



The

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Seafarers Log

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SIU-Crewed Pomeroy Delivered

Watson-Class LMSR Augments American Sealift Capacity



The SIU-crewed prepositioning ship *USNS Pomeroy* last month was delivered to the U.S. Military Sealift Command. The 950-foot vessel has more than 390,000 square feet of cargo space. Page 3.

Photo by National Steel and Shipbuilding Co.

Construction Continues on RO/RO



The first of two roll-on/roll-off ships for SIU-contracted Totem Ocean Trailer Express, Inc. is under construction in San Diego. It is scheduled for delivery in October 2002. For more photos of the early stages of the construction, see page 3.

Steward Dept. Seafarers To Crew USNS Benavidez



SIU members will soon climb the gangway to the *USNS Benavidez* (T-AKR-306), which recently was christened in New Orleans. Page 3.

Seafaring Life Agrees With Zepedas

Three Generations Find Career Niche in SIU

Recertified Bosun Johnny Zepeda (left) and his son Felipe, who is enrolled in the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, aren't the only ones in their family to discover their calling through the SIU. Page 9.



House Okays ANWR Development

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President's Report

Time Is Right for ANWR

Fluctuating gas prices at the pump. Electrical bills skyrocketing. Roving blackouts. The cost of home heating oil inflating. Is it any wonder that the House of Representatives last month passed—with bipartisan support—an energy bill that will affect all Americans?



Michael Sacco

Besides other benefits, the president's energy plan will create jobs all across America through a commitment to modernizing and expanding the nation's energy infrastructure. This means new refineries, new power plants, new research into renewable energy sources.

Within that legislation is a provision calling for safe exploration and drilling of a specific area of Alaska's Arctic National Wildlife Refuge.

Clearly, ANWR represents a great opportunity for the United States to become less reliant on foreign oil. Energy problems throughout the U.S. have been especially prominent this year. ANWR can be a new way to help meet the growing demand for energy products, while also helping to put the nation back on track toward the continued economic expansion we enjoyed over the past decade.

Last month's House passage of the energy bill was a big victory for those who support ANWR development (including the SIU). In passing the energy plan—and in defeating an amendment specifically intended to yank ANWR exploration from the program—the House provided great momentum for this issue.

I hope SIU members and their families have noticed the recognition given to the labor movement for helping move ANWR through the House. In this case, many legislators and reporters have given credit where it's due, noting the strong backing from AFL-CIO unions, including the SIU and other unions affiliated with the Maritime Trades Department, plus the unions of the Building and Construction Trades Department and others—all of whom are coordinating their efforts through the coalition known as JobPower. That coalition, formed earlier this year, includes an outstanding list of trade unions, elected representatives and businesses that are working together to deliver solutions to America's energy problems.

The SIU will continue doing its part, through JobPower and through the AFL-CIO Maritime Trades Department. Already, we have lobbied hard on this issue, and the membership also has delivered by reaching out to their elected representatives on Capitol Hill. I thank all Seafarers who sent postcards and letters to Congress asking for their support of ANWR development. And I urge you to keep it up, because our work is far from finished.

Once again, this is an example of how politics affects our lives and livelihoods.

As the energy plan moves to the Senate, keep in mind that opening ANWR will do more than just increase domestic oil production. It will create new jobs for American workers—hundreds of thousands of jobs, by some estimates.

Americans will do the exploration and drilling. U.S.-built pipelines will transport the oil. Domestic facilities will refine and distribute it. U.S. energy producers and U.S. consumers will use it. And, of particular interest to Seafarers, we will join many of our brothers and sisters in maritime labor to crew the growing fleet of environmentally safe, double-hulled, U.S.-flagged tankers that will carry the oil from Alaska.

Even before we start bringing the oil back, we'll have to transport the construction equipment to Alaska.

Opening ANWR to development will help enable our U.S.-flag Merchant Marine to grow and help expand our shipyard industrial base—both of which serve valuable military purposes.

Another thing that stands out about the proposed exploration and development of ANWR is the evident partnership between labor, management and government. It's not often that those three components so readily take the same stance on a given issue. When we agree this strongly and this eagerly, you can bet we have a persuasive case.

In part, that's because we've shown that exploring ANWR will be done in a responsible, environmentally sound way. Since the opening of Alaska's North Slope, nature and development have safely co-existed. And today's technology makes it possible to produce oil in a less invasive and more environmentally friendly manner.

