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# The Seafarers Log

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

## More New Jobs!

### Cable Ship, RO/RO, 3 Ferries Christened



ABOVE: The cable ship *Tyco Decisive* was christened May 30 in Baltimore. Page 4.  
RIGHT: Christened June 14 in San Diego, the *North Star*, operated by SIU-contracted Totem Ocean Trailer Express (TOTE), will join the company's Tacoma, Wash. to Anchorage, Alaska service. Page 3.



ABOVE & RIGHT: SIU-contracted NY Waterway recently christened two new passenger ferries, including the *Congressman Robert A. Roe* (top), while the Delaware River Port Authority has added another SIU-crewed passenger ferry (the *Freedom*, right) to its service between Philadelphia and Camden, N.J. Page 3.



## SIU Crews Honored for War Service

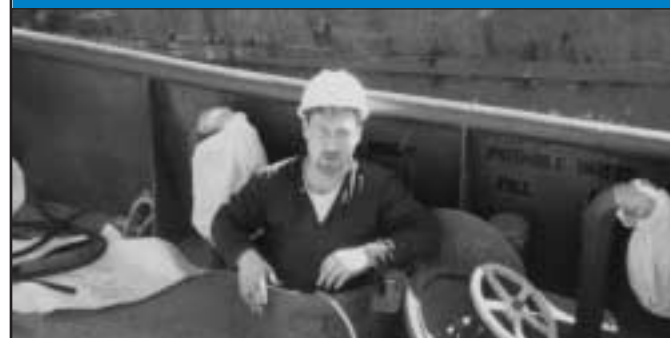


ABOVE, LEFT: Seafarers aboard the RRF vessel *Wright* received a hero's welcome June 16 in Baltimore as the U.S. Maritime Administration conducted a shipboard ceremony honoring their service in Operation Iraqi Freedom. Among those acknowledging the crew were General John W. Handy, commander, U.S. Transportation Command (dark uniform and flight cap, seventh from left); Vice Admiral David L. Brewer III, commander, U.S. Military Sealift Command (second from left); U.S. Department of Transportation Deputy Secretary Michael P. Jackson (right); U.S. Maritime Administrator Captain William Schubert (front, fifth from right); and SIU President Michael Sacco (to Schubert's right). Page 2.



U.S. Secretary of Transportation Norman Y. Mineta presents AB Karen Domerego with the Merchant Marine Expeditionary Medal during National Maritime Day ceremonies in Washington, D.C. Pages 12-13.

## Mariners at 2 Companies Vote SIU



Crews at two companies recently voted to join the SIU. In San Francisco, boatmen employed by Starlight Marine Services unanimously chose the Seafarers. One of their tugs, the *Royal Melbourne*, is pictured at right. Also signing on with the SIU are mariners at Buffalo Industrial Diving Company (BIDCO), including DEU Richie Bowermaster (left). Page 3.



# President's Report

## Internationally Active

For anyone entering a new line of work, there's usually a lot to learn.



Michael Sacco

I'd say that's especially true for U.S. mariners, given all the rules and regulations we face at the national and international levels.

All of us know how important it is for the union to have a strong presence in Washington. That's why we appreciate your solid support for SPAD.

But, it's also important that all Seafarers—newcomers and old salts alike—take at least a little bit of time to understand the SIU's international activities. That's because our work with the International Transport Workers' Federation (ITF), the International Maritime Organization (IMO) and the International Labor Organization (ILO) is crucial to the livelihoods of Seafarers.

Let's start with the ITF. The ITF is a worldwide federation of transport-related unions, including the SIU. In some ways, it's like a global version of the AFL-CIO, which is the coalition of U.S. trade unions. More than 600 unions in 137 countries are affiliated through the ITF. Together, those unions represent about 5 million members.

Headquartered in London, the ITF probably is best-known for its campaign against runaway-flag shipping—an important fight in which the SIU also remains extremely active. But, there's a lot more to the ITF than just that one campaign. Overall, the federation promotes the interests of transport workers on a global level. The ITF also is very active in organizing, whether it's aboard ship, in port, on the roads, along the railways or in the skies.

The ILO and the IMO also are significant to Seafarers, which is why we regularly take part in their respective forums, usually overseas. The ILO is a United Nations agency which, in its own words, "seeks the promotion of social justice and internationally recognized human and labor rights." Labor, management and government are represented at the ILO, based in Geneva.

To understand how the ILO impacts the maritime industry, look no further than last month's conference in which ILO delegates approved the basic elements of a new, universal ID for mariners. That agreement will be taken back to the signatory nations, who in turn will be tasked with implementing its terms. The bottom line is that many Seafarers eventually will be required to possess the universal ID—and that's why we're making sure the SIU's voice is heard, not just at the ILO but also here at home with the Coast Guard.

Finally, the IMO has similar roots through the UN, though of course it is specifically devoted to maritime issues. Today, the IMO has 162 member states or nations, and its effect on maritime can be summarized in four letters: STCW. Both the original and amended STCW conventions were ratified through the IMO.

Basically, the IMO, based in London, functions along the same lines as the ILO. Whatever topic is formally addressed—security, identification, safety—a conference or series of meetings takes place. Participants debate the issues, an agreement usually is reached, and new regulations are put into place in the signatory nations.

These descriptions are extremely basic, but I hope they'll help give you at least a snapshot of the organizations and why they're important. It takes a lot of time and effort for the SIU to stay active in the ITF, ILO and IMO—but we remain committed to representing Seafarers' interests internationally.

## What a Run!

These are exciting times for the SIU. From mid-May to mid-June, our shipboard job opportunities grew as we welcomed a new RO/RO, a new cable ship, and three new passenger ferries. Our ranks also grew, as mariners at two companies voted to join the SIU.

Congratulations all the way around, and welcome to our newest members, at BIDCO and Starlight Marine.

Additionally, Seafarers who sailed during Operation Iraqi Freedom received more accolades during ceremonies conducted by the U.S. Maritime Administration and the U.S. Military Sealift Command. I encourage you to read about them throughout this issue of the *LOG*.

As I mentioned at some of the most recent ceremonies, the SIU certainly doesn't take the recognition for granted. But, beyond that, I want to thank our friends at MarAd and at MSC for truly going all-out in their efforts to acknowledge the U.S. crews who sailed during the war. I know how much work goes into these events, and I'm positive that our crews will never forget the generous thanks they've received.

Most of all, I again join in thanking the Seafarers whose patriotism, commitment, reliability and skill helped make victory possible.

# Gen. Handy Lauds U.S. Crews for 'Dedication, Patriotism, Excellence' MarAd Ceremony for Wright Brings Powerful Praise

In a proud scene for the SIU and the rest of the U.S. Merchant Marine, Seafarers were honored June 16 aboard the Ready Reserve Force (RRF) vessel *Wright* in Baltimore, during a ceremony hosted by the U.S. Maritime Administration (MarAd). General John W. Handy, commander, U.S. Transportation Command, presented crew members and officers with Merchant Marine Expeditionary Medals for their support of U.S. forces during Operation Iraqi Freedom.

General Handy delivered the keynote address. He praised the mariners for "the incredible job you've done in support of this nation. You make all the difference in the world, and I salute your dedication, patriotism and excellence. Victory was made possible by America's dedicated merchant mariners."

He also said, "There is no doubt you stand ready again, anytime, anywhere. You have proven yourselves to be great patriots time and time again. You are seagoing warriors."

Vice Admiral David L. Brewer III, commander, U.S. Military Sealift Command, credited the *Wright* along with the thousands of other merchant mariners who sailed during Operation Iraqi Freedom.

"We have prevailed because you answered your nation's call," Brewer stated. "You built a steel bridge of democracy from the USA to the coast of Kuwait."

SIU President Michael Sacco was a guest speaker during the noontime ceremony. He commended the crew and also noted the outstanding cooperation between all parties involved in mobilizing America's sealift capabilities.

"We were all in it together, and that's how we got the job done," Sacco noted.

Also delivering remarks were U.S. Department of Transportation Deputy Secretary Michael P. Jackson; U.S. Maritime Administrator Captain William Schu-



Recertified Steward James Kidd (holding medal) is congratulated by (from left) General Handy, Deputy Transportation Secretary Jackson and Maritime Administrator Schubert.

bert; U.S. Marine Corps Colonel Chris Joyce; and American Overseas Marine Corporation (AMSEA) President Leland Bishop.

An aviation logistics support ship operated by AMSEA, the *Wright* was deployed for 145 days in support of U.S. troops. It provided rapid and dedicated sealift for deployment of U.S. Marine Corps aviation intermediate maintenance activity. The mission included transporting a helicopter platform, a complete repair shop, and equipment for fixed-wing and rotary-wing aircraft. More than 300 Marine Corps personnel operated from the ship during the deployment, providing service and repair in support of the Marine Aviation Combat Element.

## Seafarers Recall Voyage

"We did 139 helo drops," said Recertified Steward **James Kidd**. "There were many days and weeks when it was 100 degrees or more (inside the ship), but we had a good crew. Everything went well between us and the military personnel."

Repair teams aboard the RRF ship fixed an estimated 2,000 parts for their fellow armed forces personnel. Those pieces

were transported to and from the *Wright* via helicopter.

"The mood was good, considering we went four months with no shore time at all," said Recertified Steward **Ed Tulley**, who sailed as a chief cook aboard the *Wright*. "Everyone kept their head up. The Marines were nice—all about business, but I made some friends."

Tulley's wife, Amber, attended the ceremony and offered another perspective. "It was very scary when I found out about the mines in the water (in the war zone). But I just tried to keep a positive attitude."

Bosun **Tom Moore** stated, "Everyone worked together and showed real teamwork. The Marines and crew worked together as much as possible. It was a good effort."

AB **Larry Justin** served in the Marine Corps during Vietnam. He noted the contrast between returning home after that war and this one. "After Vietnam, we had a crowd of people, but they were carrying protest signs," he recalled. "It's much nicer today."

OS **Seth Rockwell** joined the union through a fairly new program that assists displaced Alaskan fishermen. His first trip was aboard the *Wright*.

"It was a chance to meet a lot of people," said Rockwell, who lives in Seward, Alaska. "I think the contact between the Marines and the crew was pretty good. We got a lot of overtime and kept pretty busy."

## 'Stormed the Gangways'

The ceremony, one of dozens conducted by MarAd for returning RRF vessels, yielded some of the strongest praise yet for the merchant marine.

Handy noted that despite potential dangers faced by U.S. crews, "there was no shortage of volunteers. Quite the contrary, you stormed the gangways and enabled us to achieve victory in record time.... Once again, you're among the first to fight and the last to come home. The nation is grateful for your service."

Schubert described the *Wright's* civilian mariners as "great Americans." He said the rapid transport of materiel aboard U.S.-flag ships for American forces in Operation Iraqi

Continued on page 10



SIU President Michael Sacco



U.S. Marine Corps Colonel Chris Joyce



MSC Commander Vice Admiral David L. Brewer III



AMSEA President Leland Bishop

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# TOTE Christens New RO/RO North Star

A red, white and blue celebration took place June 14 at San Diego's NASSCO shipyard—and not just because it was Flag Day. For the SIU, the bigger occasion was the christening of Totem Ocean Trailer Express' (TOTE's) *North Star*, a new roll-on/roll-off vessel that is sister ship to the *Midnight Sun*.

Each of the new SIU-contracted Orca-class trailerships is 840 feet long, 118 feet wide and capable of carrying highway trailers as large as 53 feet in length. Cargo decks are 360,000 square feet apiece and can handle up to 600 cargo trailers and 220 autos as well as oversized freight. The ships employ the latest in marine

technologies, including twin-screw, diesel-electric propulsion that can achieve a speed of more than 24 knots.

The *North Star* will join the *Midnight Sun* in TOTE's Tacoma, Wash. to Anchorage, Alaska service.

"The *North Star* means new jobs for Seafarers, and I'm confident the SIU men and women who crew this ship will do an excellent job," stated SIU President Michael Sacco. "But we should not overlook the fact that the *North Star* also will benefit U.S. national security.

"As we again were reminded during Operation Iraqi Freedom, commercial ships are needed to

support our troops during war," he continued. "Both the *North Star* and the *Midnight Sun* will help maintain the pool of qualified shipboard manpower that's needed to meet American sealift requirements in times of conflict."

Lu Young, wife of U.S. Rep. Don Young (R- Alaska), and Marie Magee, wife of Robert P. Magee Jr., president and CEO of TOTE, were the ship's sponsors. Congressman Young, a strong supporter of the U.S. Merchant Marine who is serving in his 16<sup>th</sup> term in the House of Representatives, was the keynote speaker at the event.

"We are pleased with the performance of the *Midnight Sun* and look forward to placing the *North Star* into service," said Magee. "Our multimillion-dollar investment in these ships will contribute immeasurably to the growth and vitality of the Alaskan economy."

The *Midnight Sun* and *North Star* have received several prestigious awards for their environmentally sensitive features. These awards include 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 U.S. Coast Guard's William M. Benkert Foundation 2002 Environmental Excellence Bronze Award.



The *North Star* will join its sister ship, the *Midnight Sun*, in TOTE's service between Tacoma, Wash. and Anchorage, Alaska.



U.S. Rep. Don Young (R-Alaska) delivers the keynote address at the christening in San Diego.



Photo courtesy of NASSCO

Marie Magee (left), with her husband, Robert P. Magee Jr., president and CEO of TOTE, and Lu Young, with her husband, U.S. Rep. Don Young (R-Alaska), prepare to christen the *North Star*.

## Crews at Starlight Marine, BIDCO Vote for Seafarers

Mariners at two companies recently voted to join the Seafarers International Union.

In San Francisco, boatmen employed by Starlight Marine Services unanimously chose the SIU. They work aboard a conventional tug and barge that is used for bunkering and lightering operations, and also aboard two ship-assist tugboats utilized for docking and tanker escort procedures.

SIU Vice President West Coast Nick Marrone said that the SIU competed with three other maritime unions during the organizing campaign.

"Everyone from the SIU who participated in the campaign did a good job," Marrone said. "I extend a warm welcome to our newest members, and I congratulate them for choosing the SIU."

The Starlight Marine mariners

are covered by a five-year contract that stipulates wage increases, pension benefits, top medical coverage and other benefits.

Also signing on with the Seafarers are mariners at Buffalo Industrial Diving Company (BIDCO). They crew a 110-foot former survey boat which now tends diving platforms and also delivers construction material.

BIDCO's parent company is involved in marine construction projects including underwater pipeline installation, harbor dredging, underwater repairs and much more. BIDCO assisted in some of the salvage efforts in New York following the attacks of September 11.

Crew members at BIDCO now are covered by a three-year contract that calls for wage increases each year of the agreement, plus top pension benefits and the union's best medical plan, among other benefits.

Right: The Seafarers-crewed Pipeline Surveyor carries a crew of five.



Starlight Marine boatmen welcome SIU VP West Coast Nick Marrone (second from right). Pictured from left to right are Mate/Tankerman Greg Wall, Engineer/Tankerman Lyle Page, Marrone and Deckhand/Engineer Mark Carlsen.

