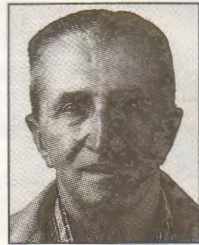
Pensioner Manny Mittler, 81, passed away June 13. Born in New York, Brother Mittler began his career with the MC&S. His initial voyage

was aboard Delta Steamship Lines' *Santa Maria*. A member of the steward department, he last sailed on the *President Taft*. Brother Mittler started receiving payments for his retirement in 1982 and called Medford, Ore. home.

ALVAR NORDSTROM

Pensioner Alvar Nordstrom, 86, died May 9. Brother Nordstrom started his career with the MC&S in 1978 in San Francisco. Born in Finland, he initially sailed on Delta Steamship Lines' *Santa Magdalena*. The steward department member last worked aboard the *Independence*, an American Hawaii Cruises vessel. Brother Nordstrom started receiving his pension in 1983 and lived in San Francisco.

STANLEY RUZYSKI



Pensioner Stanley Ruzyski, 83, died May 30. He started his SIU career in 1942 in the port of New York. Brother Ruzyski first

went to sea aboard the *Alcoa Patriot*. Born in Canada, he shipped in the deck department. Brother Ruzyski last worked on the *Sea-Land Newark*. He began collecting payments for his retirement in 1983 and lived in Seattle.

CHARLES D. SKEEN

Brother Charles D. Skeen, 63, passed away May 13. He joined the Seafarers in 1997 in Detroit. Brother Skeen was born in Virginia and first shipped aboard American Steamship Co.'s *Buffalo*. The engine department member last sailed on Pronav Ship Management's *LNG Taurus*. Brother Skeen was a resident of Bidwell, Ohio.

LARRY STANBACK

Brother Larry Stanback, 51, passed away May 16. Brother Stanback joined the SIU in 1986 in the port of Norfolk, Va. A native of Virginia, he was a veteran of the U.S. Army. Brother Stanback's initial voyage was aboard the *UNSN Vindicator*, an SIU-crewed vessel operated by Sea Mobility, Inc. He worked in all three departments and last sailed on Interocean Management Corp.'s *Gopher State*. Brother Stanback called Portsmouth, Va. home.

LEROY TEMPLE



Pensioner Leroy Temple, 74, passed away May 20. The U.S. Army veteran joined the SIU in 1960 in the port of

Wilmington, Calif. Brother Temple first went to sea aboard the *Josefina*, a Liberty Navigation Trading Co. vessel. A deck department member, he last sailed on the *Overseas Alabama*. Brother Temple lived in Stockton, Calif. and began receiving stipends for his retirement in 1992.

ONETIA WESTLIN

Pensioner Onetia Westlin, 70, passed away April 25. Sister Westlin started her career with the MC&S in 1981 in Seattle. Her initial voyage was aboard the *Santa Juana*, a Delta Steamship vessel. Sister Westlin shipped in the steward department and last went to sea aboard Matson Navigation's *Ewa*. She started receiving retirement payments in 1998 and made her home in Seattle.

LEON YEARWOOD

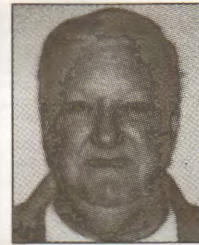
Pensioner Leon Yearwood, 96, died April 4. Brother Yearwood began his career with the MC&S. The steward department member visited many world ports during his career while sailing aboard American-flagged vessels. Brother Yearwood started receiving his pension in 1973 and was a resident of Bronx, N.Y.

ANTHONY ZIGGO

Brother Anthony Ziggo, 56, died April 15. He joined the Seafarers in 1978 and first shipped aboard Manhattan Tankers Corp.'s *Manhattan*. Born in California, Brother Ziggo shipped in the deck department. His final voyage was on the *Sea-Land Liberator*. Brother Ziggo called San Diego home.

GREAT LAKES

EDWARD ELDER



Pensioner Edward Elder, 68, died May 9. Brother Elder began his SIU career in 1976 in Detroit. His first SIU voyage was aboard the *J.S. Young*,

an American Steamship Co. vessel. The South Carolina-born mariner shipped in the engine department and last worked on Bell Steamship's *Saint Clair*. Brother Elder started receiving his pension in 1999 and was a resident of Campobello, S.C.

INLAND

RICHARD CONWAY



Pensioner Richard Conway, 71, passed away April 5. Boatman Conway began his career with the Seafarers in 1969 in the port

of New York. He was a veteran of the U.S. Coast Guard and first sailed on a Moran Towing Co. vessel. Born in Massachusetts, he shipped in the steward department. Boatman Conway began receiving his pension in 1993. He lived in New Jersey.

CHESTER FOSTER

Pensioner Chester Foster, 77, died May 24. Boatman Foster worked in

the inland and deep sea divisions during his career. He was a member of the deck department. Boatman Foster last sailed on a Michigan Tankers vessel and began receiving his pension in 1991. He lived in Cleveland, Miss.