Incidentally, if you've ever seen a photo of ANWR with mountains in the background, you're looking at a federally protected area to the south of the one proposed for development. That is a key distinction because, despite the misleading claims of some opponents of ANWR development, the coastal plain area proposed for exploration is basically an icy desert. It is flat and treeless.

What about the citizens of Alaska? They're overwhelmingly in favor of developing ANWR, according to studies. They've seen how North Slope production has expanded Alaska's tax base, created jobs and provided money for schools, roads and other infrastructure, and they know ANWR will do the same.

The exploration and development of ANWR is a winner for the United States. It will mean new jobs and new energy.

Our nation will benefit for years to come.

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Jeanne Textor*.

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Ship Fire Investigation Still In Early Stages

The U.S. Coast Guard in late July began its formal investigation into the engine room fire aboard the ammunition ship *SSG Edward A. Carter, Jr.*

The July 14 fire in Sunny Point, N.C. claimed two lives—those of GUDE **Horace Beasley** and Third Asst. Engineer Paul Powell.

Based on testimony during hearings in July and last month in Wilmington, N.C., the agency's investigation is far from finished. The Coast Guard is required to issue its report within six months after starting the investigation.

Much of the recent testimony focused on the ship's fire fighting systems, the crew's initial response to the fire and the blaze's possible cause. Details also came to light regarding the fate of Beasley, a 45-year-old U.S. Marine Corps veteran who was making his first trip with the SIU.

According to press reports, First Asst. Engineer George Howard saw Beasley treading water on the *Carter's* port side moments after the fire was discovered. Beasley apparently either jumped or fell from an engine room side port near where the fire started. Howard grabbed a life ring, but when he turned to throw it into the Cape Fear River, he no longer saw Beasley.

An article in the Aug. 2 edition of the *Wilmington Star-News* reported that after Howard tossed the ring, Beasley came back into sight. The river's current and wind apparently deterred Beasley's attempts to grab the ring.

"As Mr. Beasley drifted down river, Mr. Howard followed him, continuing to throw the line into the river," noted the article by reporter Trista Talton.

Beasley, who didn't know how to swim, soon went under. His body was discovered four days later.

Testimony from Capt. Robert Vranish indicated that at least three lines had been extended from the docked ship to the water.

The *Carter* underwent conversion in Norfolk, Va.

from a commercial cargo vessel to an ammunition ship. It is operated by Maersk Line Ltd. for the U.S. Military Sealift Command.

The 950-foot vessel passed all its inspections following the conversion, and crew members completed a number of fire drills before the *Carter* sailed from Norfolk to Sunny Point. They also finished a fire safety drill the morning of the accident.

Although investigators don't know how the fire started, they have ruled out the incinerator and two generators as possible ignition sources.

A *Star-News* report from Aug. 11 said that one theory suggests "heavy fuel oil, pumped from an overflow tank into a settling tank, leaked onto the boiler stack.... A Coast Guard investigator said valves in a transfer pipe were found open after the fire."

A Coast Guard officer speculated that fuel contacting a hot metal surface may have touched off the fire, though that hasn't been confirmed.

One thing that isn't in doubt is the crew's excellent work in containing the fire while awaiting assistance from local fire fighters. The *Carter* was carrying 2.5 million pounds of explosives, loaded in 1,300, 20-foot containers. Although the vessel can hold twice that amount of cargo, the tragedy undoubtedly would have been worse if the fire had spread to the ammunition.

Seafarers and officers battled the blaze for approximately 30 minutes before help arrived. Some of them assisted in the emergency effort for up to two hours, until the generator powering their equipment was exhausted. At least one, QMED/Electrician **Donald Hastings**, stayed aboard for eight hours, primarily to aid emergency crews who had no familiarity with the ship's layout.

The Coast Guard, Military Traffic Management Command, MSC and Maersk all praised the crew for its efforts, as did many of the local fire fighters.

Patriot Gets Positive Reviews

Cruising the Hawaiian islands is the best way to really get a flavor for the incredible variety of sights and experiences of our 50th state. And making that cruise on the SIU-crewed *ms Patriot* has elicited a number of positive comments from seasoned travelers.

Dan Smith, former national executive vice president of the Propeller Club (a group which promotes and supports the American Merchant Marine) earlier this year took one of the seven-day voyages on the *ms Patriot*, the first in a new fleet of elegant and modern United States Lines cruise vessels.

Smith, who spent his entire career in the shipping business, stated in a report provided to American Classic Voyages (the parent company of United States Lines), "I can very honestly say the trip was wonderful in all aspects and that the entire crew did everything in their power in an unobtrusive way to assure a pleasant trip for passengers of all ages.