## NY Waterway Fleet Expands



SIU-contracted NY Waterway recently added two more passenger ferries to its steadily expanding fleet. Christened at the Port Imperial Ferry Terminal in Weehawken, N.J. were the *Governor Thomas H. Kean* (above, left) on May 20 and the *Congressman Robert A. Roe* May 17. Pictured aboard the *Thomas Kean* are (above right, from left) Deckhand Tony Moyet, SIU Patrolman Joe Baseline and Deckhand Nestor Martinez. NY Waterway is the largest privately owned commuter ferry service in the nation.

## New 'Freedom Ferry' Means More SIU Jobs



Seafarer James Anderson mans the new ferry.

The Delaware River Port Authority has added a second SIU-contracted passenger ferry to its RiverLink service between Philadelphia and Camden, N.J.

The *Freedom* ferry, operated by McGovern Marine, is a fine addition in more ways than one, said SIU Philadelphia Port Agent Jim Malone. "The other boat has a maximum crew of three, whereas the *Freedom* has a minimum crew of four," Malone noted. "The *Freedom* will need a crew of six when it carries its maximum number of passengers, which is 600."

The *Freedom* is designed after the style used in that region in the 1920s. It is equipped with two

decks, a steel canopy, an insulated cabin and dual wheelhouses (one at each end). The *Freedom* also is quieter than its predecessor and is outfitted with restrooms.

McGovern Marine President Jerry McGovern pointed out, "Our (passenger) capacity per hour has improved dramatically. We've gone from being able to transport 2,700 people per hour, one way, to 3,600 per hour. Once the docks catch up to the capacity of the vessels, we'll be able to transport even more passengers."

He added that the old boat may be overhauled or replaced.

The *Freedom*, meanwhile, fits the same ferry slip as its counterpart.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, August 18, 2003 for the observance of Paul Hall's birthday (unless an emergency arises). Normal business hours will resume the following workday.

# SIU Welcomes New Cable Ship

Shipboard opportunities for Seafarers increased last month with the christening of the *Tyco Decisive*, a new SIU-crewed cable ship.

The ceremony took place in Baltimore on the same pier where two other SIU-crewed cable ships, the *Global Link* and *Global Mariner*, are tied up.

The *Tyco Decisive* is a sister ship to the *Tyco Dependable*, which was christened earlier in the year in Honolulu. Both are 456 feet long and 68

feet wide with a registered gross tonnage of 12,184 and a service speed of 14 knots.

The *Tyco Decisive* is the fifth of six new Reliance Class cable ships specifically designed, constructed and outfitted to provide high quality marine services for both undersea cable maintenance and new cable installations.

The Reliance Class vessels feature state-of-the-art technology that enables them to operate more efficiently and with improved fuel economy.



Joining in the christening day festivities are (from left) SIU VP Contracts Augie Tellez, AMO President Michael R. McKay, SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel.



Recertified Steward Shawn Fujiwara (foreground) and Chief Cook Jorge Lanas enjoy working in a brand new galley.



Following a blessing, the guests watch as the champagne bottle is broken against the ship's hull (inset).



At the gangway are (from left) Chief Electrician Frank Coburn, Bosun Thor Young and Bosun's Mate Lovell Smith.



SIU Baltimore Port Agent Dennis Metz (center) brings copies of the latest LOG to the ship. With him are AB James Gasca (left) and AB Augustus Udan.



Left: Crew members check out the news in the *Seafarers LOG*. From the left are STOS Michael Widmark and OMU Wade Rudolph.



Bosun's Mate Lovell Smith and AB Terrence Carmody meet in the crew mess.

## USNS Comfort Comes Home

During Operation Iraqi Freedom, the hospital ship *USNS Comfort*—crewed by members of the SIU's Government Services Division—treated more than 650 patients, including about 200 Iraqi prisoners of war and Iraqi civilians. More than 600 surgeries were performed aboard the U.S. Military Sealift Command (MSC) vessel, and nearly 600 units of blood were transfused.

Last month, the *Comfort's* crew and medical personnel finally got their turn for a little TLC as the vessel returned to Baltimore.

"Short and sweet," Bosun **Gerald Butch** said of the five-month deployment, comparing it to the nine months he spent aboard the *Comfort* during the Persian Gulf War. "It was a successful trip."

Electrician **John Morgan** noted, "Although we stopped at the fewest amount of ports and had the least amount of liberty, it was the most rewarding trip." Morgan added that once during the mission he wanted to return home, but after talking with some of the patients, he believed he could best serve his country by remaining on board.

MSC conducted a ceremony for the crew and military-medical personnel immediately upon the ship's arrival in Baltimore June 13.

"We showed the world the United States cares about the world," said Vice Admiral James L. Brewer III, commander of MSC. "We couldn't have done it without you. Welcome home, shipmates."

Brewer presented each of the mariners with the Merchant Marine Expeditionary Medal, awarded to those who serve on U.S.-flag ships in support of operations involving American and allied armed forces.

SIU President Michael Sacco also addressed the gathering. "Both in the war against terrorism and in the war to liberate the Iraqi people, America has been reminded of the importance of our merchant marine," he said. "Whether they're CIVMARS or they're employed in the private-sector fleet, U.S. mariners have answered the call—just as we've done throughout our nation's history."

At its peak during the war, the 894-foot *Comfort* carried approximately 60 CIVMARS and 1,000 medical specialists. Many of the medical personnel are from the National Naval Medical Center in Bethesda, Md.

The vessel is equipped with 1,000 hospital beds and 12 operating rooms. In addition to assisting in Operations Desert Shield and Desert Storm, the ship helped with Haitian migrant operations in the Caribbean in 1994. The vessel also has participated in various multinational military and humanitarian exercises, according to MSC.

After the terrorist attacks of September 11, the *Comfort* was activated and directed to New York City. The ship's crew and the med-



On hand to greet the mariners are (from left) SIU Assistant VP Contracts George Tricker, MSC Commander Vice Admiral David L. Brewer III, SIU President Michael Sacco and Admiral Donald Arthur, commander of the National Naval Medical Center in Bethesda, Md.



The *USNS Comfort* arrives June 13 in Baltimore as family and friends wait on shore with signs like the one inset.



Above: SIU President Michael Sacco (left) and SIU Baltimore Port Agent Dennis Metz (right) congratulate EU Arthur James for his service during the war. Left: The expeditionary medals are ready to be awarded during the ceremony held on the deck of the returning hospital ship.

# ILO Delegates Approve Universal Mariner ID

The development of a universal identification document for an estimated 1.2 million merchant mariners worldwide took a major step forward last month when delegates to the International Labor Organization's (ILO's) 91<sup>st</sup> annual convention approved the key components of such credentials.

By a vote of 392-0 (with 20 abstentions), delegates to the ILO forum in Geneva adopted a new agreement for mariner IDs. The new ILO Convention on Seafarers' Identity Documents replaces ILO Convention No. 108, adopted in 1958.

SIU Secretary-Treasurer David Heindel participated in the convention, which ended on June 19. He also serves as vice chair of the Seafarers' Section of the International Transport Workers' Federation (ITF).

"With the security concerns around the world that came into focus after September 11, it's simply a fact that the new universal IDs for mariners are coming," Heindel said. "Overall, I believe the basic guidelines adopted at the International Labor Organization Conference are reasonable. The SIU will continue working

with the ILO, the ITF, MARAD, the U.S. Coast Guard and other involved parties in assuring adoption of the new convention and to ensure mariners' rights are protected and its implementation is fair and sensible."

The ITF reacted similarly. Jon Whitlow, secretary of the federation's Seafarers' Section and secretary of the Workers' Group at the ILO during the conference, stated, "A sensitive and fundamental balance has been achieved today. Both human rights and nations' need for security have been respected."

He added, "This decision demonstrates the ILO's continuing relevance as the forum where these issues must be decided. The urgent requirement now is for speedy ratification (by the ILO's 176 member states, including the U.S.)."

According to the ILO, the pact on mariner identification "establishes a more rigorous identity regime for seafarers with the aim of developing effective security from terrorism and ensuring that the world's 1.2 million seafarers will be given the freedom of movement necessary for their well-being and for their profes-

sional activities and, in general, to facilitate international commerce. The Convention sets out the basic parameters and allows the details in its annexes, like the precise form of the identity document, to be easily adapted subsequently to keep up with technological developments."

A key feature of the new ID will be a "biometric template"

based on a fingerprint. A resolution accompanying the pact requests the ILO director-general to take urgent measures for the development of "a global interoperable standard for the biometric, particularly in cooperation with the International Civil Aviation Organization (ICAO)." It also makes provision for the facilitation of shore leave and transit and transfer of seafarers, including the exemption from holding a visa for seafarers taking shore leave.

The ILO further noted, "To avoid the risk of an ID being issued to the wrong person, the Convention also requires ratifying member states to maintain a

proper database available for international consultation by authorized officials and to have and observe adequate procedures for the issuance of IDs. Those procedures, which cover not only the security aspects but also the necessary safeguards for individual rights, including data protection, will be subject to transparent procedures for international oversight."

The text of the full convention can be viewed at: <http://www-ilo.org/public/english/standards/r elm/ilc/ilc91/records.htm>. Look under provisional record 20 for the Committee report and under 20A for the text of the final agreement.

## IMO Examines Safety, Security, Verification

The Maritime Safety Committee of the International Maritime Organization (IMO) met for its 77<sup>th</sup> session May 28 to June 6 in London. Among other actions, the committee formulated three working groups to discuss maritime security, bulk carrier safety and IMO "model audit schemes."

Bill Eglinton, director of training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., attended the meeting as a member of the United States delegation. He participated in the maritime security working group, which considered a number of issues relating to the unhindered implementation of the security measures adopted by the 2002 Safety of Life at Sea

(SOLAS) treaty. The measures—which will affect all U.S. ports as well as vessels—are scheduled to go into full force July 1, 2004.

According to Eglinton, the new international requirements will consist of several amendments to the SOLAS Convention and a new International Ship and Port Facility Security (ISPS) Code. The domestic adaptation of these new regulations will be contained in the interim final rule of the Maritime Transportation Security Act, Eglinton pointed out. He added that the International Labor Organization (ILO) currently is studying mariner identification documents and that the Transportation Security Administration hopes to produce a transportation worker

identification card (TWIC) in the near future.

In the meantime, Eglinton noted that all U.S.-flag vessels must have the following requirements/capabilities in place by July 1, 2004:

- Ship security assessments
- Ship security plans
- Installation of automatic identification systems (AIS) and ship security alert systems aboard all SOLAS vessels
- Permanent marking of ship identification number on external surfaces of all SOLAS vessels
- Vessel recordkeeping (continuous synopsis records)
- Company security officer
- Ship security officer
- Security training, drills and exercises aboard all vessels
- International ship security certificate

Concerning guidelines for U.S. ports, Eglinton said their requirements would virtually mirror those of shipping companies.

### Reminder:

#### New Policy Regarding Vacation Applications

Effective immediately, original payroll vouchers must be submitted to verify employment—in addition to any Coast Guard discharges—for all vacation applications. These original documents will be returned to the applicant along with the vacation check.

Failure to submit original pay vouchers could delay the processing of vacation benefits.

## Sid Smith Dies at 77

### Buffalo Native Owned Erie Sand & Gravel

Sidney E. "Sid" Smith Jr., retired owner and president of SIU-contracted Erie Sand & Gravel, passed away April 22 at Millard Fillmore Suburban Hospital in Buffalo after a long illness. He was 77.

"Through business practice and personal reputation, Sid was always known as a solid individual with deep concerns for the preservation of the maritime industry on the Great Lakes," noted SIU Vice President Great Lakes Thomas Orzechowski.

Smith's son, Sandy Smith, remembered his father as "a great friend of (SIU President) Mike Sacco, (retired SIU VP Great Lakes) Byron Kelley and the union. My father always felt that more involvement and understanding by management of the day-to-day life of sailors would produce a better ship for the sailor and the owner."

As a teenager, Sid Smith worked part-time moving the storage grain ships outside Buffalo harbor during the winter, after the elevators' inventories were depleted, Sandy noted. He served in the U.S. Navy during World War II, throughout the Pacific theater, and subsequently sailed aboard



Sid Smith sailed aboard Lakes vessels and later owned SIU-contracted Erie Sand & Gravel.

Great Lakes ships as a watchman, wheelsman and mate.

A native of Buffalo, Smith was a member of the Propeller Club in his home city. The chapter once recognized him as its man of the year. He also was appointed to the Great Lakes Commission and held a master's license (unlimited tonnage) for merchant ships.

He was preceded in death by his wife, Margaret "Peg" Smith, in 1993.

Memorials may be made to the Erie Humane Society, 418 W. 38th Street, Erie, PA 16508; St. Stephen's Episcopal Church, 1070 W. Dutch Road, Fairview, PA 16415; or the charity of the donor's choice.

### Rep. Saxton:

## U.S. Mariners Are 'A National Treasure'

U.S. Rep. Jim Saxton (R-N.J.) recently commended the work of U.S. mariners who have sailed in Operations Enduring/Iraqi Freedom, describing them as "a national treasure."

In remarks June 4 in the House, Saxton said that on the heels of passing a Congressional resolution recognizing the armed forces, "I also want to recognize a particular group of truly unsung yet most deserving heroes—our U.S. Merchant Mariners."

"Once again, our country has turned to its mariners to take the fight to the enemy, to project our force half a world away, to secure the precious freedom that now spreads to an Iraqi people free to choose their own destiny, to raise their families as they choose, and to renew the glories of one of the world's greatest civilizations," Saxton stated. "Our liberating force was decisive and it moved on the brawn, ingenuity, and dedication of our merchant marine. Not in 12 years have we moved such a force by sea, and we have done it better, against greater challenge than ever before."

Saxton serves on the House Armed Services Committee, which recently passed legislation that includes a reauthorized Maritime Security Program.

More of his remarks from June 4 about the U.S. Merchant Marine follow:

"We recently saw a line of ships spread from our East Coast



U.S. Rep. Jim Saxton (R-N.J.)

through the Straights of Gibraltar, through the Suez Canal and the Red Sea, and into the Gulf of Oman—a 'steel bridge' of resolve. A bridge as strong as those mariners who crew our enormous ships and who go on in harm's way to deliver our force anyplace, anytime they are called.

"Since the beginning of the war on terrorism, over 6,800 U.S. Merchant Mariners and civil servant mariners have served and provided support to our global military operations. Currently serving on 211 vessels, our U.S. mariners face many of the same hazards confronting our uniformed military as they regularly transit and operate within potential targeted areas of chemical and biological weapons, waterborne mines, and terrorist activi-

ties. Truly, our country's merchant mariners have answered the call selflessly and brilliantly.

"Our mariners activated and crewed 40 vessels of our Ready Reserve Force, essential to the early movement of ammunition, tanks, aircraft, and military vehicles. These U.S. mariners crewed our vital prepositioned ships and our fast response surge sealift vessels, providing time-critical war fighting equipment and supplies to the battlefield. Over 4,000 civil servant mariners manned and supported the continuous worldwide operations of our ships supporting U.S. naval and coalition forces at sea. Around the globe, every day, across the globe, our mariners make it happen.

"At this crucial time in history, our U.S. mariners stepped forward with skill, bravery, and an unrivaled legacy of service. They made all the difference. Our nation continues to rely on these warriors, and their impact is profound. Long after the fighting stops, our mariners will still be on the watch, returning the troops, sustaining the force, and providing for the needy as we renew a proud but shattered land. Mr. Speaker, on behalf of our Congress and a grateful nation, it is my humble honor to say thank you to all our U.S. Merchant Mariners. We wish them Godspeed and a safe return. They are indeed a national treasure—long may they serve."