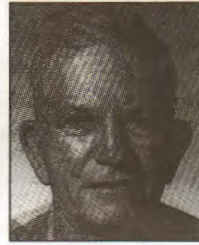
MARVIN HAUF



Pensioner Marvin Hauf, 83, passed away July 19. Boatman Hauf launched his SIU career in 1944 in the port of New York and sailed in

the inland as well as the deep sea divisions. Born in Maryland, he first worked aboard a Bay Dredging Corp. vessel. The deck department member last worked on a Liberty Navigation Trading Co. vessel. Boatman Hauf began receiving his pension in 1977 and made his home in Norfolk, Va.

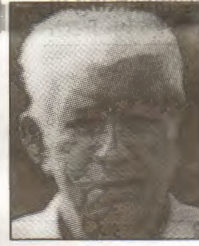
MORRIS JORGENSEN



Pensioner Morris Jorgensen, 80, died April 6. Boatman Jorgensen started his career with the Seafarers in 1983 in Port

Arthur, Texas. The Texas-born mariner shipped in the deck department as a captain and worked primarily aboard Hvide Marine vessels. He started receiving his pension in 1982 and was a resident of Jasper, Texas.

WILLIAM LOTZ



Pensioner William Lotz, 88, passed away June 19. Boatman Lotz joined the SIU in 1985 in Port Arthur, Texas. He first worked aboard an Ellis

Towing & Transport Co. vessel. A member of the deck department, the Texas-born mariner shipped as a captain. He last worked on a vessel operated by G&H Towing. Boatman Lotz started receiving compensation for his retirement in 1985 and lived in Trinity, Texas.

LAWRENCE PAUL

Pensioner Lawrence Paul, 69, died June 26. Boatman Paul started his career with the Seafarers in 1969 in the port of Philadelphia. He first worked aboard an Interstate Oil Transport vessel. The North Carolina-born mariner shipped in the deck department as a captain. He last sailed on a Taylor Marine Towing Co vessel. Boatman Paul began receiving retirement stipends in 1988 and was a resident of Quakerstown, Pa.

ALLEN SEGREST



Pensioner Allen Segrest, 68, passed away March 20. He joined the Seafarers in 1979 in New Orleans. A veteran of the U.S. Army, Boatman

Segrest was born in Memphis, Tenn. The steward department member worked primarily aboard Delta Queen Steamboat Co. vessels during his career. Boatman Segrest began receiving his pension in 1995 and made his home in his native state.

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.

MAERSK ALASKA (Maersk Line, Ltd.), May 9—Chairman Cesar A. Gutierrez, Secretary Felipe Orlanda, Educational Director Frank J. Michalski Jr., Deck Delegate Ernest M. Richardson, Engine Delegate Agustin Clotter, Steward Delegate Samuel Johnson. Chairman announced arrival May 13 in Sunny Point, N.C., with pay-off next day. Ship then scheduled to sail to Germany. Educational director stressed need for mariners to have required STCW training. Steward thanked deck and engine department members for help in keeping crew lounge and mess hall clean. No beefs or disputed OT reported. New dryer requested. Vote of thanks given to steward department for job well done.

CLEVELAND (Sealift, Inc.), June 23—Chairman Kevin O. Nattoo, Secretary Robert G. Maschmeier, Educational Director Angelito S. Pertobal, Deck Delegate William Powell, Steward Delegate Alice Poree. Chairman informed crew members there will be no reimbursement for workboots. He led discussion about foreign nationals aboard ship and requested copies of union contract with Sealift be made available to crew members. He also asked for clarification of term "all hands." Secretary reminded those disembarking to leave room clean and with fresh linen for replacement mariner. Educational director suggested everyone take advantage of upgrading classes offered at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Some disputed OT reported in deck and engine departments. Recommendation made for fumigation of ship. Next port: Houston or Lake Charles.

DEFENDER (USSM), June 23—Chairman William J. Dean, Secretary Raymond S. Garcia, Educational Director Henry L. Paquin, Deck Delegate Benedicto P. Miranda, Engine Delegate Gualberto Salaria, Steward Delegate John Bennet. Chairman thanked everyone for smooth voyage and advised crew members make sure all shipping documents are up to date. Educational director

spoke about upgrading opportunities at Piney Point. No beefs or disputed OT reported. Vote of thanks given to steward department for good food. Next port: Oakland, Calif.

EL MORRO (IUM), June 29—Chairman Steven W. Copeland, Secretary Kris A. Hopkins, Educational Director Sheldon S. Greenberg, Deck Delegate William Rackley, Engine Delegate Michael N. Blue Jr., Steward Delegate Duane K. Washington. Chairman reminded everyone to be respectful of others aboard ship and keep noise down in passageways. Steward thanked DEUs Cecil Edwards and Gary Timmons for good job on sanitary. He also thanked Chief Cook Matthew Scott and his steward department for their fine efforts. Educational director urged crew members to upgrade skills at Paul Hall Center. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Letter from headquarters regarding tours of duty was received and posted. New dryers for laundry room expected soon. Suggestion made to remove age requirement for retirement. Next port: Jacksonville, Fla.