"I personally found the entire crew cordial, helpful and accommodating throughout," he noted. "The ship was immaculately clean and I found the food very good."

Michael Brown, editor of the subscription-based on-line newsletter *CruiseReports*, also gave high marks to the week-long voyage. He specifically noted the attentiveness of the *Patriot* crew and a real desire on their part to please the passenger. That kind of service, he states, "has become all



The *ms Patriot*, which makes weekly seven-day excursions around the Hawaiian islands, is the first ocean-going passenger vessel to register in the United States in more than 40 years.

too rare on most ships today."

He talked about the "very good, even outstanding, American-style service in a casual atmosphere" and of the many excursion selections available in each port—everything from sightseeing and hiking to kayaking, snorkeling and bicycle riding to scuba diving, golfing and helicopter rides—and the excellent guides for each group.

He also noted that while the 1,212 passenger *Patriot* is now a U.S.-flag ship, it was built in 1983 as the *Nieuw Amsterdam* and retains a certain old-fashioned charm and quaintness not found on some of the newest large cruise vessels. Additionally, he said he saw "no signs of the obvious discontent and disinterest that one sometimes encounters among the staffs of some ships these days."

Both Smith and Brown commented on the playing of the U.S. National Anthem at 8 a.m. as a welcome surprise. "This is, after all, an American ship," Brown wrote, "and it feels like America, not Europe."

The *ms Patriot* was launched in Hawaii Dec. 9, 2000 under American Classic Voyages Co.'s United States Lines. American Classic Voyages also owns and operates Delta Queen Steamboat Company, Delta Queen Coastal Voyages and American Hawaii Cruises.

Two additional 1,900-passenger vessels are presently under construction at Ingalls Shipbuilding in Pascagoula, Miss. The 72,000-ton cruise ships—the largest ever built in a U.S. shipyard—will enter service in Hawaii in 2003 and 2004.

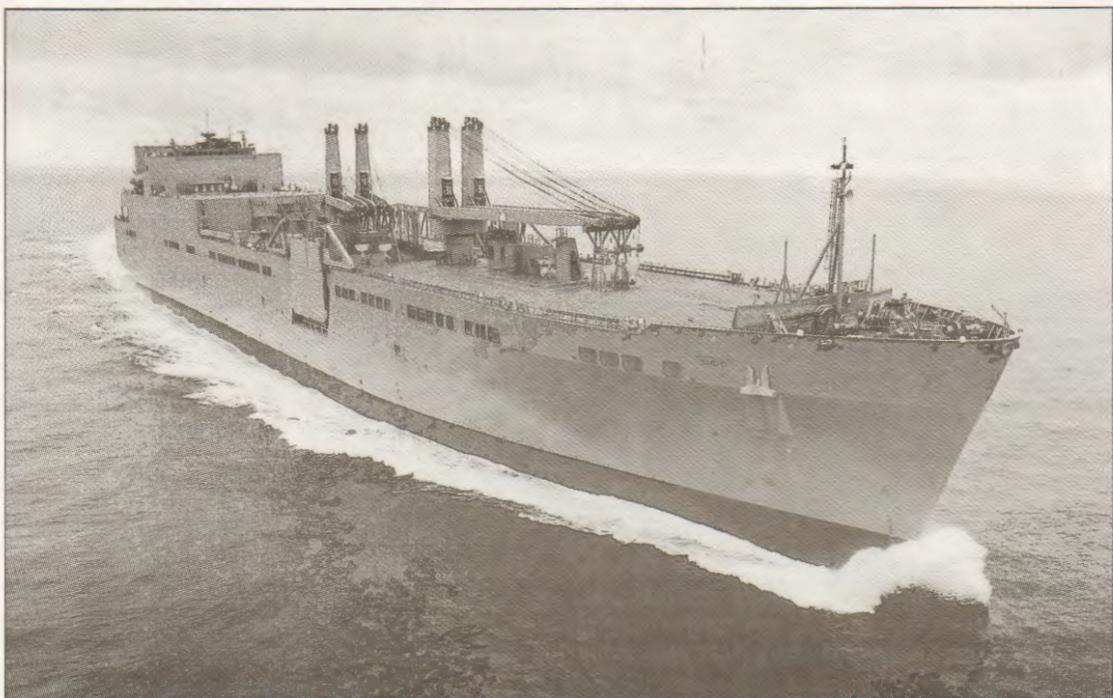


Photo by National Steel and Shipbuilding Co.