# SEAFARERS HELP IN WAR EFFORT ABOARD THE CAPE EDMONT



The SIU-crewed *Cape Edmont* departed Jan. 25 from its berth in Charleston, S.C. for Kuwait and other ports in the Middle East, stopping along the way at ports in Crete, Turkey, Spain and Germany, before returning to Charleston on May 21.

As part of the Military Sealift command's Ready Reserve Force (RRF) fleet, the *Cape Edmont* is a roll-on/roll-off (RO/RO) vessel specifically designed to carry wheeled and tracked vehicles as all or most of its cargo. Vehicles are driven on and off the ship via ramps which must be angled at no greater than 15 degrees.

The ship is 652 feet long, 94 feet wide and can travel at a speed of 15.7 knots.



Left: In the port of Charleston, S.C., the empty deck of the *Cape Edmont* will soon be filled with military equipment. Above: Everything has been carefully checked and inspected aboard ship, including the port life boat.



ABs Jim Wilby (left), Fred Hayston (center) and Ray Oglesby are three of the many unlicensed crew members aboard the *Cape Edmont* who returned to Charleston from the four-month trip to Kuwait in support of Operation Iraqi Freedom and were awarded Merchant Marine Expeditionary Medals and certificates for their service.



Military vehicles wait at the Charleston dock for loading onto the RRF ship.



Military vehicles of all kinds are secured on deck.



There are many interesting sights to take in while transiting the Suez Canal. This particular one happened to be a U.S. submarine.



Seas are heavy in the Mediterranean as the *Cape Edmont* sails toward the Middle East with a full load of equipment.

Below: It was comforting to know the Global Maritime Distress and Safety System (GMDSS) was present aboard ship, especially while entering hostile territories.



The *Cape Edmont* is tied up at a Kuwaiti pier next to the *Cape Knox*, another RO/RO vessel in the RRF fleet.



# SEAFARERS HELP IN WAR EFFORT ABOARD THE USNS ANTARES



Between the dozen Marines aboard the *Antares* and the alert crew, security was a strong point throughout the voyage. Pictured, with military counterparts, are (above) OS Dave Frank, (above, right) Chief Steward Carlos Diaz and (below) OS John Murray.



The SIU crewed fast sealift ship *USNS Antares* needed some tweaking along the way, but overall the 31-year-old vessel had a smooth voyage while delivering materiel to Kuwait for U.S. forces in Operation Iraqi Freedom.

"It was fantastic—the best ship I've sailed on, without a doubt," said OS Dave Frank, who joined the SIU five years ago. "It was just high morale all the way around. Then, when the Marines came aboard, those guys

made things even better."

Frank, who is upgrading to AB, said the crew endured only one scary moment in Kuwait, following an unofficial report of an Iraqi missile attack. "Everybody stuck close to the gas masks, but it turned out [the missile] wasn't anywhere near us," he recalled.

Operated by AMSEA, the *Antares* was deployed for three months. It sailed from San Diego to Singapore, where it underwent minor repairs, and then proceeded to Kuwait. On the return trip, the *Antares* docked in Malta for additional light repairs.

"With the older ships, you have to sometimes expect that they'll need a little extra maintenance," observed Frank, who provided the photos on this page.

"We carried a lot of different materiel," added Frank. "Tanks, humvees, bridge layers, all kinds of big trucks.... Some were enclosed armored tracked vehicles, some were trucks with the canvas covers on the back. Plus we carried equipment that was like a backhoe and front-end loader in one."

The *Antares* also was deployed a dozen years ago for Operations Desert Shield/Desert Storm.



The *Antares* is a roll-on/roll-off ship equipped with on-board cranes. The vessel is 946 feet long.



Below: The Marine Corps mechanized unit that boarded the fast sealift ship "made things even better," said OS Frank. "Those guys were awesome."



The vessel stopped in Singapore (above) for minor repairs en route to Kuwait, then underwent more light maintenance in Malta (below) before returning to the U.S.



Another ship in the fast sealift fleet, the *USNS Pollux*, is pictured near the *Antares* as both vessels head to Kuwait. Fast sealift ships are specially suited to transport heavy or bulky unit equipment such as tanks, large wheeled vehicles and helicopters.





# SEAFARERS HELP IN WAR EFFORT ABOARD THE CAPE WASHINGTON



The *Cape Washington* delivers its cargo in Kuwait earlier this year.

The *Cape Washington*, part of the Ready Reserve Force, spent some unscheduled time near Turkey during the combat phase of Operation Iraqi Freedom. Eventually, the ship diverted to Kuwait, where it discharged tanks and other materiel for coalition forces.

"We had an experienced crew, and everybody understood we had a mission to accomplish," noted Electrician **Randy Clark**, who provided the photos for this page. "We didn't have a single argument."

During their 95-day deployment, *Cape Washington* crew members sometimes wore helmets and flak vests, in response to nearby missile attacks (in Kuwait) and reports of possible sniper attacks (in the Suez Canal). They also unflinchingly followed orders to restrict communications and periodically put the ship in a blackout for the sake of operational security.

Still, Clark said the most remarkable part of the journey was seeing the military staging area in Kuwait. "I couldn't believe the amount of cargo we moved," said the longtime Seafarer. "I drove through an area for an hour-and-a-half, and the entire time there were (military) vehicles as far as the eye could see."



ABs Richard Owusu (left) and Henry Gable man the anchor watch aboard the *Cape Washington*.



Electrician Randy Clark, pictured aboard the *Cape Washington* in the Suez Canal, says crew members "were committed to their role as part of the nation's Fourth Arm of Defense."



Bosun Rick James (right) and a member of the military security force are pictured on the deck of the RRF ship.



Entry points are visible in the water (nearly horizontal line in center of photo) as the security force conducts target practice.



Right: The ship received warnings of possible sniper attacks in the Suez Canal.



The massive staging area reflects some of the estimated 21 million square feet of cargo delivered by the U.S. Merchant Marine.



# Alaska Tanker Company Earns More Safety Awards

## 1<sup>st</sup> of 4 New Builds Progressing Nicely

Whether looking back or ahead, it seems that lately it's all good news for SIU-contracted Alaska Tanker Company (ATC).

Seven Seafarers-crewed ATC ships recently received vessel safety awards at an annual industry gathering in New Orleans. Additionally, construction of the *Alaskan Frontier*—the first of four new double-hull tankers being built for ATC in San Diego—is progressing quite well, while a “first cut” ceremony recently took place for the second new build, noted Captain John Ripperger, the company's Vice President and Chief Operating Officer.

“The recognition for the crews is well-deserved, but the real reward of course is their safety and the protection of the environment,” Ripperger stated. “Our commitment to safe operations is stronger than ever.”

At the Jones F. Devlin and Ship Safety Achievement Awards ceremony May 29, the following ATC

vessels were recognized for operating for at least the last two years without a lost-time accident: *Overseas Chicago*, *Overseas New York*, *Tonsina*, *Prince William Sound*, *Overseas Boston*, *Kenai* and *Denali*.

In fact, the entire ATC fleet for the past several years has reduced what the company calls “recordable injury frequency” to zero or almost nothing. That includes no lost-time injuries last year through the first half of this year.

Additionally, ATC ships carried 157 million barrels of crude oil in 2002—and spilled a total of less than one quart. Not a single drop has been spilled in 2003.

Others have noticed the safe, smooth operations. A year ago, ATC received formal congratulations from the Alaska state legislature for its outstanding safety and environmental record. Those accolades were followed by ATC earning the State of Washington Department of Ecology's prestigious Exceptional Compliance Program (ECOPRO) Award for excellence in marine safety and environmental stewardship.

Further, ATC is the first U.S.-flag seagoing company to achieve the ISO 14001 certification. Overall, ATC's efforts have helped achieve continuous improvements in its health, safety and environmental (HSE) performance rating, an important grading system for operators in the Alaskan North Slope trade route.

That bodes well for a future that is scheduled to include the four new Alaska-class tankers. The ships have staggered deliver dates (starting early next year and ending in 2006) and will help offset the government-ordered scrapping dates for some of ATC's current fleet. Each of the new tankers will be 941 feet long, with a capacity for 1.3 million barrels and a design life of 35-50 years.

In addition to ATC, the following SIU-contracted companies were honored at the Devlin Awards ceremony: Crescent Towing, InterOcean Uglend Management, Horizon Lines, Keystone, Moran Towing, Ocean Ships, and Seabulk International.



The *Denali* is one of seven SIU-crewed ATC ships recently recognized for its consistently safe operations.



In the five photos above and below, the *Alaskan Frontier* takes shape. The double-hull vessel is scheduled for delivery early next year.



### Notice to Seafarers: STCW Certification

*Editor's note: The following notice was posted to the union's web site (www.seafarers.org) on June 6. An earlier, related notice was posted on May 30.*

In response to the recent discovery of the existence of questionable or invalid STCW Basic Safety Training (BST) certificates possessed by what appears to be a relatively small number of SIU members, a more secure certificate verification program has been jointly adopted by the union and the Paul Hall Center for Maritime Training and Education. It applies to both STCW certificates as well as documentation for STCW Basic Safety Training (BST).

The new system is not burdensome on the Seafarer. However, the union and the Paul Hall Center believe the new process, properly followed, promises to be secure, accurate and verifiable.

For the most part, the only Seafarers impacted by the updated structure are (a) mariners with prior SIU seatime (or NMU seatime) who do not have an STCW certificate on file with the Paul Hall Center and who have a BST certificate issued from a school other than the Paul Hall Center; and (b) mariners with no prior SIU or NMU seatime. Details are available at all SIU halls.

If members are concerned that they may be in possession of invalid BST certification, those members may take advantage of a grace or amnesty period—beginning immediately and lasting through September 2003—during which the bad certificates may be submitted at the halls or the Paul Hall Center. Members then may enroll for BST training at the Paul Hall Center (or at any other Coast Guard certified school). However, once the grace period ends (Sept. 30, 2003), any members found in possession of fraudulent certificates will have SAB charges brought against them. Further, the amnesty is only for SAB action and doesn't preclude action by other (outside) organizations.

As most recently demonstrated by our quick response to this situation, both the SIU and the Paul Hall Center remain committed to helping ensure the correct documentation of Seafarers. On the whole, our training and certification database already is considered one of the most accurate private maritime records in the nation. We intend to make it even more precise.

### Penn Maritime Crews Approve Contract



Seafarers employed by Penn Maritime Inc. recently approved a new five-year contract that includes numerous gains. The agreement covers approximately 120 Seafarers and calls for wage increases in each year of the contract. It also moves Penn boatmen into the union's top medical plan; increases their pension benefits; and improves working conditions. Joining SIU VP Atlantic Coast Joseph Soresi and SIU Rep Jack Sheehan on the union's bargaining committee were (from left) Deckhand Warren Wirth, Tankerman Teddy Crockett and Mate Jeff Rydza. Penn Maritime owns and operates 13 tugboats and 21 barges.

## Pedal Power

# AB Sands Enjoys Challenges, Benefits of Cycling

AB Carl Sands is pictured at an elevation of roughly 3,300 feet near Genoa, Italy.



Uphill climbs, whether literal or metaphorical, usually are unwelcome.

But for AB Carl Sands, an avid cyclist, the base of the mountain is where the fun starts.

"I really like the climbing," says Sands, who joined the union 26 years ago in Houston. "A lot of it is mental. If you have it in your mind that it's too tough to make it up that hill, you won't make it."

The Seafarer has no such uncertainty. He has pedaled uphill for "15 miles in one shot" and has climbed for long stretches without a break.

"You definitely get your exercise," says Sands, 55, who lives in Guatemala. "It seems to be a very

healthy sport for me—very relaxing."

He stumbled onto the sport a few years ago, while working aboard Crowley's *Prudhoe Bay*. "I took it up in my old age. They happened to have cycles on board, and anyone could use them. It was early fall, the weather was beautiful...."

Since then—schedule permitting—his trips ashore often have involved cycling to areas near the ports. On those journeys, Sands normally carries two spare tires, wrenches and water.

Ironically, Sands finds the rigors of uphill cycling preferable to the typically more congested trips through port towns. "The toughest trips are local," he notes.

During some time off from the *Sea-Land Atlantic*, Sands stands with the city of Palmi, Italy visible to his right.



Left: Boats in Malta provide the backdrop during a recent trip ashore.

Right: On this trip, Sands approaches the 13<sup>th</sup>-century castle in the town of Castellar, Spain.



## MarAd Ceremony Held Aboard Wright

Continued from page 2

Freedom "was the most successful sealift in U.S. history, in terms of speed and cooperation—especially with our (contracted) labor unions."

Bishop said the *Wright's* performance "demonstrates of the RRF program as a national asset."

Marine Corps Colonel Chris Joyce said the mariners "did a magnificent job. The *Wright* is one of two ships that enable Marine aviation to deploy. Without you, the success of our air campaign wouldn't have been nearly as great."

Brewer highlighted the overall sealift effort of the U.S. fleet during the war. He noted that the merchant marine moved more than 20 million square feet of vital cargo—enough to fill more than 350 football fields.

Jackson stated, "This was a partnership. When the president began to contemplate the task of sending people into harm's way, he knew we'd win

or lose by virtue of our ability to move (cargo). And there was no more superb team than the one General John Handy brought to the table."



SIU VP Contracts Augie Tellez (right) chats with Seafarers before the ceremony.



ABs Larry Justin (left) and Phil Yaros help bring aboard some of the gear for the observance.



General Handy greets OS Seth Rockwell during the June 16 ceremony aboard the *Wright* in Baltimore.

## 'Union Plus' Offers Consumer Benefits

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

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

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

### Credit Card

Apply online at [www.union-pluscard.com](http://www.union-pluscard.com) or call 1-800-522-4000.

### Secured Credit Card

Call 1-800-622-2580.

### Mortgage and Real Estate

Call 1-800-848-6466.

### Life Insurance

Call 1-800-899-2782.

### Health Savings

Call 1-800-228-3523 for more details.

### Auto Insurance Program

For comparison quotes, go to [www.unionplus.org](http://www.unionplus.org) or call 1-800-294-9496 to apply.

### Education Services

Visit [www.unionplus.org](http://www.unionplus.org) or call 1-877-881-1022.

### National Labor College Scholarship

For more details, call 1-301-431-5404.

### Loan Program

Apply online at [www.union-plusloan.com](http://www.union-plusloan.com) or call 1-888-235-2759.

### Accidental Death Insurance

Call 1-800-899-2782 or enroll online at [www.unionplus.org](http://www.unionplus.org).

### Family Savers Hotel Royal Plaza

Call 1-800-248-7890.

### Car Rentals

To find out more, visit [www.unionplus.org](http://www.unionplus.org); call Avis at 1-800-6985685, ID# B723700 or Budget at 1-800-455-2848, ID# V816100.

### Union-Made Checks

Call 1-888-864-6625.

### Flower Service

Visit [www.unionplus.org](http://www.unionplus.org) or call 1-888-667-7779 to place an order.

### North American Van Lines

Call 1-800-524-5533.

### Your Credit Score

For \$11, you can get your credit score, credit report, and suggestions for improving your score. Visit [www.unionplus.org](http://www.unionplus.org).