HMI BRENTON REEF (Seabulk Tankers), June 29—Chairman Dave S. Coleman, Secretary Timothy A. Laird, Educational Director James L. McDaniel, Engine Delegate Charles Jensen. Chairman announced payoff on arrival June 30 in Pascagoula, Miss. He mentioned that solution to question of e-mail use aboard ship is being worked out. Educational director spoke about opportunities available at Piney Point, both upgrading and academic. No beefs or disputed OT reported. Suggestions made that Seabulk use standard tanker contract and that 75-day rotations be made available. Everyone asked to try and separate plastic items from regular trash. Vote of thanks given to steward department for good job.

INNOVATOR (USSM), June 30—Chairman Abdulla R. Alwaseem, Secretary Jose M. Bayani, Educational Director Olie E. Webber, Deck Delegate James D. Morgan, Engine Delegate Shawn L. Clark, Steward Delegate Merucrion Abuan. Chairman praised entire crew for job well done and pleasant voyage with no accidents. He announced payoff in port of Long Beach, Calif. and wished everyone a happy Independence Day. Secretary stressed importance of contributing to SPAD when applying for vacation pay and thanked crew members for helping keep crew lounge and mess hall clean. Educational director talked about how upgrading one's skills at Paul Hall Center can lead to better pay and job security. No beefs or disputed OT reported. Six new mattresses requested for unlicensed crew. Letter of thanks received from the Owens family, rescued by the *Innovator* on May 20 from aboard their sailboat.

ITB BALTIMORE (Sheridan Transportation), June 26—Chairman Jeffrey H. Kass,

Secretary Pedro Ramos Mena, Educational Director David S. Fricker, Engine Delegate Steven Pollard, Steward Delegate Elsayed T. Amasha. Chairman spoke about importance of contributing to SPAD, upgrading skills at Piney Point and keeping noise down in passageways, among other issues. He stated he was awaiting response from union regarding old business of getting day's pay in lieu of day off. Educational director noted \$200 in ship's movie fund. Some disputed OT reported in engine department. Thanks given to SA for excellent salad bar and for keeping mess hall so clean. Next ports: Cherry Pt., Wash.; Long Beach, Calif.

LIBERTY SPIRIT (Liberty Maritime), June 23—Chairman Ralph W. Gibbs, Secretary Lito G. Acosta, Educational Director Daniel A. Rodriguez, Deck Delegate Ron Owens, Engine Delegate Samuel Akuffo, Steward Delegate Nadine Butler. Secretary noted bags for dirty linen to be placed on each deck for those getting off. Educational director advised mariners to take advantage of upgrading courses at Piney Point and improve job security. All departments reported five-day restriction to ship. Suggestion made to schedule laundry times (to reduce noise in rooms next to laundry room). Request made for new mattresses and linen as well as juice machine, paper cups and paper plates. Clarification requested on policy for washing cargo holds each day. Next port: Portland, Ore.

LIBERTY SUN (Liberty Maritime), June 23—Chairman Joseph W. Moore, Secretary Ronald J. Davis, Educational Director Joseph B. Dunnam, Deck Delegate Floyd Patterson, Engine Delegate Joseph Williams IV, Steward Delegate Mark Wirtanen. Chairman announced payoff July 2 in New Orleans. Room inspection will take place at that time. Those getting off should clean rooms and turn in keys. Educational director spoke about educational opportunities available at Paul Hall Center. No beefs or disputed OT reported. Crew members informed of 3 percent increase in overtime and penalty rates as of July 1. Vote of thanks given to steward department, especially for great barbecues.

OVERSEAS NEW YORK (ATC), June 28—Chairman Christopher J. Kicey, Secretary Nancy S. Heyden, Educational Director Edward H. Self. Chairman announced payoff June 30 in Cherry Point, Wash. From there, ship scheduled to go to San Francisco, probably for a few days at anchor. Bosun thanked crew for hard work, with special thanks to riding gang for all the painting they did. All rooms now have satellite cables in them. Anyone who buys a TV can get a dish box from the captain. Secretary thanked DEU John Stewart and GSU Ahmed Nasser for outstanding sanitary jobs. He also thanked entire crew for helping maintain common areas. Educational director stressed importance of supporting union through SPAD donations and upgrading skills at Piney Point. He noted that movie library has been inventoried and tidied up and asked that all movies be returned to officer's lounge when finished with them. No beefs or disputed OT reported. Recommendation made to include medical benefits for those seafarers who take early retirement. Crew unanimously thanked Bosun Kicey for being a great shipmate, terrific ship's chairman and great bosun. Crew also acknowledged retirement of AB Patrick F. Mathes,

who was making his final voyage on the *Overseas New York* after 43 years of going to sea. "Enjoy your retirement."