The SIU crewed *USNS Pomeroy* will join MSC's prepositioning fleet.

USNS Pomeroy Delivered to MSC

Seventh Watson-Class LMSR Will Join Prepositioning Fleet

The SIU crewed *USNS Pomeroy* last month was delivered to the U.S. Military Sealift Command (MSC), augmenting America's sealift capacity and signaling new jobs for Seafarers.

Built at NASSCO Shipyard in San Diego, the *Pomeroy* (T-AKR 316) is 950 feet long. It has a 106-foot beam, a 34-foot draft and a displacement of 62,644 long tons when fully loaded. The gas turbine-powered vessel's top speed (fully loaded) is 24 knots.

Additionally, the *Pomeroy* has more than 390,000 square feet of cargo space.

The ship is the seventh large, medium-speed, roll-on/roll-off vessel (LMSR) built at NASSCO through a government-initiated directive known as the Strategic Sealift Program. A spokesman for the shipyard said the *Pomeroy*, like its predecessors, was delivered "ahead of schedule, under target cost and with zero quality discrepancies."

The vessel is named in honor of U.S. Army Pvt. First Class Ralph E. Pomeroy, who posthumously was awarded the Medal of Honor for his brave actions in Korea in October 1952.

The LMSRs assigned to MSC carry prepositioned tanks, armored personnel carriers, tractor-trailers, and other combat equipment and supplies to potential areas of conflict around the world. Because of their multi-use capabilities, they are considered among the most adaptable cargo ships ever built.

The *Pomeroy* will preposition Army cargo at Diego Garcia in the Indian Ocean.

The other ships already in the Watson class are the *USNS Watson*, *USNS Sisler*, *USNS Dahl*, *USNS Red Cloud*, *USNS Charlton* and *USNS Watkins*. The eighth is scheduled for an April 2002 launch, with delivery in September 2002.

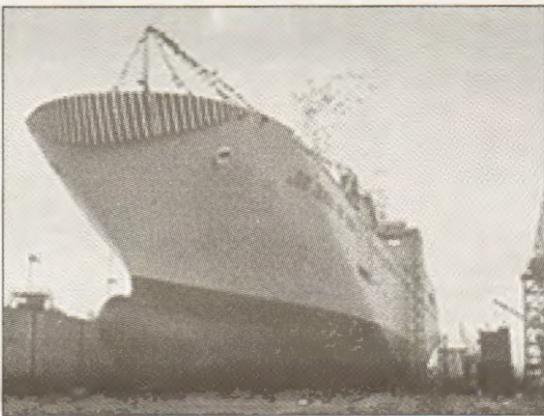
SIU Steward Department Members To Crew Benavidez, Newest MSC Ship

SIU members will soon climb the gangway to the *USNS Benavidez* (T-AKR-306), a vessel under contract to the Navy's Military Sealift Command (MSC). Seafarers will crew the steward department aboard the *Benavidez*, which recently was christened in New Orleans.

Vice Admiral Gordon S. Holder, commander of the MSC, delivered the principal address at the ceremony, and Hilaria Benavidez, widow of the ship's namesake, broke the traditional bottle of champagne across the bow.

Built at the Northrop Grumman Avondale shipyard in New Orleans, the 950-foot *USNS Benavidez* is the seventh in the Bob Hope-class of vessels, part of a fleet of large, medium speed, roll-on/roll-off (LMSR) sealift ships that are well-suited for loading military combat- and combat-support equipment needed overseas and for re-supplying materiel during times of national crisis. The vessels in this class are among the largest in the Navy fleet and can cruise at speeds in excess of 24 knots. With six decks, the ships' interiors each have a cargo capacity of approximately 400,000 square feet, making them ideal for transporting helicopters, tanks and other military materiel. Additionally, two 110-ton single pedestal twin cranes make it possible to load and unload cargo where shoreside facilities are limited or non-existent. The new ship will have a crew of 29 and accommodations for 95.

Like all but one other vessel in the sealift program, the *Benavidez* is named for a Medal of Honor recipient, U.S. Army Master Sergeant Roy P. Benavidez of Lindenau, Texas. Benavidez distinguished himself in a series of daring and extremely valorous actions in Vietnam in 1968, where he volunteered to lead the emergency extraction of a 12-man special forces reconnaissance team, inserted by helicopters into the dense jungle, that met heavy enemy resistance while gathering intelligence in an area controlled and routinely patrolled by the North



Recently christened in New Orleans, the *USNS Benavidez* represents new jobs for SIU members working in the steward department.