### Vacation Tours

Call 1-800-590-1104 for more information.

# At Work with the SIU



Bosun Wilfredo Rice (kneeling center) returns from Operation Enduring Freedom aboard the *USNS Pollux* with members of the Puerto Rican National Guard.

Many SIU members were involved in crewing the ships that provided vital military equipment to the troops in the Middle East. Many more continued sailing aboard other SIU-crewed merchant ships, attending meetings in their respective ports or at sea, or working on shore.



Members of the crane department at Horizon Lines in San Juan try to adjust the crane spreader. From the left are CME Carlos Parrilla, ILA welder José Fonseca, CME Ray Prim, MEBA Engineer Robert Tower and MEBA Senior Engineer Tom Chiacchia.



From Billy Bushey, chairman aboard the *USNS Flint*, come these shots taken at a recent shipboard meeting (top photo). Bushey says it was the most heavily attended union meeting he has ever seen on an MSC vessel. Five new members were signed up at the meeting as well (bottom photo). The newest Government Services Division members are (from left) AB James Idoni, SU Annaliza Hughes, AB Sam Kuelver, Ref. Eng. George De Leon and OS Victor Omagap.



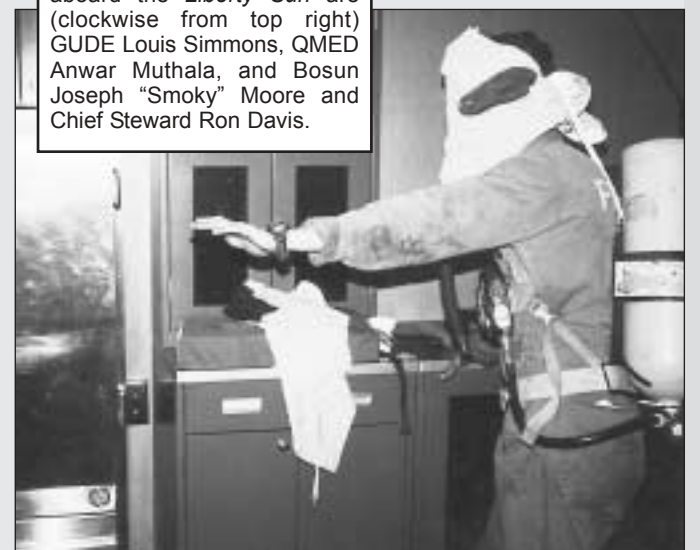
Below: Darryl White sailed to Kuwait as a QMED aboard the *Motivator*. At right, a Persian Gulf pilot climbs the ship's ladder to guide the USSM vessel through the harbor.



It's coffee time aboard the *Liberty Sun*. From the left are Bosun Joseph "Smoky" Moore, GUDE Joe Dunham, AB Spencer Lyle and AB John Grayson.



Participating in a fire and boat drill as well as safety training aboard the *Liberty Sun* are (clockwise from top right) GUDE Louis Simmons, QMED Anwar Muthala, and Bosun Joseph "Smoky" Moore and Chief Steward Ron Davis.



OS A. Sarpong (kneeling left) and AB M. Smith (kneeling right) took part in Operation Iraqi Freedom sailing aboard the *Buffalo Soldier*. Here they pose on deck in Kuwait with members of the 2<sup>nd</sup> Battalion of the 6<sup>th</sup> Marine Division, who went along for the ride.



# NATIONAL MARITIME DAY

## Merchant Marine's Wartime Efforts Past and Present Garner Strong Praise

With U.S. troops serving overseas in the next phase of Operation Iraqi Freedom, this year's National Maritime Day ceremonies in Washington, D.C. seemingly carried extra significance.

Throughout the stirring events hosted by the U.S. Maritime Administration (MarAd) and the U.S. Military Sealift Command (MSC), respectively, some of the nation's most respected officials offered compelling words of praise for U.S. crews past and present. U.S. Secretary of Labor Elaine L. Chao and U.S. Secretary of Transportation Norman Y. Mineta served as keynote speakers at the MarAd ceremony, while General Richard B. Myers, USAF, chairman of the Joint Chiefs of Staff, delivered the main address at MSC's observance. Additionally, President Bush issued a National Maritime Day proclamation in which he cited the merchant marine's contributions to U.S. national and economic security.

The SIU as usual brought a large group to each event—and delivered a rousing cheer for one of their own, AB Karen Domerego, who received the Merchant Marine Expeditionary Medal from Mineta.

Domerego was honored by MarAd at the Navy Memorial along with other mariners who sailed during Operations Enduring Freedom and Iraqi Freedom. The mariners were symbolic of all U.S. crews who served.

"I'm very proud to be a part of the whole thing—proud to stand up for everybody who worked," said Domerego, who sailed aboard the *Cape John* for four months. The vessel delivered bombs and other ammunition for coalition forces in Operation Iraqi Freedom.

MarAd also honored five shippers and freight forwarders for supporting the U.S. Merchant Marine. World War II-era shipyard workers and crews also were remembered.

Mineta detailed the history of the U.S. fleet and noted the reliability of American crews. "Merchant mariners have long been the quiet heroes in our armed conflicts," he stated. "Each time our nation's military deployed to protect U.S. interests, the lives of America's men and women were placed at risk. And in each one of those deployments, their logistical lifelines—merchant mariners—were right alongside, or close behind, with the tools to get the job done and return home safely."

Commenting on the merchant marine's role in Operation Iraqi Freedom—a war in which more than 2,000 SIU members helped deliver materiel for U.S. troops—Mineta observed, "U.S.-flag ships transported a myriad of critical cargo including Apache helicopters, multiple launch rocket systems, a multitude of wheeled vehicles including HUMVEES and fuel tankers, bulldozers and other combat engineer equipment; and ammunition to our forces. The role of the U.S. Merchant Marine once again proved crucial to victory in 2003."

Chao reminded that audience that "merchant mariners have served in all of America's wars." She called particular attention to World War II, when U.S. mariners suffered a per capita casualty rate second only to the Marine Corps.

"The numbers speak for themselves: 733 U.S. cargo ships lost to enemy action; more than 6,000 American seafarers killed; and nearly 600 captured as prisoners of war," Chao said. "But through it all, the U.S. Merchant Marine persevered. They were the crucial lifeline that kept our allies free by delivering crucial supplies and munitions

during the darkest days of the war.

"Today, that proud tradition is still with us," she added. "A strong U.S.-flag fleet was essential to support Operation Iraqi Freedom.... These steadfast mariners are still at work, transporting food and machinery to feed the Iraqi people and rebuild their country."

She concluded that America benefits from maintaining a strong U.S. fleet. "We don't know where the next frontline will be in the war against terrorism. But we do know that most of the supplies for our troops will probably move by sea. Once more, our armed forces will rely upon the U.S.-flag Merchant Marine to stand behind them while they stand up for us."

During MSC's ceremony at the Washington Navy Yard, Vice Admiral David L. Brewer III, USN, commander of MSC, commended the efforts of merchant mariners throughout history. "We at MSC are proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine," he said before introducing General Myers.

Myers enthusiastically complimented the civilian crews, and also mentioned that his uncle sailed as a merchant mariner during World War II. "What you have done for our country in Operation Iraqi Freedom is absolutely unparalleled," Myers told the mariners in attendance. "You're some of the nation's often unsung heroes, but you are heroes."

He noted that U.S. mariners "throughout history have been important to our military and economic strength."

The general also offered these words to the students from the Paul Hall Center for Maritime Training and Education who attended the ceremony: "Thank you in advance for what you're going to do for your nation."

## U.S. MARITIME ADMINISTRATION



Audience members at the Navy Memorial watch a MarAd-produced videotape highlighting the work of RRF crews.



Deputy Maritime Administrator John Jamian credits U.S. mariners with delivering the goods in Operation Iraqi Freedom.



ABOVE: Vice Admiral David L. Brewer III (left), commander of MSC, and SIU VP Contracts Augie Tellez listen to remarks honoring World War II-era shipyard workers.

LEFT: AB Karen Domerego receives the Merchant Marine Expeditionary Medal from U.S. Secretary of Transportation Norman Mineta (right) and a certificate from U.S. Maritime Administrator Captain William Schubert (left). Domerego and other mariners honored at the ceremony were symbolic of all U.S. crews who served.



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

Today, as in the past, America depends on our mariners for our national security, economic prosperity, and advance the universal hope of freedom for all.

For generations, merchant mariners and commercial seafarers have served our country. In recent years, more than 5,000 merchant mariners serving aboard 157 ships moving essential supplies for our troops in Operation Iraqi Freedom. In the face of war on terror, their mission continues to be dangerous and demanding.

We also remember the vital role the Merchant Marine played during World War II, and the United States declared war, merchant mariners were the backbone of our supply lines. President Franklin Roosevelt, the first President to recognize their role during wartime: "They have delivered our supplies and across every ocean in the biggest, the most difficult, and the most dangerous of all tasks. We are grateful for the contributions and sacrifices of our merchant mariners in Korea, Vietnam, the Persian Gulf, and around the world."

In addition to their efforts to support our troops and our economy, merchant mariners produce around the United States and throughout the world. They are the backbone of our country, and strengthens our economy. By operating our ships, they sustain our way of life and our homeland.

In recognition of the importance of the U.S. Merchant Marine, President Franklin Roosevelt, on May 20, 1933, as amended, has designated May 20 as National Maritime Day. I have requested that the President issue an annual proclamation. NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States, do hereby proclaim July 22, 2003, as National Maritime Day. I call upon the people of the United States to display the flag of the United States at their homes and workplaces, and to wear the American flag dress shirt on that day.

IN WITNESS WHEREOF, I have hereunto set my hand and the Great Seal of the United States this thousand three, and of the Independence of the United States the eightieth.

# TIME DAY 2003

## KEYNOTE SPEAKERS AT MARAD & MSC CEREMONIES



*"The role of the U.S. Merchant Marine once again proved critical to victory in 2003. President Bush, Vice President Cheney and the American people are indebted to every merchant mariner."*

—U.S. Secretary of Transportation  
Norman Y. Mineta



*"Like the military veterans we honor on Memorial Day, the story of our merchant mariners and their contributions to our nation is one of heroism and sacrifice. Their tradition is as old as our country."*

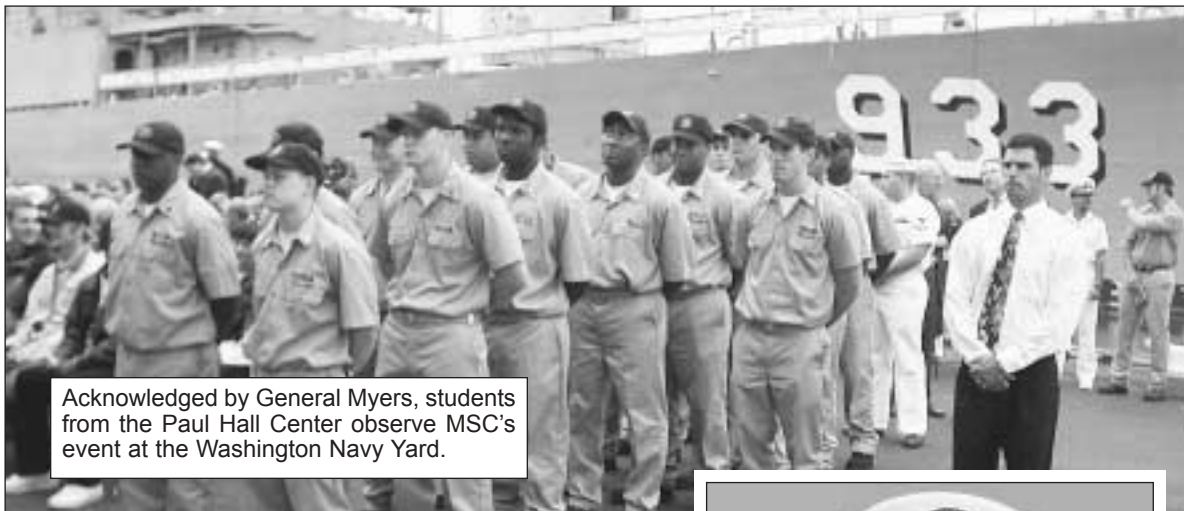
—U.S. Secretary of Labor  
Elaine L. Chao

*"Merchant mariners have risked their lives for democracy and for our country. The unsung heroes of the merchant marine are not just a part of history. They're a vital part of our joint force today."*

—General Richard B. Myers,  
USAF, chairman of the Joint Chiefs of Staff



## U.S. MILITARY SEALIFT COMMAND



Acknowledged by General Myers, students from the Paul Hall Center observe MSC's event at the Washington Navy Yard.



### Maritime Day 2003 the United States of America DECLARATION

our maritime services to help ensure our security, promote our pro-  
m. We honor the service and proud history of our merchant  
tributions in strengthening our economy.

mercial sailors have assisted in the defense of our Nation. Most  
ported Operations Enduring Freedom and Iraqi Freedom by serv-  
to our troops. As they continue to support our troops in the ongoing  
erous and difficult, and remains vital to our efforts to defend the

Merchant Marine has played in past conflicts. More than 6,000 merchant  
more than 700 U.S. merchant ships were lost. Even before the  
were making perilous runs to Europe with desperately needed sup-  
sident to issue a proclamation honoring merchant mariners, wrote  
d the goods when and where needed in every theater of operations  
difficult and dangerous transportation job ever undertaken." We  
of America's merchant mariners before and after World War II, in  
e world today.

os, merchant marines play a vital role in moving the goods that we  
ut the world. Their work provides jobs and economic benefits to our  
ating as the eyes and ears of America at sea, they also help protect

Merchant Marine, the Congress, by joint resolution approved on  
y 22 of each year as "National Maritime Day," and has authorized  
al proclamation calling for its appropriate observance.

President of the United States of America, do hereby proclaim May  
he people of the United States to celebrate this observance and to  
es and in their communities. I also request that all ships sailing

et my hand this twenty-first day of May, in the year of our Lord two  
United States of America the two hundred and twenty-seventh.

GEORGE W. BUSH



Vice Admiral David L. Brewer III, com-  
mander of MSC, expresses pride in the  
jobs done by U.S. crews during the war.



RIGHT: One of the final moments  
during MSC's annual Maritime  
Day observance is a wreath-toss-  
ing ceremony, neatly handled this  
year by General Myers and  
Admiral Brewer.

# New California Monument Honors Mariners from WWII

A monument paying tribute to the contributions of American Merchant Mariners to our nation since 1775 has been unveiled.

The new memorial was dedicated May 22—National Maritime Day—during ceremonies at the Marin County Veteran Memorial site in San Rafael, Calif. Rear Adm. Thomas J. Patterson, U.S. Maritime Service, (retired), served as the event's keynote speaker. SIU Vice President West Coast Nick Marrone attended the dedication on behalf of the union.

The *Jeremiah O'Brien* Chapter of the American Merchant

Marine Veterans sponsored the dedication program. Chapter members took part in the ceremonies, as did a host of other dignitaries including staff associates from the offices of Senator Barbara Boxer (D-Calif.) and California Governor Gray Davis.

Situated on the Avenue of the Flags at the Marin Civic Center in San Rafael, the new six-foot-plus engraved granite monument memorializes the 8,380 merchant seamen who were killed during World War II or who perished from war-related causes. It is embossed with the merchant marine insignia and contains a

likeness of the Liberty ship *Jeremiah O'Brien* in bronze.