PACIFIC (CSX Lines), June 30—Chairman Benedict B. Born, Secretary Robert P. Mosley, Educational Director David M. Mitchell, Deck Delegate Julius C. Udan. Bosun spoke about importance of donating to SPAD and explained how it benefits SIU members. He advised everyone to check in with customs and immigration at payoff in Tacoma as well as with the port agent and to

Beach, Calif. He noted smooth voyage with no accidents. Secretary and educational director added their thanks for smooth voyage and recommended seafarers take advantage of educational opportunities available at Paul Hall Center and contribute to SPAD for future of maritime industry. New chairs received for crew mess hall. Treasurer stated \$600 in ship's fund. No beefs reported. Chief cook requested more OT for his department. Several suggestions made for next contract regarding standby relief and parking at dock. Clarification of new contract

Birthdays = Personalized Cake on the Endurance



Chief Steward Russell B. Beyschau (right) always tries to make each fellow crew member's birthday a special one with a decorated cake. This one was for "Darrell" aboard the USSM vessel *Endurance*.

leave rooms clean and with fresh linen for new crew member. Secretary urged mariners to take upgrading courses at Paul Hall Center. He also reminded them to keep all necessary shipping documents up to date. Educational director suggested seafarers read monthly LOG to keep abreast of union business and maritime industry. Treasurer stated \$223 in cookout fund and \$346 in ship's fund. No beefs or disputed OT reported. Request made for more information on money purchase pension plan. Steward department given vote of thanks for job well done. Two unlicensed apprentices on board this trip—Larry Howard and Chris Bryant—who are both doing a very good job. After payoff in Tacoma, ship heading to Oakland, Calif., Hawaii, Guam and Hong Kong.

USNS BOWDITCH (Dyn Marine), June 24—Chairman Donald G. Rezendes, Secretary Francisco Madsen, Educational Director Gary Torres, Deck Delegate David Manix, Steward Delegate Leocadio Colon. Chairman talked about repairs done in shipyard and welcomed all new members on board. He thanked engine department for their help during the shipyard period, especially getting air conditioner working and water and sewage system on line. Secretary noted everything running smoothly. Educational director offered assistance to anyone interested in upgrading skills at Piney Point. No beefs or disputed OT reported. Discussion held about need to have all shipping documents and medical records up to date, including having immunizations entered on medical records. Information requested on insurance (health, dental) issues, including list of accepted hospitals/clinics/doctors.

ENDURANCE (USSM), July 9—Chairman Romeo Lugtu, Secretary Russell B. Beyschau, Educational Director Tesfaye Gebregziabher, Engine Delegate Steve Roberts, Steward Delegate Jimmy L. Williams. Chairman announced payoff July 11 in Long

requested. Vote of thanks given to steward department for job well done, especially for great July 4 barbecue (photos on this page of barbecue and birthday taken by Russell B. Beyschau).

MAJ. STEPHEN W. PLESS (Waterman Steamship Corp.), July 2—Chairman Robert E. Hugood, Secretary Linda L. McPhetridge, Educational Director Jan Morawski, Deck Delegate Kenneth R. LaCour, Engine Delegate Brian W. Monnerjahn, Steward Delegate Frederick A. Gilbert. Chairman announced upcoming payoff and crew change in port of Klaipeda, Lithuania on July 8. Return U.S. port not yet known. No beefs or disputed OT reported. Suggestion made for union to check into possibility of combining pre-sign on and yearly physicals. Resolved to start ship's fund and elect treasurer at next meeting. Request made for new TV antenna as well as clothes irons in both crew laundries. Copies of online newspapers also would be appreciated. Crew members expressed displeasure at current transportation arrangements and hoped for some solution.

MARINE COLUMBIA (ATC), July 5—Chairman Gregory L. Hamilton, Secretary Amy K. Rippel, Educational Director Glenn Barnes, Deck Delegate Pedro V. Ramos, Engine Delegate Rolando E. Bundang, Steward Delegate Patricia J. Geras. Bosun informed crew they should go through chain of command when an grievance or beef arises—and not go directly to captain. He stated he has tour of duty certificates to be filled out at end of tour in order to collect 16 days vacation. Educational director urged everyone to attend upgrading courses at Paul Hall Center and keep STCW and other required merchant marine documents up to date. Treasurer noted nearly \$3,000 in ship's fund, although new satellite system (\$2,100) not yet paid for. No beefs or disputed OT reported. Next port: Long Beach, Calif.

Celebrating the 4th



They may have been at sea, but crew members aboard the *Endurance* (USSM) celebrated the Fourth of July like many of their shoreside brothers and sisters—with chicken, steak, hamburgers and hot-dogs sizzling on the grill.

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.)

ABs Elshawa, Castillo Distinguish Themselves

I just got back to the office after responding to the fire aboard the *M/V Patriot*. Titan Salvage fixed the tug and sent a team over the water from Ft. Lauderdale. I led the team as salvage master, and the job was completed without incident; the ship is safely secured in Charleston.

Prior to our boarding the vessel, all non-essential crew had been removed from the *Patriot*, by way of tug, to the sister ship *Mormac Sun*. When we boarded the ship, it was drifting in the Gulf Stream with six people on board, two of which were SIU members—Able Seamen Zach Elshawa and Jose Castillo.