Vietnamese Army.

Benavidez was originally awarded the Distinguished Service Cross, but this was upgraded to the Medal of Honor when the full extent of his heroism became known.

Not only was *Benavidez* a hero on the battlefield, he wanted to do even more for his country and made it his highest goal.

"He worked with young children, pointing the way to their future and success," stated Holder at the christening ceremony. "To kids at the *Benavidez* Elementary School in Houston, Texas, Sgt. Benavidez is a legend they are proud to call 'their hero.'"

Benavidez died Nov. 29, 1998.

"The ship you see before you," added Holder, "will stand for the same ideals held by Roy Benavidez as she joins the MSC surge sealift force, ready to carry Army combat gear and supplies to support America's war fighters."

Unions Seek 'Permanent Suspension' Of New Rules on Testing Procedures

The SIU and three officers' unions have urged U.S. Transportation Secretary Norman Mineta to "permanently suspend" drug testing procedures that are spelled out in newly issued regulations from the U.S. Coast Guard.

In a recent letter to Mineta, the unions (the SIU; American Maritime Officers; International Organization of Masters, Mates & Pilots; and Marine Engineers' Beneficial Association) stated that the Coast Guard's final rule (49 CFR 40), including technical amendments, is redundant for merchant mariners and burdensome for the maritime industry.

The SIU previously voiced

strong concerns about certain aspects of the regulation (titled Procedures for Transportation Workplace Drug and Alcohol Testing Programs) when it first was proposed. Those remarks were submitted this past summer during the Coast Guard's formal comment period.

The new regulations took effect last month.

Meanwhile, in the July 30 communication to the transportation secretary, the unions focused on one particularly troublesome component of the new rules: employer background checks on drug and alcohol testing records (49 CFR 40.25).

According to the regulation,

all marine employers must, after obtaining an employee's written consent, request drug and alcohol testing from DOT-regulated employers who have hired the worker during the two years prior to the employee's current application. If the information obtained shows that the prospective employee has violated a DOT drug or alcohol regulation, a marine employer can't hire that person to perform "safety sensitive functions" on the vessel, unless the employer gets information that the individual has subsequently complied with the return-to-duty requirements.

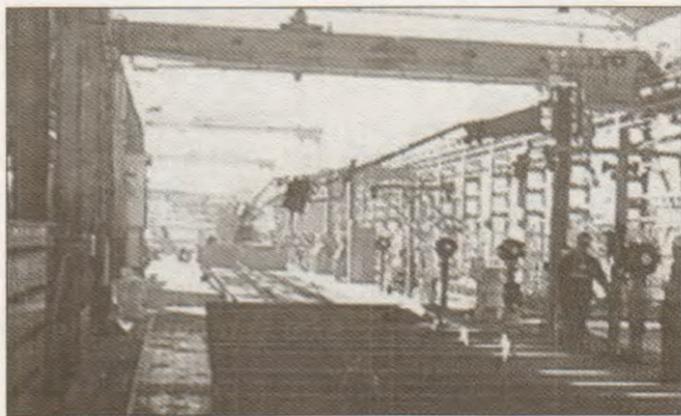
"One major difference between surface transportation modes and marine transportation modes is found in the licensing

Continued on page 4

RO/RO Construction Continues



Construction is proceeding on the first of two roll-on/roll-off (RO/RO) ships for SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE), as pictured in photo above and two below. The first of the Orca-class dry cargo ships is slated for delivery in October 2002; the second is due in April 2003. As previously reported, the vessels are the first U.S.-built commercial dry cargo ships in 10 years. They're being constructed by NASSCO in San Diego for TOTE's Tacoma-to-Anchorage service. The new ships will be 839 feet long and have beams of 118 feet.



Crew Compliments Car Carrier Contract

Seafarers aboard the *Overseas Joyce* said they're happy with the new five-year contract covering the car carrier.

Last month in Baltimore, crew members welcomed aboard SIU Vice President Contracts Augie Tellez for an overview of the new agreement, which has been brought in line with the standard contract.

"I think it's the best contract that I've ever seen—anywhere,

anytime, in any union I've belonged to," stated Chief Steward James Willey. "I've never seen anything like it."

Among other highlights, the contract increases wages and overtime by 6.25 percent in each of the first four years, followed by a slightly greater increase in the fifth year. Also, the vacation benefit will increase from 10 for 30 to 14 for 30.



SIU members on the *Overseas Joyce* are pleased with the new contract covering the vessel. Above, Seafarers welcome SIU VP Contracts Augie Tellez (standing, center) and Port Agent Dennis Metz (far right) in Baltimore.