One of two surviving Liberty ships preserved in the United States, the *Jeremiah O'Brien* is the last unaltered Liberty. The ship is a product of an emergency shipbuilding program of World War II that resulted in the construction of more than 2,700 Liberty ships. Designed as cheap and quickly built simple cargo steamers, the Liberty ships formed the backbone of a massive sealift of troops, arms, materiel and ordnance to every theater of the war.

The *Jeremiah O'Brien* made wartime voyages between the East Coast, Canada and the United Kingdom, to South America, Australia, and the Philippines. From June until December 1944, the *O'Brien* made 11 trips between the United Kingdom and Normandy in support of the D-Day invasion, including a trip from Belfast, Ireland, to Normandy with troops from Patton's Fifth Division.



SIU VP West Coast Nick Marrone, right, greets Rear Adm. Thomas J. Patterson, U.S. Maritime Service, (retired) in front of the new merchant marine memorial shortly after it was unveiled and dedicated in San Rafael, Calif.



Deck Department Seafarer George Pino proudly displayed the U.S. Merchant Marine flag en route to the monument dedication ceremonies.

## Remembering Merchant Marine Heroes



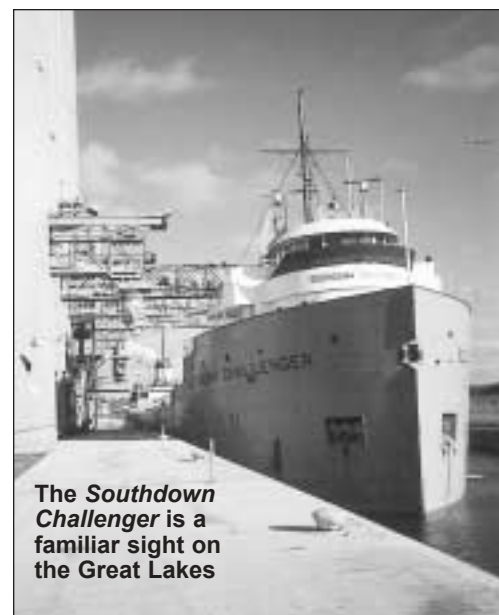
SIU San Francisco Port Agent Vince Coss (top photo) presents a memorial wreath for the annual National Maritime Day ceremony (below) aboard the historic Liberty ship *Jeremiah O'Brien*. During the observance, speakers praised the U.S. Merchant Marine's reliability and sacrifices throughout the nation's history.



## Working on the Great Lakes



Oilers John Cull (left) and Andy Egressey prepare to pull the head on cylinder #2 of the main engine on the *Southdown Challenger*.



The *Southdown Challenger* is a familiar sight on the Great Lakes



Conveyorman Ron Bujnovski (left) and UA Kevin Koch install crosshead bearings in the main engine on the *Southdown Challenger*.



Right: DEU Dave Mathes cleans the cylinder on the *Southdown Challenger's* main engine.



Larry Curnow (left) is the bosun aboard the *Joseph H. Frantz* (above). The *Frantz* was formerly the *Kinsman Independent*.

### IMPORTANT NOTICE

### SEAFARERS HEALTH AND BENEFITS PLAN

### COBRA NOTICE

### HEALTH CARE CONTINUATION

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

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

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

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

# Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2003

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	2	4	0	0	2	0	2	5	4
Baltimore	3	3	1	4	4	2	0	10	2	1
Guam	1	3	1	1	0	2	0	3	8	0
Honolulu	9	12	2	10	5	1	3	10	12	2
Houston	28	10	19	21	9	9	18	43	15	32
Jacksonville	30	36	13	23	19	8	26	54	50	17
Mobile	16	6	4	13	8	2	6	27	12	5
New Orleans	25	18	11	13	9	10	10	35	30	21
New York	33	18	13	21	8	4	5	49	26	41
Norfolk	15	18	8	14	13	4	6	23	24	14
Philadelphia	4	2	1	6	2	2	2	5	3	1
Piney Point	3	7	2	2	8	2	0	3	3	3
Puerto Rico	5	6	1	3	2	2	4	13	11	3
San Francisco	25	9	4	8	7	1	6	41	15	4
St. Louis	1	7	3	1	5	0	1	0	4	3
Tacoma	26	27	16	25	25	6	26	37	23	36
Wilmington	23	17	15	13	8	4	8	41	21	23
<b>Totals</b>	<b>248</b>	<b>201</b>	<b>118</b>	<b>178</b>	<b>132</b>	<b>61</b>	<b>121</b>	<b>396</b>	<b>264</b>	<b>210</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	1	1	1	1	0	0	0	0	2	2
Baltimore	12	3	0	7	4	1	4	9	3	0
Guam	0	1	0	0	0	0	0	1	1	0
Honolulu	4	9	1	4	4	0	2	7	9	3
Houston	14	9	3	8	2	1	5	22	14	11
Jacksonville	22	21	3	14	15	4	11	31	34	7
Mobile	10	2	1	6	6	1	5	12	9	2
New Orleans	5	9	4	2	1	1	0	12	18	9
New York	10	8	3	9	11	4	6	16	11	13
Norfolk	9	15	3	3	9	2	4	15	22	7
Philadelphia	0	4	1	1	2	0	0	3	6	3
Piney Point	5	3	0	2	2	0	1	7	1	0
Puerto Rico	2	3	0	4	0	1	2	4	5	0
San Francisco	8	6	1	9	4	2	5	15	9	1
St. Louis	4	0	3	2	0	1	2	3	1	4
Tacoma	12	15	10	11	8	5	7	15	28	14
Wilmington	12	6	3	3	3	1	1	17	11	8
<b>Totals</b>	<b>130</b>	<b>115</b>	<b>37</b>	<b>86</b>	<b>71</b>	<b>24</b>	<b>55</b>	<b>189</b>	<b>184</b>	<b>84</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	0	0	0	0	1	0	1	0
Baltimore	3	1	0	3	2	0	2	3	1	0
Guam	0	1	1	0	1	0	0	0	1	2
Honolulu	10	4	2	9	2	0	4	18	7	5
Houston	14	0	1	11	1	0	11	27	2	6
Jacksonville	20	9	11	15	6	3	9	32	14	18
Mobile	8	4	3	2	1	1	2	14	11	3
New Orleans	7	4	1	6	6	0	5	12	6	2
New York	16	5	3	16	4	0	8	28	5	7
Norfolk	12	9	1	5	4	3	1	16	14	2
Philadelphia	2	2	0	0	0	0	1	3	3	0
Piney Point	0	2	1	2	3	3	1	2	3	0
Puerto Rico	3	1	1	0	1	0	1	4	2	1
San Francisco	25	3	1	19	2	1	10	40	7	2
St. Louis	1	0	0	0	1	0	0	1	0	0
Tacoma	20	4	1	16	2	1	8	27	5	4
Wilmington	25	2	1	15	6	1	9	38	8	5
<b>Totals</b>	<b>166</b>	<b>51</b>	<b>28</b>	<b>119</b>	<b>42</b>	<b>13</b>	<b>73</b>	<b>265</b>	<b>90</b>	<b>57</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	1	0	0	0	0	1	0	1	1	2
Baltimore	1	4	7	0	3	8	0	1	5	1
Guam	0	3	2	0	0	1	0	0	5	3
Honolulu	4	12	10	2	7	1	0	9	24	21
Houston	1	19	18	2	13	1	0	4	27	34
Jacksonville	3	15	18	1	2	11	0	7	28	32
Mobile	2	8	5	0	6	0	0	2	10	10
New Orleans	1	7	4	0	5	2	0	2	13	13
New York	6	21	25	6	18	5	0	10	56	50
Norfolk	0	9	6	0	8	6	0	0	20	15
Philadelphia	1	1	1	0	0	1	0	1	2	4
Piney Point	0	19	25	0	11	23	0	0	9	35
Puerto Rico	1	3	1	1	0	1	0	2	5	3
San Francisco	2	12	7	1	12	4	0	9	25	15
St. Louis	0	1	0	0	0	0	0	0	1	0
Tacoma	10	20	22	7	19	8	0	8	30	41
Wilmington	1	11	11	1	8	4	0	3	13	25
<b>Totals</b>	<b>34</b>	<b>165</b>	<b>162</b>	<b>21</b>	<b>112</b>	<b>77</b>	<b>0</b>	<b>59</b>	<b>274</b>	<b>304</b>
<b>Totals All Departments</b>	<b>578</b>	<b>532</b>	<b>345</b>	<b>404</b>	<b>357</b>	<b>172</b>	<b>249</b>	<b>909</b>	<b>812</b>	<b>655</b>

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

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

## August & September 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point .....	Monday: August 4, September 8
Algonac .....	Friday: August 8, September 12
Baltimore .....	Thursday: August 7, September 11
Boston.....	Friday: August 8, September 12
Duluth.....	Wednesday: August 13, September 17
Guam .....	Thursday: August 21, September 25
Honolulu.....	Friday: August 15, September 19
Houston .....	Monday: August 11, September 15
Jacksonville .....	Thursday: August 7, September 11
Mobile .....	Wednesday: August 13, September 17
New Bedford .....	Tuesday: August 19, September 23
New Orleans.....	Tuesday: August 12, September 16
New York .....	Tuesday: August 5, September 9
Norfolk .....	Thursday: August 7, September 11
Philadelphia.....	Wednesday: August 6, September 10
Port Everglades .....	Thursday: August 14, September 18
San Francisco .....	Thursday: August 14, September 18
San Juan.....	Thursday: August 7, September 11
St. Louis .....	Friday: August 15, September 19
Tacoma .....	Friday: August 22, September 26
Wilmington .....	Tuesday: August 19*
.....	Monday, September 22
.....	*change created by Paul Hall's birthday holiday

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

### Correction

On page 2 of the June LOG, scholarship winner Janet L. Ostendarp was incorrectly identified. She is the wife of deep sea member **Francis Ostendarp Jr.**

### No Fish Tale

Retired Seafarer Ian Allison, who sailed with the SIU during World War II, says that when it comes to fishing, "Some guys come back with stories. I like to come back with pictures." This photo shows Allison with a 10-foot-4, 275-pound blue marlin that he recently caught 15 miles off the coast of Mexico. It took 30 minutes to land the fish, noted Allison, who serves as president of the North Bay Chapter of the American Merchant Marine Veterans.



## 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 Corgy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

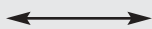
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

*Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

### SANTURCE

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

### ST. LOUIS

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

MAY 2003

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	5	2	0	6	0	0	2	5	10	0
Houston	12	0	5	2	0	1	12	7	10	51
Harvey, LA	7	1	1	2	0	2	4	6	5	9
New York	14	3	1	4	0	2	17	11	10	23
Norfolk	5	0	0	2	0	0	0	4	0	0
San Pedro	19	9	0	6	0	0	11	27	40	0
Tacoma	4	2	1	2	0	0	1	33	14	6
<b>Totals</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>93</b>	<b>89</b>	<b>89</b>
<b>ENGINE DEPARTMENT</b>										
Boston	4	3	0	3	0	0	0	1	3	0
Houston	9	1	3	1	0	0	6	5	4	24
Harvey, LA	2	1	2	2	0	3	1	6	0	5
New York	4	1	4	1	0	0	9	16	9	18
Norfolk	1	0	0	0	0	0	0	5	0	0
San Pedro	15	0	0	2	0	0	11	42	48	0
Tacoma	2	2	0	0	0	0	2	21	7	6
<b>Totals</b>	<b>37</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>96</b>	<b>71</b>	<b>53</b>
<b>STEWARD DEPARTMENT</b>										
Boston	2	0	0	2	1	0	2	1	2	0
Houston	4	1	3	2	1	0	3	6	1	15
Harvey, LA	1	1	2	1	0	2	4	2	1	3
New York	2	1	1	1	0	1	4	12	6	10
Norfolk	1	0	0	1	0	0	0	2	0	0
San Pedro	14	4	0	5	0	0	3	60	32	6
Tacoma	0	0	0	0	0	0	0	7	4	2
<b>Totals</b>	<b>24</b>	<b>7</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>16</b>	<b>90</b>	<b>46</b>	<b>36</b>
<b>ENTRY DEPARTMENT</b>										
Boston	2	2	1	0	0	1	1	2	19	2
Houston	3	2	8	0	0	0	5	3	29	55
Harvey, LA	0	3	3	0	0	0	0	5	3	15
New York	5	2	9	0	0	4	7	34	50	105
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	8	8	0	3	0	0	13	34	10	0
Tacoma	0	1	1	0	0	0	0	2	12	17
<b>Totals</b>	<b>18</b>	<b>18</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>80</b>	<b>123</b>	<b>194</b>
<b>Totals All Departments</b>	<b>145</b>	<b>50</b>	<b>45</b>	<b>48</b>	<b>2</b>	<b>16</b>	<b>118</b>	<b>359</b>	<b>329</b>	<b>372</b>

## PIC-FROM-THE-PAST

This photo was sent to the LOG by Dean R. Wooster of Palm Coast, Fla. It was taken aboard the SS *Vantage Progress* in February 1967 while on the Vietnam run. Pictured "left to right are Oiler Mack, Engineer Dave and F.W.T. Dean R. Wooster."

Wooster notes that one can tell the vessel is a West Coast C-2 because it has Foster Wheeler boilers whereas an East Coast C-2 has Babcox and Willcox boilers. Wooster, now 65, has just filed for his SIU pension (see write-up on next page).

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.







## DEEP SEA



**ELIZABETH A. COSS**, 72, joined the SIU in 1996 in San Francisco. Born in Seneca, Ill., Sister Coss worked primarily aboard vessels operated by Dyn Marine Services of Virginia. Sister Coss shipped in the steward department and still lives in her native state.

**LUIS GONZALEZ**, 66, launched his career with the Seafarers in 1977 in the port of New York. Brother Gonzalez first went to sea aboard the *Warrior*, a Sea-Land Service vessel. The steward department member upgraded his skills often at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Born in Puerto Rico, he last shipped on the *1st Lt. Baldomero Lopez*. Brother Gonzalez is a resident of Brooklyn, N.Y.

## ARTHUR MACHADO

62, joined the Seafarers in 1968 in New Orleans. A veteran of the U.S. Army, the Louisiana-born mariner worked in the deck department and frequently upgraded his skills in Piney Point. Brother Machado last went to sea on the *USNS Altair*. He calls Belle Chase, La. home.



**SAID A. MAJID**, 65, hails from Yemen. Brother Majid started his career with the SIU in 1990 in Honolulu. He first worked aboard American Hawaii Cruises' *Independence*. A steward department member, Brother Majid upgraded his skills at the Paul Hall Center in 1996. His final voyage was aboard the *Cpl Louis J. Hauge Jr.* Brother Majid resides in Dearborn, Mich.

## EDWARD O'BRIEN

76, joined the SIU in 1967. The New York-born mariner initially went to sea aboard the *Eagle Traveler*. Brother O'Brien worked in the deck department and last shipped on the *Sea-Land Explorer*. He makes his home in Riverside, Calif.



**JESUS PILARE**, 65, began his career with the Seafarers in 1991 in the port of Piney Point, Md. Brother Pilare first sailed on the *Overseas Alaska*. Born in the Philippines, he worked in the engine depart-

ment. Brother Pilare attended the Seafarers training school on a number of occasions. The Daly City, Calif., resident last went to sea on the *Sea-Land Independence*.