In my initial meeting with the *Patriot* master, I asked him who was still aboard, and he informed me that the chief engineer, first assistant, second assistant, two able seamen and he remained. I was initially surprised that no other deck officers were aboard and that instead two ABs remained, but it didn't take long to figure out why the captain had kept whom he did.

Both Zach and Jose are two of the finest seamen I have ever had the pleasure of working with. During the heat of battle, both men remained alert, attentive and focused on jobs that they were assigned. Both men were smart, tireless, safety-conscious and vital assets to our response. And this was after they had spent 30 hours on the deck of a dead ship after having secured spaces for release of the CO₂ system, including the taping of vents as heat and smoke fought their efforts. Prior to our arrival, they had sustained themselves on nothing more than lifeboat rations.

Both of these men are a credit to the SIU and the American Merchant Marine. I would be proud to sail anywhere with them.... These men are SIU

heroes and you should be proud of them.

Dan Schwall
Ft. Lauderdale, Florida

Seafarer Commended For 'Mercy' Voluntarism

I am writing this letter in appreciation of a man from the SIU who volunteered his services on board one of our hospital ships. Mr. Ed Lobb (QMED) volunteered his time when our ship, the *Caribbean Mercy*, was scheduled for a move.

His service as an engineer aboard our ship was exemplary, and he went beyond the call of duty in serving with us. He left his friends and family to help our ship make a strategic move in preparation for its medical outreach in Honduras.

Mercy Ships is an all-volunteer organization and operates three hospital ships around the world, serving the poor and needy. I greatly appreciate Mr. Lobb's service to our organization and, in turn, to those we serve, the poorest of the poor.

Steve Wargo
Marine Staffing Manager,
Mercy Ships

Rescued Owens Family Thanks Innovator Crew

(This letter was sent to Capt. Bob Lamb and the crew of the *SeaLand Innovator*, and then forwarded to the LOG. The rescue was reported on page 7 of the July issue.)

We thank you so much for coming to our rescue on May 20. You and your awesome crew went out of your way and totally over and beyond the call of duty. You helped us achieve a safe transfer from our disabled vessel to yours.

This was the hardest thing we ever had to do. We can't begin to tell you what your hospitality meant to us. We're at a loss for words, but we will never forget what you did for us.

Thank you so much.

The Owens Family
(Harvey, Krista,
Taysia and kitty)
Vista, California

Hot Times In the Gulf

Greetings from the Persian Gulf. Here is a shot of the *USNS Watkins* pulling into Ash Shuaybah, Kuwait for "Operation Vigilant Hammer." It was 120F in the shade. Sweat evaporated off you as it hit the air. You had to drink 8 oz. of water every 15 minutes to stay properly hydrated.

We were the first LMSR to drop off the metal. All was a success, the download was done in 39 hours when originally estimated at 48-72. That's a piece of cargo every two minutes.

A big Bravo Zulu from the Army. As always the SIU crew was paramount and did an exemplary job. The Captain (Dave Smith) gave the crew a big Bravo Zulu.

Also sending photos (see below) of our U.S. Army armed guard ("sea grunts" we call them!). They mounted 50-caliber machine guns on the bridge wings. These boys were happy to get out of the desert (and eat some dessert!) for a while and eat like kings under the stewardship of Mike Briscoe. We had an extra 30 people on board and the steward dept. stood to the challenge.

Giving credit where it's due, the steward department consists of Briscoe, relief Steward Chris Cassie, Chief Cook Raul Napoles, ACU Ali Hussein and SAs Harry Hernandez, Shad Barrington and Ali M. Abdulla.

Bravo Zulu to all!

Second Mate Stephen Barry
Aboard the *USNS Watkins*



U.S. Army armed guards (above) take up position aboard the *USNS Watkins* (below).



Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

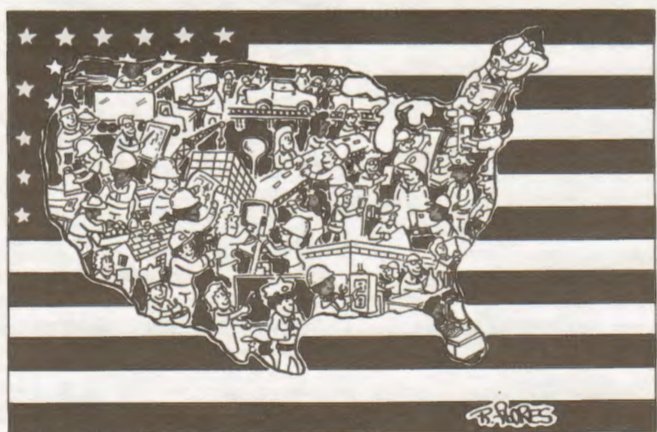
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

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

Union Label Week



Sept. 2-7, 2002

Union Goods and Services: They're Everywhere!

If you can eat it, drink it, or ride it... If you can sit on it, play on it, work in it or stay in it... If you can tell time with it, build with it or cook with it... If you watch it, listen to it or keep things cold with it... If you use it for work or just to have fun... You can find one made by union workers.