Notice: ASM LMSR Wage Increases

Steward department members aboard SIU-contracted large, medium-speed, roll-on/roll-off vessels (LMSRs) operated by American Ship Management received wage hikes effective July 23, while in full operating status.

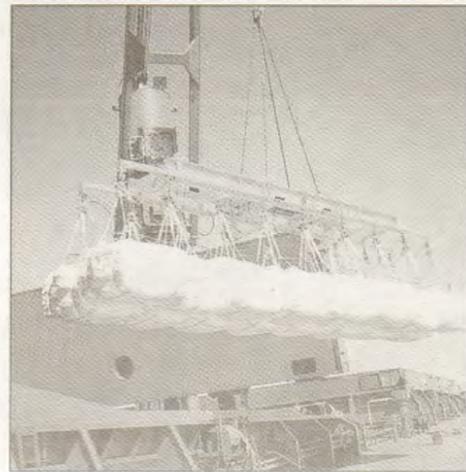
The increases became effective in the third year of the contract, pursuant to provisions outlined under the agreement between the SIU and the company. Under terms of the accord, steward department personnel will receive increases as follows: chief stewards 3.9 percent, chief cooks 5.9 percent, assistant cooks (utility) 8 percent and steward assistants 11.5 percent.

Steward department personnel aboard the following LMSRs, all operated by American Ship Management, will receive the increases: *USNS Fisher, USNS Gilliland, USNS Gordon, USNS Seay, USNS Shughart, USNS Mendonca and USNS Yano.*

Welcoming Liberty Grace



The new SIU-crewed bulk carrier *Liberty Grace* last month made its first U.S. port, arriving in Stockton, Calif. after sailing from Japan. A brief ceremony took place before the vessel loaded approximately 40,000 tons of bagged rice (bottom photo) ultimately intended for the landlocked nation of Uzbekistan, located in Central Asia, north of Afghanistan. Pictured below left are Seafarers who first crewed the ship. The vessel is operated by Liberty Maritime Corp.



Unions Seek Suspension of New Drug Testing Rules

Continued from page 3

and documentation of employees," the unions' letter pointed out. "A mariner must have a merchant mariner's document issued from one source only—the U.S. Coast Guard (USCG). The USCG rigorously enforces the drug and alcohol requirements and suspends/revokes documents of offenders. If you have a mariner's document, then you either have not committed an offense or your privilege has been restored by the USCG after completing an appropriate rehab program. The controls are already in place. The same may not be true for surface transportation with multi-state licensing.

"We strongly believe that 49 CFR 40.25 is a clear invasion of privacy," the letter continued, "and once an individual has participated in the return-to-duty process and is permitted by the collective bargaining

agreements between the seagoing unions and our contracted companies, the record of prior drug or alcohol violation should not be relevant or affect the individual's ability to gain employment aboard a U.S.-flag commercial vessel. After all, the USCG has restored the license or merchant mariner's document to the individual."

Additionally, the unions noted that the background checks on testing records "would cause havoc on the hiring hall system, which supplies rotary hires to shipping companies. The hiring hall system relies on just-in-time delivery of fit-for-duty merchant mariners to crew U.S.-flag vessels. A requirement for further background checks of merchant mariners who hold the requisite USCG license or documents prior to a vessel's sailing makes no sense in that it potentially can paralyze vessel operations."

Council: Drop Charges Against 'Charleston 5'

Federations Says Accusations Are 'Unreasonable, Excessive, Unjust'

With the case of the "Charleston 5" set for trial this month, the AFL-CIO executive council in August issued a resolution summarizing the longshoremen's plight and demanding that charges against them be dropped.

Parts of the resolution follow.

"An egregious miscarriage of justice in South Carolina threatens to turn back the clock on progress on workers' rights and racial justice in the South and across the nation. Five dockworkers who are members of International Longshoremen's Association Locals 1422 and 1771 face criminal charges for attempting to defend their jobs.

"All five—Kenneth Jefferson, Peter Washington, Ricky Simmons, Jason Edgerton, and Elijah Ford—are victims of selective prosecution by South Carolina Attorney General Charlie Condon, a candidate for governor, who is using race and anti-labor sentiment to attack one of the most visible and active unions in South Carolina while furthering his political ambitions. Four of the dockworkers are members of ILA Local 1422, which is virtually all-black.