## TOMMIE SANFORD

64, was born in Alabama. Before joining the SIU in 1958, he served in the U.S. Coast Guard. Brother Sanford initially sailed for the Seafarers aboard the *La Salle*. A deck department member, he shipped as a bosun. Brother Sanford completed the bosun recertification course in 1975 at the Paul Hall Center. His final voyage was on the *Overseas Ohio*. Brother Sanford lives in Colmesneil, Texas.



**LEON SCOTT**, 69, joined the Seafarers in 1976 in San Francisco. Brother Scott's first ship was the *Santa Mariana*. The Louisiana-born mariner shipped in the steward department and enhanced his skills at the Seafarers training school in 1989. Brother Scott last worked on the *President Roosevelt*. Oakland, Calif. is his home.

**PAUL SU**, 66, hails from China. Brother Su began his seafaring career in 1989 in the port of Honolulu. He worked primarily aboard vessels operated by American Hawaii Cruises, including the *Independence*. The engine department member was a frequent upgrader at the Paul Hall Center for Maritime Training and Education. Brother Su makes his home in Honolulu.



**RAY E. TODD**, 67, embarked on his career with the Seafarers in 1961. Prior to joining the SIU, Brother Todd served in

the U.S. Army. Born in Mississippi, he first went to sea aboard the *Morning Light*. Brother Todd sailed in the deck department as a bosun. He last sailed aboard the *Ultramax*. Brother Todd is a resident of Collins, Miss.

**DEAN WOOSTER**, 64, began his SIU career in 1960 in New York. Before becoming a Seafarer, Brother Wooster served in the U.S. Navy. His first SIU ship was on the *Oreomar*, an Ore Navigation vessel. A member of both the deck and engine departments, the Pennsylvania native last shipped on the *Golden Monarch*. Brother Wooster makes his home in Palm Coast, Fla.

## MOHSIN YAFAI

61, launched his career with the Seafarers in 1967. His initial voyage was aboard the *John C.* The Arabian-born mariner worked in both the engine and steward departments. Brother Yafai



upgraded his skills at the Seafarers training school in 2002. A resident of Bronx, N.Y. he last went to sea on the *Seabulk Challenge*.



**ABDUL YAZIDI**, 65, was born in Arabia. Brother Yazidi joined the Seafarers in 1967 in San Francisco. A

member of the deck department, Brother Yazidi enhanced his skills at the Paul Hall Center in 1979. He last went to sea on the *Cpl Louis J. Hauge Jr.* Brother Yazidi is a resident of Brooklyn, N.Y.

## INLAND

### ALFORD CROWDER

62 began his career with the SIU in 1977 in the port of Norfolk, Va. Born in Little Rock, Ark., he served in the U.S. Navy and first worked for the SIU aboard a McAllister Towing of Virginia vessel. A member of the deck department, Boatman Crowder shipped as a captain. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He is a resident of Virginia Beach.



**VERNON ELBURN**, 63, hails from Maryland. Boatman Elburn joined the Seafarers in 1958 in the port of Baltimore. The deck department member shipped as a captain and enhanced his skills at the Seafarers training school in 1998. Boatman Elburn last sailed on an Interstate Oil Transport Co. vessel. He makes his home in Clayton, Del.

**RALPH D. GARDNER JR.**, 64, started his SIU career in 1967 in



the port of Philadelphia. The Flint, Mich. native worked in the inland as well as deep sea divisions. Boatman Gardner's first ship was the *Battle Creek*. The deck department member sailed as a captain and last worked on a vessel operated by Mariner Towing. Boatman Gardner is a resident of Wareham, Mass.

### DONNIE MARTIN

64, joined the Seafarers in 1962. He first worked aboard a Dravo Basic Materials Co. vessel. Born in Florida, he shipped in the deck department, most recently on a Martin Marietta vessel. Boatman Martin now calls Mobile, Ala. home.



**JOSEPH SHUBERT**, 62, was born in Gastonia, N.C. Prior to joining the Seafarers in 1968, he served in the

U.S. Air Force. Boatman Shubert sailed in the deck department as a captain. He worked primarily aboard vessels operated by National Marine Service. Boatman Shubert lives in Orlando, Fla.

### STERLING SPENCER

55, joined the Seafarers in 1974. The Louisiana native shipped in the deck department, working primarily aboard vessels operated by Crescent Towing &



Salvage Co. Boatman Spencer lives in his native state in the city of Harvey.



**JOSEPH TUCKER**, 68, hails from Alabama. Boatman Tucker worked in the inland as well as deep sea

divisions during his career. He first sailed on the *Alcoa Roamer*. The deck department member shipped as a captain, most recently on a Crescent Towing vessel. Boatman Tucker is a resident of Chickasaw, Ala.

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



**WILLIE DAVIS SR.**, 70, launched his career with the NMU in 1962. Born in Houston, his initial ocean voyage was

aboard the *P.C. Spencer*, a Sinclair Refining Co. vessel. Brother Davis worked in the steward department and last shipped on the *Cape Victory*.

**JUAN J. CANALES**, 65, joined the NMU in 1968. Brother Canales first went to sea aboard the *Gulf Jaguar*. Born in Santurce, P.R., he worked in the steward department.

**HERMAN WILLIS**, 70, started his NMU career in 1969. His first trip to sea was aboard a Lykes Brothers vessel. Born in Port Arthur, Texas, Brother Willis worked in the deck department. His last ocean voyage was aboard the *Lykes Discoverer*.

## 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.

## Reprinted from past issues of the Seafarers LOG

### 1945

Loss of 1,554 United States-flag merchant ships of 6,277,077 deadweight tons from war causes and marine casualties largely due to war conditions was announced last week by Vice Admiral Emory S. Land, chairman of the U.S. Maritime Commission and administrator of the War Shipping Administration. The losses occurred during the period from September 1, 1939 to May 8, 1945.

The bulk of the tonnage was accounted for by the 570 ships lost from direct war causes. The balance of 984 was lost in marine casualties resulting from convoy operations, reduced aids to navigation, blackouts, etc....

The destruction of ships by the enemy has, of course, been accompanied by heavy loss of life. The latest merchant marine casualty list reports 5,579 merchant seamen dead and missing, and 487 prisoners of war—a total of 6,066 as of May 1.

### 1967

In a report to the Atlantic and Gulf membership

during the regular July membership meeting at headquarters, President Paul Hall told the members that facilities for the training and upgrading of seamen were being expanded. In addition to local

## THIS MONTH IN SIU HISTORY

training sites in New York and other outposts, the SIU has recently purchased a 28-acre site at Piney Point, Md. to train young men for entry-level jobs aboard American-flag ships. This will be in addition to upgrading training to

enable working seamen to qualify for promotions after specialized training.

### 1990

As the demand increased for vessels to supply the stepped-up military operations in the Persian Gulf, the Seafarers International Union instituted a manpower alert to assure that all manning assignments within the union's responsibility would be met.

In issuing the alert, SIU President Michael Sacco called on all union members to participate fully. He urged all Seafarers who currently are on the beach to immediately contact the nearest union hall or the SIU's manpower center to register for employment. In addition, Sacco extended the same call to all physically fit pensioners, as well as to inactive SIU members.

# Final Departures

## DEEP SEA

### WALDO BANKS



Pensioner Waldo Banks, 86, passed away Oct. 26, 2002. Brother Banks joined the SIU in 1946 in the port of Baltimore. A native of the

West Indies, he worked in the inland as well as deep sea divisions. A deck department member, his last voyage was aboard a Michigan Tankers Inc. vessel. A former resident of Jacksonville, Fla., Brother Banks had been a pensioner since 1976.

### JUAN COLLAZO

Pensioner Juan Collazo, 84, died Feb. 1. A native of Puerto Rico, he embarked on his profession with the Seafarers in 1948 in the port of New York. The steward department member lived in his native commonwealth and started receiving compensation for his retirement in 1967.

### JOSEPH CURRY

Brother Joseph Curry, 78, passed away Feb. 7. Brother Curry started his SIU career in 1956 in Houston. Before becoming a Seafarer, he served in the U.S. Army. The Pennsylvania native first went to sea aboard an Alcoa Steamship Co. vessel. Brother Curry worked in the deck department, last sailing on the *Sea-Land Defender*. Middlesex, N.J. was his home.

### PATRICK DURNIN



Pensioner Patrick Durnin, 76, passed away Jan. 1. Brother Durnin began his SIU career in 1968 in San Francisco. His first ship was the

*President Eisenhower*. The Oregon-born mariner worked in the steward department and began receiving his pension in 1998. Brother Durnin last sailed on the *Great Land*. Gig Harbor, Wash. was his home.

### ALBERT DYKES



Pensioner Albert Dykes, 76, died Feb. 7. Brother Dykes joined the SIU in 1956 in Lake Charles, La. A veteran of the U.S. Army, he was born in

Arkansas. Brother Dykes worked in the engine department, last sailing on the *Maine*. He started collecting stipends for his retirement in 1991. Brother Dykes resided in Houston.

### NATHAN ELDRIDGE



Pensioner Nathan Eldridge, 76, passed away Jan. 13. Born in Florida, Brother Eldridge joined the Seafarers in 1944. He

worked in the deep sea as well as inland divisions. A member of the deck department, Brother Eldridge called Mobile, Ala. home. He began receiving compensation for his retirement in 1971.

### BETTY EVERETT

Pensioner Betty Everett, 78, died Jan. 18. Sister Everette began her career with the Marine Cooks & Stewards (MC&S) in 1966 in San Francisco. Born in Indiana, Sister Everett



worked in the steward department and lived in Sacramento, Calif. Her last voyage was aboard the *Lurline*, a Matson Navigation vessel. She began receiving her pension in 1985.

### MICKIE FREDERICK



Pensioner Mickie Frederick, 70, passed away Jan. 1. Sister Frederick launched her career with the Seafarers in 1987 in

Honolulu. Born in Idaho, she shipped in the steward department. Sister Frederick worked primarily aboard vessels operated by American Hawaii Cruises during her career, including the *S.S. Independence* and *ms Patriot*. She started receiving compensation for her retirement in 2001 and lived in Chandler, Ariz.

### CHARLES HENKING

Pensioner Charles Henking, 66, passed away Jan. 16. He started his seafaring career with the MC&S in 1971 in San Francisco. Prior to joining the MC&S, he served in the U.S. Army. Brother Henking first shipped on the *Santa Mariana* and last sailed on the *Overseas Alaska*. The steward department member lived in San Francisco and began receiving his pension in 1994.

### ORA HIGBY



Pensioner Ora Higby, 95, passed away Jan. 11. Brother Higby began his career with the MC&S in San Francisco. Born in Ohio, the steward

department member was a resident of Bodfish, Calif. He began collecting retirement stipends in 1973.

### RALPH JAMES

Pensioner Ralph James, 80, died Feb. 11. A native of the Virgin Islands, he embarked on his career with the MC&S in San Francisco. Brother James worked in the steward department. He began receiving his pension in 1978 and called Pacifica, Calif. home.

### SIMON KENDALL

Pensioner Simon Kendall, 82, died Feb. 23. He initiated his SIU career in 1956. The Indiana-born mariner first sailed on the *Battle Rock*. Brother Kendall worked in the steward department, last sailing on the *Sea-Land Warrior*. A resident of French Lick, Ind., he began collecting compensation for his retirement in 1990.

### DEREK KURCH



Brother Derek Kurch, 38, passed away Dec. 16, 2002. Born in Hawaii, he joined the Seafarers in 1982 in the port of Honolulu. Brother Kurch

worked primarily aboard vessels operated by American Hawaii Cruises. A steward department member, he made his home in Honolulu.

### KENNETH MARSTON

Pensioner Kenneth Marston, 77,



died Feb. 28. Brother Marston joined the Seafarers in 1943 in the port of New York. The Maine-born mariner first sailed on the *Cantigny*.

Brother Marston worked in the deck department as a bosun. He last went to sea on the *San Juan*, a Puerto Rico Marine Management vessel. Brother Marston lived in Carlisle, Pa., and started collecting retirement stipends in 1990.

### DAVID MAZE



Brother David Maze, 62, passed away Feb. 18. He joined the SIU in 1976 in Port Arthur, Texas. Brother Maze initially went to sea aboard the

*Eagle Voyage*. The Abbyville, La. native worked in the deck department and last shipped on the *USNS Stabwart*. Brother Maze was a resident of Houston.

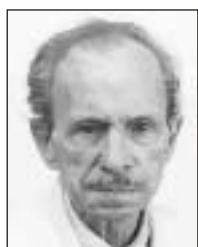
### DELL McNEELY

Brother Dell McNeely, 50, died Feb. 13. He joined the Seafarers in 1969 in the port of New York. Brother McNeely first went to sea on the *Cornell Victory*. The Louisiana-born mariner worked in the deck department and last shipped on the *Sam Houston*. Brother McNeely called New Orleans home.

### SHIGERU MURAMOTO

Pensioner Shigeru Muramoto, 85, passed away Feb. 17. Brother Muramoto commenced his career with the MC&S in San Francisco. He worked in the steward department and began collecting retirement pay in 1974. Hawaii was his home.

### HOWARD RUBY



Pensioner Howard Ruby, 88, passed away Jan. 13. A veteran of the U.S. Army, he began his SIU career in 1960 in the port of New York. The

Ohio-born steward department member was a resident of Ft. Lauderdale, Fla., and last shipped on Matson Navigation's *Lurline*. Brother Ruby started collecting compensation for his retirement in 1991.

### ELVEN STAPLES

Pensioner Elven Staples, 80, died Jan. 18. He began his career with the MC&S in 1959 in San Francisco. Before joining the MC&S, Brother Staples served in the U.S. Army. Born in Arkansas, he first worked on Matson's *Maui*. The steward department member last went to sea on the *Lihue*. Brother Staples started receiving his pension in 1985 and called Oak Ridge, Tenn. home.

## INLAND

### HARVEY GALLOP



Pensioner Harvey Gallop, 65, died Feb. 3. Boatman Gallop started his career with the Seafarers in 1967 in the port of Norfolk, Va. after having

served in the U.S. Coast Guard.

Boatman Gallop first worked aboard a Steuart Transportation Co. vessel. The engine department member was a resident of Powells Point, N.C. Boatman Gallop began receiving his pension in 2001.

### OSVALDO MALDONADO

Boatman Osvaldo Maldonado, 92, passed away Feb. 2. Born in Puerto Rico, he launched his SIU career in 1976. Boatman Maldonado shipped in the engine department and worked primarily aboard Crowley Towing & Transportation vessels during his career. He resided in his native commonwealth.

### RICHARD MATLAGA

Boatman Richard Matlaga, 43, died Jan. 15. He joined the Seafarers in 1990 in the port of Philadelphia. Boatman Matlaga shipped in the deck department and worked primarily aboard vessels operated by Maritrans Operating Co. Born in New Jersey, he made his home in Riverview, Fla.

### ALFRED RITTENHOUSE

Boatman Alfred Rittenhouse, 54, passed away Jan. 13. The Virginia-

born mariner commenced his SIU career in 1993. Boatman Rittenhouse shipped in the deck department as a captain and worked primarily aboard Allied Towing vessels. He lived in his native state in the city of Reedville.