But, did you also know that union members treat you when you're sick and help you stay well. They fight fires, fly airplanes, drive buses and trucks... They build houses and buildings, churches and schools... They make trains, airplanes and boats and the engines that move them... They build autos and trucks and the roads they follow... They run railroads and subways and ships big and small... They make glasses to wear... and the kind that you drink from... They keep you warm in the winter and cool in the summer... They make music and movies, and they film TV news... They write newspapers and print them, take pictures and tint them... They do thousands of things to make life more secure.

So, look for the union label—just to be sure.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

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

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 August 31.

Recertification

Bosun October 7 November 1

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 _____

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16 November 11	October 25 December 20
QMED - Junior Engineer	September 30	December 20
Welding	September 23 October 21 November 18	October 3 November 8 December 6
Engine Utility (EU)	October 20 November 25	November 15 December 20

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	October 7 December 2	October 18 December 13
Basic Fire Fighting/STCW	September 23 September 30 October 14 October 28 November 18 December 9 December 16	September 27 October 4 October 18 November 1 November 22 December 13 December 20
Fast Rescue Boat	September 30 October 7 October 28 November 11 November 25	October 4 October 11 November 1 November 15 November 29
Government Vessels	September 23	October 11
STCW Medical Care Provider	October 21	October 25
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	December 2	December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	September 23 October 28	September 27 November 1

Academic Department Courses

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

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

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

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

9/02

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 630 — Unlicensed apprentices who graduated from class 630 are (from left, kneeling) Bryan Fletcher, Eddie Lastimosa Jr., (first row, standing) Nadia Wright, John Shea, Desmond Jones, Ralph Williams III, Jerrard Key, Clinton Betties, Eileen Lammers, (second row, standing) Christian Rosado, Christopher Rosado, David Barber, Lonnell Carter, Raymond Flores, Demond Williams and Roy Logan.



QMED — Earning their QMED certification July 18 are (in alphabetical order) Eli Ade, Daniel Avery, Mark Campbell, John Collins Jr., Joshua Davenport, Jon Hembra, Richard Huffman, Paul Kucan, Steven Lombardi, Mark Maduro, Joseph McCrosky, James McDonald, Clarence Murphy, Niko Nomsales, Celina Ortega, Robert Pinkard, Jason Roate, Justino Sanchez, Lane Schroeder, Michael Sims, Donna Sylvia and Craig Verdine. (Note: Not all are pictured.)



CBR-D — The CBR-D (chemical, biological, radiological defense class), held aboard the *Richard G. Matthiesen* in Guam recently, was taught by Paul Hall Center Instructor Stan Beck (fourth from the left). Awaiting their certificates are (in no specific order) Salvatore J. Ali, Dana Naze, Michael Bowers, Raymond Jones, Ahmed Quraish, Marion Brown and Kenneth Brown.



Government Vessels — Upgrading Seafarers who successfully completed the government vessels course June 28 are (from left, front row) Carolyn Milstead, Martin Zeidenberg, Geronimo Bareng, (second row) Willie Waddell, Glen James, Stanley Kordinak, Robert Odmark and Jennifer Senner. Their instructor, Greg Thompson, is at far right.



Welding — Seafarers who successfully completed the welding course June 28 are (in alphabetical order) Gregorio Alvarez, Manuel Gasper, Timothy Jackson, Anthony Neathery, James Ortiz, Carmus Peet, William Sholley, David Wade and Clarence Murphy. Their instructor, Buzzy Andrews, stands in back row (with plaid shirt).

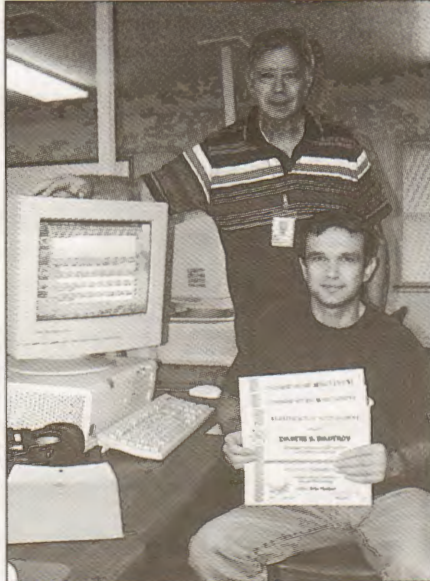
ARPA — With their instructor, Mike Smith (left), are graduates of the ARPA class, which ended June 28. From the left are Smith, George Payne, Donald Lash and Douglas Carson.



Computer Lab Classes



In photo at left, Bernardino Eda (left) and Richard Ho proudly show their certificates of achievement for completion of the Computer Basics/Windows Operating System course. With them is their instructor, Rick Prucha.



At right, Dimitre Dimitrov (seated) displays three certificates he received for computer courses he successfully completed under the instruction of Rick Prucha.