"The prosecution of the union dockworkers, known as the Charleston 5, stems from an inci-

dent that occurred on January 20, 2000, when approximately 150 members of Local 1422 carried out a legal informational picket at the Port of Charleston to protest the use of a non-union stevedoring company to unload a Danish freighter. An encounter with 600 riot police during the picketing ended in a clash where a policeman clubbed Local 1422 President Ken Riley on the head while he attempted to restore order.

"Eight of the dockworkers received mainly misdemeanor trespass charges from local Charleston law enforcement authorities in connection with the incident. But Attorney General Condon, who has demonstrated his hostility to unions on numerous occasions, intervened and raised the charges to rioting and conspiracy to riot, which are felonies and carry prison sentences. A Charleston judge dismissed these charges for lack of evidence in a preliminary hearing.

"Nevertheless, Condon sought felony indictments against the men through a secret grand jury in Charleston. Although it is implausible that these unarmed felony union members planned to riot against 600 heavily armed police officers in full riot gear, five of

the dockworkers were indicted.

"Despite the fact that they have not been convicted of any crime, the Charleston 5 have already been severely punished. For nearly a year-and-a-half, they have been confined to house arrest from 7 p.m. to 7 a.m., allowed only to go to work or attend union meetings. The impact of the house arrest has been devastating, not only for the dockworkers, but for their families as well.

"The Charleston 5 face trial in September, and they could receive prison terms of up to five years. The AFL-CIO stands squarely behind the International Longshoremen's Association and the South Carolina AFL-CIO, which have taken the lead in the fight for the dockworkers. This summer, union activists and leaders, including AFL-CIO Executive Vice President Linda Chavez-Thompson, joined together with South Carolina community and union leaders for a rally of more than 7,000 in Columbia, South Carolina, to support the Charleston 5.

"The American labor movement demands that Attorney General Condon and the law enforcement authorities of South Carolina drop the charges against

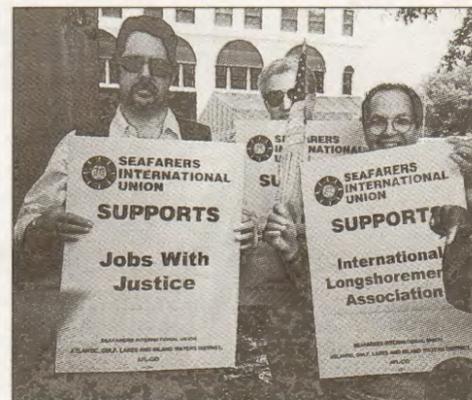
the Charleston 5. These charges are unreasonable, excessive, and unjust. We welcome the support of allies from among civil rights, religious, and community-based organizations, as well as support committees that are forming in

cities from New York to Los Angeles. The AFL-CIO is proud to take a leadership role in the fight for the Charleston 5. We will wage and escalate this fight until they are free and justice is done."



Above: Regina Ewing, George Vorise and Lydell Grant were among the SIU members participating in the rally.

Right: Seafarers (from left) Michael Amador, Jack Jackson and Ursel Barber demonstrate support for ILA during June rally in South Carolina.



ITF Gains \$865,000 for Cruise Ship Crew

Federation Also Aids Mariners During 'Action Week'

The International Transport Workers' Federation (ITF) last month won a court judgment that mandates payment of \$865,000 plus repatriation to the crew of the Panamanian-flagged cruise ship *Ocean Glory I*.

Some 237 crew members are involved in the ruling.

The 51-year-old ship has been detained in Dover since failing a safety inspection in early July, according to the ITF. Despite the court order, other aspects of the case are not finished, noted Stephen Cotton, secretary of the ITF's Special Seafarers' Section.

"With the burning question of so many stranded crew members settled, we can investigate some of the other issues raised by this case: how crew members had to pay bribes for jobs on board, and how a Panamanian safety certificate was issued for a ship that at the time of its inspection was clearly not safe," Cotton said. "I hope too that there will be a similarly successful resolution for the

passengers and tour operators who bought passage in good faith on what the elusive Cruise Holdings must have known was an unsafe ship."

The ITF official described Cruise Holdings as "the fugitive Greek operators to whom [ship-owner Cruise Invest SRL] had the misfortune to charter the ship."

In a separate matter, the federation recovered \$121,039 in back wages for mariners during a "week of action" against unfair practices on ships—some of them registered with runaway flags—in the Irish Sea.

ITF inspectors and volunteers from British and Irish trade unions inspected 41 ships from July 30-Aug. 3 in the ports of Dublin, Belfast, Liverpool and Heysham. They found instances of wage discrimination based on nationality aboard many of the vessels, with crews being paid widely varying rates depending on their country of origin. Wages of just \$450 per month were not uncommon.