## GREAT LAKES

### GERALD DOERING

Pensioner Gerald Doering, 80, died Feb. 2. He joined the Seafarers in 1968 in Buffalo, N.Y. A veteran of the U.S. Army, Brother Doering was born in New York and worked in both the deck and engine departments. He last sailed aboard Erie Sand & Gravel's *Lakewood*. Brother Doering lived in Athens, Ga., and began collecting his pension in 1988.

### HENRY HANRATTY

Pensioner Henry Hanratty, 87, died Feb. 18. Born in New York, he joined the Seafarers in 1961. Brother Hanratty's first voyage was aboard the *Lemmerhirt*. The deck department member made his home in Depew, N.Y. He began receiving his pension in 1982.

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

### HERMAN ALTICE JR.



Pensioner Herman Altice Jr., 86, passed away April 30. Brother Altice joined the NMU in 1944. The Mobile, Ala. native worked

in the steward department as a chief cook, last sailing on the *John Lykes*. Brother Altice began receiving his pension in 1979.

### JOSE DOMINGOS



Pensioner Jose Domingos, 87, passed away May 9. Brother Domingos began his career with the NMU in

1962. His first voyage was on the *Texaco Wisconsin*. Born in Portugal, he worked in the engine department. Brother Domingos last sailed aboard the *Mormac Wave*. He started collecting retirement stipends in 1979.

### SANFORD KRAMER



Pensioner Sanford Kramer, 77, died April 13. Brother Kramer began his career with the NMU in 1943. He first

went to sea aboard the *Louis Henipen*. The Providence, R.I.-born mariner shipped in the engine department and last sailed on the *Ruth Lykes*. He started receiving his pension in 1969.

### JOSEPH MLAKAR

Pensioner Joseph Mlakar, 85, passed away April 12. Born in Aurora, Minn., Brother Mlakar launched his career with the NMU in 1942. He initially went to sea aboard the *Cartago*. Brother



Mlakar worked in the deck department and last shipped aboard the *Mormac Pride*. He began receiving compensation for his retirement in 1968.

### CALIXTO VASQUEZ



Pensioner Calixto Vasquez, 89, died April 3. Brother Vasquez joined the NMU in 1947 and first sailed aboard the *Towanda Victory*. Born in Puerto Rico, he worked in the engine department. His final trip was on the *Brasil*. Brother Vasquez began receiving his pension in 1970.

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

NAME	AGE	DOD
Lloyd Albright	89	May 12
Jose Arriola	83	May 6
Juan Cardona	82	April 20
Voltaire Ciceron	87	May 17
Salvador Correa	75	April 4
William Gagne	76	April 12
Robert Gresham	66	May 6
Bernabe Guillen	92	May 26
Albert Hines	77	May 4
Robert James	67	May 19
Kenneth Keene	75	April 29
Dwain Lattimer	74	May 24
Carlton Marshall	82	April 30
Angelo Martinez	74	April 29
Manuel Neves	80	April 16
Luis Pacheco	79	Jan 28
Pedro Padilla	78	May 14
Armando Pita	87	May 20
Manuel Reyes	88	May 11
Hipolito Rodriguez	79	May 14
Juan Rodriguez	87	Feb. 6
Thomas Stanfield	88	March 25
Lucas Torres	99	April 25
Jose Zaporta	79	April 22

# 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.

**EL MORRO** (IUM), April 27—Chairman **Robert T. Grubbs**, Secretary **Donald Ganung**, Educational Director **Fredrick W. Dougherty Jr.**, Engine Delegate **Pedro Gago**, Steward Delegate **Theodore E. Quammie**. Chairman announced payoff April 29 in Puerto Rico. He advised crew members to read *Seafarers LOG*, especially president's report. Notice about renewing mariners' documents located on bulletin board. Educational director urged everyone to upgrade skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Suggestion made to lower seatime requirements for pension benefits.

**HORIZON KODIAK** (Horizon Lines), April 27—Chairman **Garry D. Walker**, Secretary **Melvin E. Morgan**, Educational Director **Alfonso D. Bombita**, Steward Delegate **Ahmed O. Sharif**. Chairman announced payoff April 29 on arrival in Tacoma, Wash. He reminded crew that emergency shipping rules are still in effect and advised them to pay dues on time. Z-cards will be checked when returning to ship from shore. No beefs or disputed OT reported. Those getting off were asked to clean rooms and leave fresh linen and soap for replacement. Vote of thanks given to steward department as well as to **Vern Poulsen** and the Tacoma shoregang. Next ports: Anchorage and Kodiak, Alaska.

**HORIZON SPIRIT** (Horizon Lines), April 15—Chairman **Howard Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Roger M. Wasserman**, Engine Delegate **Gregory L. Howard**. Chairman thanked everyone for safe voyage. Secretary reported new pillows and mattresses received. Educational director talked about facilities at Piney Point for upgrading as well as summer vacation location. He advised crew to check that shipping documents are not due to expire soon. Disputed OT noted in deck department concerning shift from cargo berth to anchorage in Hong Kong Harbor; beef reported in engine department about lodging during dry dock period, also in Hong Kong. Suggestion made to modernize registration procedure. Thanks given to steward department for job well done. Next ports: Tacoma, Wash.; Oakland, Calif.

**INDUSTRIAL CHALLENGER** (PGM), April 13—Chairman **Kyle F. Schultz**, Secretary **Norman Busch**. Chairman announced payoff April 28 on arrival in Houston. He asked that rooms be left clean with keys on desk. No word yet on next trip. He advised members to read contract before sailing. Secretary thanked everyone for helping keep ship clean. Educational director stressed importance of upgrading skills at Paul Hall Center and of making sure all necessary shipping documents are up to date. No beefs or disputed OT reported. Suggestions made to lower age for full retirement, reduce seatime needed for pension and improve dental plan. E-mail is now available on board vessel. Requests made for short wave

radio, vacuum cleaner, dishwasher and deep-fat fryer.

**JOHN J. BOLAND** (American Steamship), April 27—Chairman **Michael J. Keogh**, Secretary **Denise Chambers-Fox**, Educational Director **Richard M. Mullins**. Chairman talked about monthly meetings and asked anyone with concerns to voice them at that time. Deck delegate noted company policy of walking on deck and dock—no running. Clarification requested on satellite costs, and concerns brought forth regarding travel arrangements. Next port: Ashtabula, Ohio.

**LIBERTY SPIRIT** (Liberty Maritime), April 4—Chairman **Neftali Santana**, Secretary **Lito G. Acosta**, Educational Director **Thomas E. Hale**, Deck Delegate **Ronald Owens**, Engine Delegate **Nestor Montano**, Steward Delegate **Wilfred Lambey**. Chairman reminded those getting off to clean room for next person. Secretary thanked everyone for helping keep ship clean, with special thanks to GUDEs **Nestor Montano** and **Nicholas Murgolo**. Educational director urged crew members to take advantage of upgrading opportunities at school in Piney Point for job security. No beefs or disputed OT reported.

**MAERSK GEORGIA** (Maersk Lines), April 12—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **David A. Fletcher**, Deck Delegate **Joao F. Cordeiro**, Steward Delegate **Johny Bolton Jr.**. Chairman thanked everyone for good job and reminded them to clean rooms before leaving ship. Secretary expressed gratitude for crew's efforts in helping keep house clean. Educational director urged Seafarers to upgrade at Paul Hall Center and contribute to SPAD. He also stressed importance of keeping z-cards current. Treasurer stated \$50 in ship's fund. Some beefs and disputed OT reported in engine department; none noted in deck or steward departments. Suggestion made for SIU bulletin board in crew lounge for posting of important announcements. Guidelines for smoking areas spelled out in SIU contract. Request made for carpet shampoo machine. Company to arrange crews' transportation to and from airport. Clarification requested on crew rotation. After stop in Charleston, S.C., ship heading to Spain, Italy and Saudi Arabia, returning to Newark, N.J. in June.

**MOTIVATOR** (USSM), April 24—Chairman **Anthony Maben**, Secretary **Matthew Scott**, Steward Delegate **Tracey L. Newsome**. Chairman announced payoff April 27 in New York following long voyage to Persian Gulf with extended stay. He thanked crew for job well done. Secretary advised crew members to stay in touch with local union hall regarding war bonus. Educational director recommended attending upgrading courses at Paul Hall Center. Work of two apprentices on board, **Travis Pratt** and **Eric Kranenberg**, greatly appreciated.

**QUALITY** (USSM), April 19—

Chairman **Luke F. Wells**, Secretary **Franklyn J. Cordero**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Simeon Rivas**, Engine Delegate **Stephen Roberts**, Steward Delegate **William Muniz**. Chairman announced vessel going into yard May 15 for three weeks. Crew reminded to check union hall about returning to ship as well as transportation information. Secretary thanked all departments for helping keep ship and house clean. He asked that everyone return dirty linen and straighten up rooms before ship yard period. Educational director reminded members to work safely at all times. "Pay attention. Accidents can be avoided." No beefs or disputed OT reported. Next ports: Charleston, S.C.; Miami; Houston; Elizabeth, N.J.

**SOUTHDOWN CHALLENGER** (HMC Ship Management), April 24—Chairman **John F. Cull**, Educational Director **David L. Knuth**, Steward Delegate **Joel E. Markle**. Chairman announced he and chief engineer are trying to get premium entertainment package for satellite TV. Captain has about \$1,200 in satellite TV fund, and this money will go toward movie package. Educational director spoke of importance of upgrading skills at Piney Point and praised programs offered at the school. He also talked about importance of reading contract and shipping rules. No beefs or disputed OT reported. Clarification requested in deck department as to whether English proficiency test should be stamped in TRB. Chairman handed out applications for benefits, vacation and upgrading. He urged members to give 48 hours notice when requesting leave and informed them to contact union hall upon departing and rejoining vessel. Next ports: Charlevoix, Mich.; Cleveland, Ohio.

**TONSINA** (ATC), April 29—Chairman **Jose D. Pedroza**, Secretary **Gregory G. Keene**. Chairman reported company and captain pleased with crew's performance and safety record. Question of satellite receivers for rooms still on hold until after inspection. Educational director informed members of new clinic in Tacoma for physicals and drug testing. He recommended everyone take upgrading courses at Paul Hall Center and make sure z-cards are up to date. Beef reported in engine department. Discussion held about manning change in new agreement, food budget aboard ATC vessels, inflatable life jackets and gym equipment. Request made for more accuracy in setting sailing board.

**USNS RED CLOUD** (Maersk Lines), April 30—Chairman **Thomas H. DeCarlo**, Secretary **Christine Cassie**, Deck Delegate **David G. Knutson**, Engine Delegate **Ted Cooke**. Chairman advised crew to keep original letter for eminent danger pay. Amount has increased to \$225 retroactive to October. It should be automatically mailed to individuals; if not, submit letter to Maersk for payment. Educational director stressed importance of upgrading and how easy it is to attend facilities at Piney Point and the wide variety of courses offered. No beefs or disputed OT reported. Crew change expected on arrival in Diego Garcia, May 1.

**USNS WATKINS** (Maersk Lines), April 1—Chairman **James K. Walker**, Secretary **Jack Williams**, Steward Delegate **Raul Napoles**. Bosun talked about war bonus and harbor attack bonus. Educational director stressed importance of upgrading skills at Piney Point school. Treasurer stated \$1,575.54

in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department. U.S. Army told 2<sup>nd</sup> mate that *USNS Watkins* responded to SCUD alert quicker than any other ship.

**DEVELOPER** (USSM), May 10—Chairman **Joseph J. Caruso**, Secretary **Randy A. Stephens**, Educational Director **Dimarko L. Shoulders**. Chairman announced arrival May 12 in Houston. He praised unlicensed crew for their professionalism and performance in getting vessel ready for inspection. Secretary stated he has application forms of all kind for anyone

beefs or disputed OT reported. Question asked as to when crew can expect return to normal shipping rules. Everyone asked to help keep things neat aboard ship, including not using light bulb trash can in laundry room for other refuse, and leaving night lunches covered so as not to dry out.

**KENAI** (ATC), May 12—Chairman **Christopher J. Kicey**, Secretary **Dorothy Odums**, Educational Director **Dale F. Graham**, Deck Delegate **Estella Snyder**, Engine Delegate **Harry Kinsman**, Steward Delegate **Self Salvation**. Chairman announced

## Easter in Kuwait



The *USNS Watkins* has made six voyages into Kuwait, where it delivered helicopters and other equipment for U.S. troops as part of Operation Iraqi Freedom. And that's where the crew was on Easter Sunday, enjoying a special dinner prepared by (from left) 3<sup>rd</sup> Cook Justino Martinez, SA Ernesto Gonzaga, Chief Cook Raul Napoles, Chief Steward Jack Williams and SA Jose David.

needing them. Educational director advised crew members to check all documents for expiration dates. No beefs or disputed OT reported. Clarification requested on seniority for all-ports lists. Thanks given to steward department for job well done.

**HORIZON CHALLENGER** (Horizon Lines), May 2—Chairman **Roy L. Williams**, Secretary **Brandon D. Maeda**, Educational Director **Clive A. Steward**. Chairman announced payoff May 6 in Houston. He reported on clarifications sent by headquarters regarding rest periods, permanent jobs and shortening of pension requirement time. Secretary urged crew members to upgrade skills at Piney Point facility. He also stated \$205 in ship's fund. Educational director informed crew of new requirement to collect vacation checks—original pay vouchers and Coast Guard discharges. Clarification requested on withdrawing funds from money purchase pension plan, accumulating extra pension days from vacation days and whether shipping companies are bound to comply with Family Medical Leave Act. No beefs or disputed OT reported. Vote of thanks given to steward department. Next port: New Orleans.

**HORIZON RELIANCE** (Horizon Lines), May 4—Chairman **Lance X. Zollner**, Secretary **Sherman W. Anderson**, Educational Director **Kevin T. McCagh**, Deck Delegate **Rodolfo Asopardo**, Engine Delegate **Rolando F. Romanillos**, Steward Delegate **Bienvenido C. Badillo**. Chairman led discussion on how to go about presenting a beef and talked about preventing injuries aboard ship. Secretary stated he was pleased to be aboard the *Reliance* and looked forward to putting out some exceptional menus. Educational director presented flow chart to crew members showing upgrading possibilities in engine department. It was posted on bulletin board. Treasurer stated \$972.88 in ship's fund. No

payoff May 14 on arrival in Valdez, Alaska. Discharge will take place at Cherry Point, Wash. Educational director reminded crew members to check documents to be sure they're up to date. He also recommended everyone upgrade skills at Paul Hall Center and contribute to SPAD. No beefs or disputed OT reported. Suggestion made that Seafarers be paid for the day when taking functional assessment test. Chief engineer to address problem with fumes in chief cook's room.

**USNS PRIDE** (Maersk Lines), May 17—Chairman **Jessie L. Thomas Jr.**, Secretary **Jonny Cruz**, Educational Director **Christos Tsipliareles**, Deck Delegate **Raygene Banks**, Engine Delegate **Ronald M. Pheneuf**. Chairman announced payoff May 18 in Houston and asked that everyone be present for payoff and visit with patrolman. He also reminded crew to keep shipping documents up to date. Secretary reported good trip and thanked members for helping keep ship clean. Educational director stressed continual need for upgrading and self-improvement at Piney Point school. No beefs or disputed OT reported. Suggestion made to have luggage locker on board. Vote of thanks given to steward department for good menus and meals. Next ports: Freeport, Bahamas; Norfolk, Va.; Rotterdam, Holland.