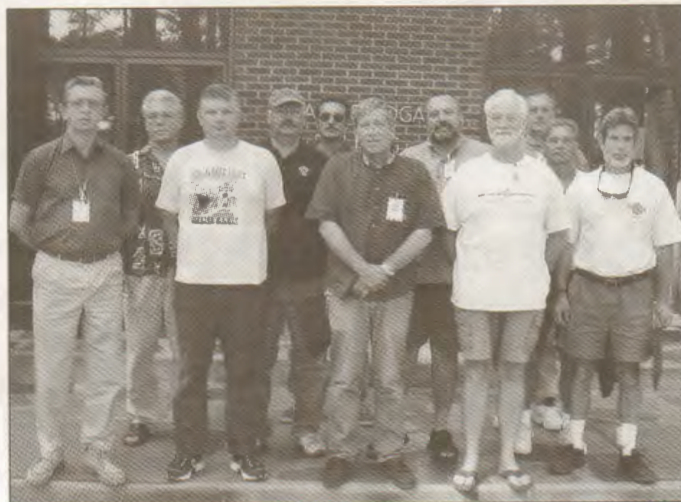


Welding — Completing the two-week welding course July 19 are (from left) Buzzy Andrews (instructor), Rahul Bagchi, Lloyd Marsh, Dwaine Nolte, Gregory Johns and Ivan Ingram.

Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL)— Completing the tanker familiarization/assistant cargo (DL) course July 26 are (in alphabetical order) Mian Ahmad, David Ayou, David Ballard, Benjamin Barnes, Clebert Berthelot, Jose Boza, Bernardino Eda, James Gasca, Phillip Harmon, David Hawkins, Arthur Hurd, Nathaniel Lynch, Lyle McCorison, Lee McMillan, Patricia McNulty, John Mensah, Antonio Miana, Lawrence Richardson, Wilfredo Rodriguez, Emani Vili, Henry Whitt and Nevis Williams. Their instructor, Jim Shaffer, is at far right.



Tankerman (PIC) Barge — Inland boatmen who graduated from the tankerman (PIC) barge class recently are (from left) Jim Shaffer (instructor), Peter Funk, Ronald Corgey, George Wyatt, William Harvell, George Sadler, Kenneth Graybill, Bruce Murphy, Marc Grantham, Lon Piner and Daniel Milligan.



Government Vessels — Upgrading Seafarers who graduated from the government vessels course July 26 are (from left, front row) Robert McFeeley, Michael Sims, Timothy Tyree, (second row) Phillip Widmer, Jonathan Carter, Brian McAllister and Clarence Murphy. Their instructor, Greg Thompson, is in back in white shirt.



Marine Electrical Maintenance— Working their way up the engine department curriculum are July 27 graduates of the marine electrical maintenance course. They are (in alphabetical order) Ehtesham Ahmed, Lawrence Banks, Andre Carriere, David Cuffe, George Grigorovitch, Antoine Jennings, Darrell McDonald, Lamar Parker, Allen Pryor, Ron Schexnayder, James Tyson, Andrew VanBourg, Jevon Vontoure and Leroy Williams.

GMDSS — Completing the GMDSS course July 19 are (in alphabetical order) James Braddy, Michael Daniels, Bruno Kalmeta, Daniel Marks, Mark Schultz, Phillip Spoerle and Alvin York. Their instructor, Brad Wheeler, is at far right.



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.



Engine Utility— Unlicensed apprentices in phase III of their training completed the engine utility course Aug. 8. They are (from left, front row) Christopher Cash, James Grasseth, Brian Shaw, LeRoy Dominguez, (second row) Jay Henderson (instructor), Jeffrey Thomas, Daniel Amesbury, Gregory McKinnon, Bradley Flowers and John Jackson.

Basic Safety Training Classes



Carl Wonderly, Hamdi Hussein, Bruce Watson, James Sullivan Carma Petersen, William Rios, Carmine Bova, Jorge Santana, Donald Garrison, Thomas Sybo, Thomas Hulsart Jr., Kenneth Kitchen, John Howard, Jeffrey Carter, Thomas Bert, Sherman Anderson, Douglas Burch and Stan Beck (instructor, at far right).



Dimitre Dimitrov, Sherwood Foster, Steven Gray, Elton Jeansonne, Charlie Pierce, Robert Rush, Zaid Said, Donlee Wilson, Gerasimos Ballas, Franz Eder, Russell Dean and Stan Beck (instructor, at far left).