**WASHINGTON** (ATC), May 11—Chairman **Timothy D. Koebel**, Secretary **Robert Mensching**, Educational Director **Mo Johnson**, Deck Delegate **Jay Kannuck**, Engine Delegate **Antonio Libo-on**, Steward Delegate **Gary Lofton**. Chairman explained bonus vacation day program and how to obtain it. No beefs or disputed OT reported. Suggestion made regarding payment of health claims. Thanks given to steward department for find food. Thanks also given to company for DVDs in each room. Next ports: Long Beach, Calif.; Valdez, Alaska.

# 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.)

## Recognizing a Rep

On March 25, 2002, the Three Rivers Chapter of the American Merchant Marine Veterans chartered a bus to Harrisburg, the state capital. Members of the Mon Valley, High Seas Mariners, and John Brown chapters also attended.

House Bill 2450 was introduced on this day. The bill is for a \$500 bonus for the seamen from World War II. These seamen must be residents of Pennsylvania.

When we left Harrisburg, we had 62 cosponsors. When I arrived home, I went to the office of State Representative John A. Maher and got the phone numbers of the 203 state reps plus the phone numbers of 48 state senators. At the end of the year, we had 195 cosponsors. This bill did not get voted on. So, John introduced House Bill 56 earlier this year. We have 118 cosponsors and the bill is in committee.

On April 24, 2003, our chapter presented John a plaque that reads: Presented to State Representative John A. Maher, In grateful appreciation for your out-



Pennsylvania State Representative John A. Maher (right) accepts a plaque from Leo Bebout, president of the AMMV's Three Rivers Chapter.

standing and dedicated service on behalf of the Pennsylvania Merchant Mariners.

**Leo Bebout**  
President, Three Rivers Chapter  
Bethel Park, Pa.

(The following letter was sent last month to SIU President Michael Sacco)

## Buy Union

I am sending this plea out to all international unions in an effort to assist what is left of our domestic UNION manufacturers in the textile and apparel industry. For the past three decades, I and many of you have continued to fight the battles trying to stave off the annihilation of our industries.

But, like many of you, we have continued to lose ground

through the dumping of imports into our domestic markets and/or the exporting of jobs in search of cheap global labor. None of this, of course, was any fault of U.S. workers, including our members. Much of the problem has to do with the pressures being placed on manufacturing through retailers like Wal-Mart and others constantly squeezing their margins. In the end, if you can't produce your product at the same price as China or some other Third World nation, then they pull the plug.

Back at home in the U.S., we watch all kinds of games being played by businesses to retain a "Made in USA" label, including sweatshops like Kathy Lee Gifford's brands (naturally) at Wal-Mart; Ralph Lauren brands made in Saipan (which qualifies through a Made in USA loophole); and, of course, just plain sweatshops that people set up around major cities where large numbers of immigrants reside who can be exploited. Once (or if) caught violating wage and hour or other laws, they simply move operations and set up under a different name.

We've all seen and heard the stories and worked very hard to educate the public on what it means to "Buy American and Keep America Working." But, as illustrated in the examples above, buying American doesn't always mean that products will be made under the conditions and values

we as trade unionists believe in.

We in the labor movement can influence our membership and the public only so far. But, as leaders and heads of various organizations, we can decide whether we sign a check or approve an invoice. We can say that "Made in USA" is not good enough when there are union-made products available.

I hear every day from our unionized manufacturers getting their throats cut by non-union domestic competitors selling to organized labor who say "Made in USA" is good enough, as long as they can save a dollar here and there. And when others in the movement say it's our responsibility to go out and organize these non-union shops, I can tell you that when we try, the companies take the profits (made from sales to labor) and hire the best union busters money can buy.

When confronted, these manufacturers will look you straight in the eye and say, "WHY NOT keep the union out? I'm getting your business anyway." And they're right! They are getting our business and we have only

ourselves in the labor movement to blame.

I am asking in this letter for a concerted effort by organized labor to demand a union label, bug or card on products or services that we as organizations purchase. Can we control OUR market? That is the question we need to ask ourselves.

**Dave Johnson**  
UFCW International Vice  
President  
President, UFCW Textile &  
Garment Council  
Hermitage, Tenn.

## Thanks for Bonus

As a pensioner, I would like to thank the trustees of the NMU for their consideration of retirees by giving us an extra pension check earlier this year for a bonus. It is much appreciated and I am glad to see that we are not forgotten for the years we spent at sea.

A percentage increase in the future would be nice, considering the cost of living in this country.

**Tyrone Patrick**  
Navarre, Fla.



# 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.

**MEMBER RIGHTS/LMRDA.** The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

## Union Member Rights

**Bill of Rights:** Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

**Officer Elections:** Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

## Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

**Labor Organization Reports:** Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee

that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov).)

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

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

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

## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	July 7	August 1
	August 18	September 12
	September 29	October 24
	November 10	December 5
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	September 8	September 12
Celestial Navigation	July 7	July 25
GMDSS (Simulator)	August 4	August 15
	September 15	September 26
Lifeboatman/Water Survival	August 4	August 15
	September 15	September 26
	October 27	November 7
Radar	July 14	July 25
	August 25	September 5
Specially Trained Ordinary Seaman (STOS)	July 7	July 18
	August 25	September 5
	October 13	October 24
	December 1	December 12
Navigation Fundamentals	August 4	August 15

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning June 23.

*S*

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

### Recertification

Bosun October 6 November 3

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	July 14	August 22
	September 8	October 17
	November 3	December 12
Welding	July 14	August 1
	September 8	September 26
	October 6	October 24
	November 3	November 21
Engine Utility (EU)	August 11	September 5
	September 29	October 24
	November 17	December 12
QMED Junior Engineer	September 22	December 12

### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Fire Fighting* – (5-day course) <i>(*must have basic fire fighting)</i>	July 28	August 1
	November 3	November 7
Advanced Fire Fighting – (2-week course)	September 1	September 12
Basic Fire Fighting/STCW	August 11	August 15
	August 25	August 29
	September 15	September 19
	October 27	October 31
Government Vessels	September 1	September 5
	October 20	October 24
	November 3	November 7
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	July 21	August 1
	September 8	September 19
	October 27	November 7
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 25	August 29

### Academic Department Courses

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

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

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

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

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

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

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

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

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

7/03

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 639** — Unlicensed apprentices who graduated from class 639 are (in alphabetical order) William Boardman III, Robert Brady, Marvin Charles, Gary Cruz, Nathan Garrison, Christopher Gustafson, Si Hughes, Damien James, Douglas Lowry, Andrea Mercado, Michael Merrell Jr., Santos Pabon Jr., Carlos Perez-Arroyo, Robert Raines, Steven Richards, Daniel Smith Jr., Matthew Whitmore and Brett Younginger.



**Tanker Familiarization/Assistant Cargo (DL)** — Graduating from the tanker familiarization/assistant cargo (DL) course May 16 are (in no particular order) Kenny Lattin, Sandra Anderson, Joshua Harris, Jeffery Jack, Stephen Trotter, Michael Price, Marcelino Cayabyab, Stephen Ruppert, William Dukes, Todd Jennings, Sean Tracey, John Zepeda and Mohamed Saleh.



**Express Marine/Deck** — Express Marine boatmen who successfully completed deck department courses April 25 are (in no particular order) Gil Pruitt, Foster Watts, Robert Batson, Russell Hudson, Ernest Parks, Bradley Thomas and Wayne Huebschman. Their instructor, Herb Walling, is back, center.



**STOS** — Receiving certificates for completion of the STOS course May 30 are Alaskan Fishermen (in alphabetical order) Sandra Anderson, Joshua Harris, Jeffery Jack, Todd Jennings, Michael Price, Sean Tracey and Stephen Trotter.



**Express Marine/Engine** — Completing courses April 25 in the engine department curriculum are boatmen from Express Marine (in no particular order) Larry Foreman, Arthur Schwedeman, Robert Perusse, Robert Yates, Ronnie Fulcher, Richard Riddick, Wesley Ross, Craig Barton and Pierre Daigle. Their instructors are Eric Malzkuhn (far left) and Jay Henderson (far right).



**Fast Rescue Boat** — Under the instruction of Stan Beck (standing, rear) are Seafarers who completed the fast rescue boat course May 30. They are (in alphabetical order) Kenny Abrahamson, Michael Archer, Terry Bader, Doug Carson, Brett Hensley and John Shank.

## Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. From the left (standing) are Loren Wolfe, Rich Prucha (instructor) and Richard West. Seated is Kimberly Strate.



**ARPA** — Successfully completing the ARPA course May 9 are (from left) Donald McGraw, David Massey, Douglas Carson, Blair Baker, Michael Proveaux, Leonard Lambert, Benjamin Barnes and Felipe Jimenez.

# Paul Hall Center Classes



**Bridge Resource Management** — Under the instruction of Herb Walling (center) are students who completed the BRM course May 16. They are John Lavergne (left) and Felipe Jimenez.



**Bridge Resource Management** — Completing the bridge resource management course June 6 are (front row, from left) Benjamin Barnes, Daniel Englund, Douglas Carson, (second row) Mike Thomas, John Toomey and Herb Walling (instructor).



**GMDSS** — Graduating from the GMDSS course May 23 are (in alphabetical order) Michael Archer, Douglas Carson, Barry Freeman, Leonard Lambert, Anthony Lowman, David Massey and Rafik Shahbin. Their instructor, Brad Wheeler, is at far right.



**Welding** — The two-week welding course was completed May 16 by (in alphabetical order) Alfonza Davis, Harold Gerber, Bobby Jones, Melissa Leon-Guerrero and William Parker. Their instructor, Buzzy Adams, is second from 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.



**Celestial Navigation** — With their instructor, Stacy Harris (third from left) are May 30 graduates of the celestial navigation course (in alphabetical order) Benjamin Barnes, Daniel Englund, Kenneth Lewin, William Schuppman, Michael Thomas, Jerome Wong and Stella Zebrowski.



**Engine Utility** — Upgrading Seafarers and unlicensed apprentices in the third phase of their training completed the engine utility course May 30. They are (in no particular order) Anthony Newsome, Terrance Colbert, John Stephenson, Maurice Perry, Forrest McGee, Adam Revels, Gerald Butler Jr., Erwin Liebhart, Samuel Brewer, Reginald Colbert, Antonio Perez, Sam Vanderbrug, Douglas Jardine, Brian Goeson, Matthew Waldman, Aguilo Llorente and Harrison Hawkins. (Note: Not all are pictured.)



**Express Marine/Engine** — May 23 was graduation day for Express Marine boatmen taking engine department courses at the Piney Point school. They included (in no specific order) Johnnie Potter, Donald Fulcher, Leslie Anderson, Albin Henries, David Harris, Jackie Pruitt, Ernest Ross, Guy Ireland, Roland Mason Jr. and Roy Gritz.

## Basic Safety Training Classes



Mohamed Algalham, Timothy Belcher, Vincent Chavez, Nikunj Christian, Edward Dunn, Stephen Harrington, John Hayward, Joseph Irving, Jeffrey Leote, Antonio Mercado, Kenneth Roetzer, Angel Sanchez, Catarino Thomas, David Turinski, Leo Venegas and Charles Westover.



Alaska Fishermen: Gary Bell, Elpidio Cainag Jr., Rollin Crump, Calvin Edwards, Andrew Esteban, Samuel Finley, Jeffrey Jenkinson, William Jones Sr., Angel Manlunas Jr., Kimberly Nathan, Robert Newcomb, Armando Olde, Lawrence Ramirez and Thessolonian Smith.



Seafarers may apply for 'Union Plus' benefits  
 — page 10

# RRF Crews Get Hero's Welcome from MarAd Administration Honors Every Vessel Activated for Iraqi Freedom

Seafarers who sailed aboard Ready Reserve Force (RRF) vessels that were activated for Operation Iraqi Freedom are being honored by the U.S. Maritime Administration (MarAd) at shipboard and pier-side ceremonies throughout the nation.

Forty RRF ships were activated for the war—and MarAd is conducting welcome-home ceremonies for every one of them. By mid-June, more than 30 of the vessels had been recognized by the agency.

"MarAd has made an absolutely tremendous effort to acknowledge the civilian mariners who sailed during Operation Iraqi Freedom," stated SIU President Michael Sacco, who has participated in some of the ceremonies. "The SIU and all of maritime labor appreciate the recognition, and we do not take it for granted."

During the proceedings, Seafarers receive the Merchant Marine Expeditionary Medal, along with a personalized certificate and a commemorative ball cap. The medal is awarded to those who serve on U.S.-flag ships in support of operations involving American and allied armed forces.

Crews from the *Cape Victory* and *Cape Vincent*

were praised May 20 at a ceremony in Beaumont, Texas. U.S. Maritime Administrator Captain William Schubert told the audience, "The maritime community has served America with great distinction during every major crisis in our nation's history, and the mariners who crew the ships are the cornerstone of this effort. From the Revolutionary War, through both World Wars, the Korean War and up to today, our mariners have willingly defended and served this nation with enthusiasm and valor."

The RRF fleet supports the rapid worldwide deployment of U.S. military forces. Specifically, RRF vessels support the transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during surge sealift operations. RRF ships moved a substantial portion of the estimated 21 million square feet of materiel utilized by U.S. forces in Operation Iraqi Freedom.

More than 2,000 SIU members sailed on U.S.-flag ships that mobilized for the war. Altogether, including civilian mariners employed by the government (CIV-MARS), more than 5,000 U.S. mariners sailed during the war.



**CAPE VINCENT** — Crew members from the *Cape Vincent* (top) await the start of the program May 20 in Beaumont, while local schoolchildren (bottom) display a handmade sign welcoming the mariners.



**CORNHUSKER STATE** — Left: Bosun Scott Pell (left) and AB Bill Humphries sailed aboard the *Cornhusker State* during the war.



Right: AB Joe Urso (left) receives the Merchant Marine Expeditionary Medal from M. Nuns Jain, director of MarAd's South Atlantic Region, during a ceremony aboard the *Cornhusker State* May 18 in Newport News, Va.



**CAPE HUDSON** — *Cape Hudson* crew members who sailed during the war and were honored May 6 in Norfolk, Va. included AB Frank Guido, Wiper I. Edison, GSU Frank Ward, AB B. Watson, AB Vincent Valdere, Electrician Patrick Warncke and Oiler James Corpew.



**CAPE TRINITY** — Above left: Seafarers from the *Cape Trinity* display their certificates and medals that were presented by MarAd. Above right (from left): U.S. Rep. Gene Green (D-Texas), Recertified Bosun Tom Arriola and SIU VP Gulf Coast Dean Corgey are pictured May 16 at a ceremony for the *Cape Trinity* crew in Houston.



**CAPE HUDSON** — Chief Cook Ken Laws prepares for serving lunch. Fellow crew members said the *Cape Hudson* is a good feeder.



**CAPE HUDSON** — AB Frank Guido mans the gangway.



**CAPE VICTORY** — SIU Assistant VP Jim McGee (left) congratulates Seafarers on the *Cape Victory* following their May 20 ceremony in Beaumont, Texas.