The

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Seafarers LOG

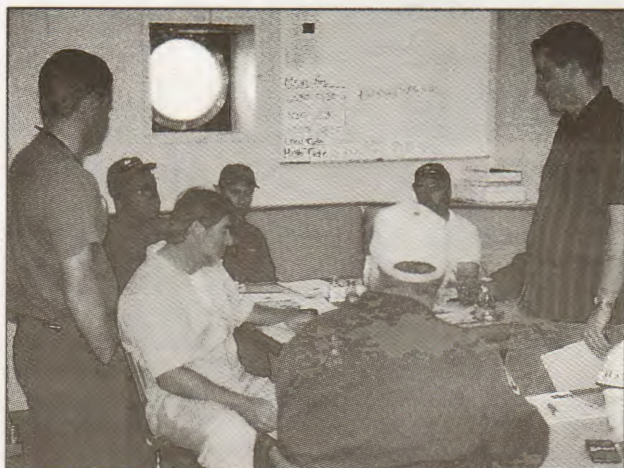
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

Seafarers:

Pacific District Pension Plan Notice – Page 14

If you are enrolled in the Seafarers Money Purchase Pension Plan, make sure you have designated a beneficiary – Page 14

New Tug/Barge Off to Good Start

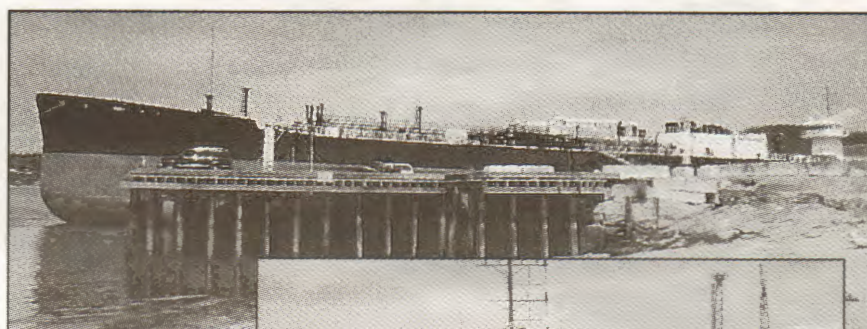


Tacoma Port Agent Bryan Powell (right) meets with Seafarers aboard the newly crewed ATB *Sea Reliance* in Ferndale, Wash. He said that everyone was very pleased with conditions aboard the ATB and with the new contract.

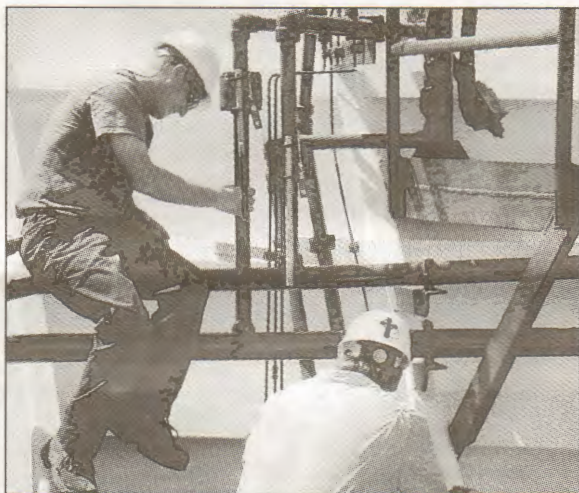
Everything is running smoothly aboard the new SIU-crewed tug *Sea Reliance* and its accompanying double-hulled barge 550-1, according to SIU Tacoma Port Agent Bryan Powell, who recently met with its crew members in the port of Ferndale, Wash.

Together, the tug and its barge form an articulated tug-barge (ATB) tank vessel unit that transports clean oil products. The hinged connection system between the units "allows movement in one axis or plane in the critical area of fore and aft pitch," noted Intrepid Ship Management, which operates the equipment.

Following the ATB's April christening in New Orleans (see July 2002 *Seafarers LOG*), the American-built, -crewed and -owned unit—which incorporates the latest environmental and safety advances in its design—now carries petroleum cargo between Portland, Ore. and Anacortes, Wash.



The tug and barge units of the ATB are connected in Ferndale, Wash. (top photo). The picture above shows, in greater detail, the tug in the notch of the barge.



Captain Charlie Tuck and Utilityman Larry Soulier inspect the integrity of the hydraulic lines on the 550-1, the ATB's double-hulled barge unit.



The communication and navigation equipment on board the *Sea Reliance*, seen in this photo of the bridge, is among the most technologically advanced in the industry.



Right: AB/Tanker man Willie Allen performs some routine painting on deck.

Seafarers Approve Matson Contract



First reviewing the new Matson contract July 2 (photo at left) and then voting unanimously in favor of the agreement (right) were Seafarers aboard the *SS Lihue*, which was in Honolulu harbor. From the left in each photo are Room Steward Sam Rashid, Chief Cook Abdulla Falah, Honolulu Port Agent Neil Dietz and Chief Steward Colleen Mast. Additionally, Assistant Cook Jorge Barahona is on the far right in the photo above.



Above left, SA Nasser Rashid (left) and Chief Cook Steven Sun intently read the terms of the new Matson agreement during the contract ratification meeting aboard the *SS Matsonia*, July 3 in Honolulu harbor. Above right, aboard the same vessel, Chief Steward Ruti Demont (seated) and SA Nasser Hussein give their "thumbs up" to the new pact. Details about the contract were published in last month's *LOG*.



On board the *SS Chief Gadao* July 5, also in Honolulu harbor, voting was unanimous in favor of the Matson contract. From the left are Assistant Cook Peter Scheutz, Honolulu Port Agent Neil Dietz, Chief Steward Douglas Swets and Chief Cook Mohamed Omar.