"On some ships registered with flags of convenience, we have found crew members from countries such as Burma, Indonesia and the Philippines who are being paid 77 cents an hour," explained Norrie McVicar, coordinator of the week-long event.

During the action week, six ITF agreements (which hold employers on runaway-flag ships to acceptable standards of pay and hours) were signed and two more are due.

"This week served notice on a lot of people," McVicar added.

"Any owner who has seen the kind of cooperation shown between British and Irish affiliated unions and the level of support we've had from dock workers will not feel safe running substandard ships."

The week of action was so successful that officials voted to extend it for another week in Ireland. Apparently this move paid immediate dividends. Inspectors visited the Lebanese-flagged livestock carrier *Rami M* in Waterford, Ireland during the week of Aug. 6-10. Officials

expressed their concerns about the apparent absence of mandatory STCW documents on the part of crew members. In addition, they were distressed about wages aboard the vessel, which were thought to be between \$300 and \$400 per month.

All uncovered evidence of pay discrimination based on nationality has been presented to the British government. The ITF advised Irish port state control officials of the suspected breaches of maritime regulations aboard the *Rami M*.

AFL-CIO Gains 66th Union

Delegates representing the California School Employees Association (CSEA) recently voted to join the AFL-CIO as the federation's 66th independently chartered union.

"Our delegates made history today (Aug. 2) when, after serious contemplation and deliberation, they voted overwhelmingly to join the AFL-CIO," said CSEA State President Clyde Rivers. "Delegates recognized that this presented the best opportunity for the continued success of our great union."

CSEA is the largest statewide union for classified employees in the nation, representing nearly 200,000 school employees in California. This historic vote came at the union's 75th anniversary conference.

"The AFL-CIO is proud to welcome the California School Employees Association," said AFL-CIO President John J. Sweeney. "The CSEA's decision to join forces with the 13 million members of the AFL-CIO is

indicative of the level at which the union movement is reaching out, growing and representing a broader range of professions. This new alliance will strengthen both organizations, and will mean a stronger future for school employees and for California students and their families."

"We'll now be part of a national coalition," said Rob Feckner, a CSEA area director, who spoke to the delegates on behalf of the board. "CSEA can now play a bigger role in the national education scene, better able to sponsor federal legislation, and, with added clout in the California political arena. We'll have a more significant role, and we'll accomplish even more for our dedicated school employees."

"As we look back on this day, CSEA delegates will surely know that they were part of something bigger than all of us," Rivers said. "We all look forward to a bright future as we enter the true house of labor."

Labor Federation Picks 6 For Executive Council

The AFL-CIO named six new members to its executive council during its quarterly meeting last month in Chicago, with all of the new members filling vacancies on the board.

The 54-member AFL-CIO executive council is touted by the federation as "the highest-ranking leadership body in the union movement." SIU President Michael Sacco has served on the council since 1991.

The newest members are Joe Hunt, president of the Iron Workers; Cheryl Johnson, president of the United American Nurses; Bruce Raynor, president of the Union of Needletrades, Industrial and Textile Employees (UNITE!); Cecil Roberts, president of the United Mine Workers;

Ed Sullivan, president of the AFL-CIO Building and Construction Trades Department; and Clyde Rivers, president of the California School Employees Association.

The AFL-CIO paid tribute to six officials who stepped down from the council, recognizing "the tremendous service that each has given to the union movement." The outgoing members are Robert Georgine, former president of the AFL-CIO Building and Construction Trades Department; John T. Joyce, former president of the Bricklayers and Allied Craftworkers; Jay Mazur, former president of UNITE!; James Norton, former president of the Graphics Communications International Union;

Robert E. Wages, former executive vice president of PACE; and Jake West, former president of the Ironworkers.

The council also passed resolutions on a number of subjects including: stopping domestic violence at work; HIV/AIDS, both domestically and around the world; justice for the Charleston 5, a group of union dockworkers in South Carolina who have been unfairly discriminated against and punished for their union activities (see story, page 4); public officials' support for workers' freedom to choose a union; immigrant workers' rights; and eliminating non-compete agreements in the broadcast industry.

In addition, the 2001 George Meany - Lane Kirkland Human Rights award was presented to U Maung Maung, founder of the Federation of Trade Unions in Burma (FTUB), for bringing the plight of Burmese workers to the world's attention.

House Okays Energy Plan, Including ANWR Segment

The U.S. House of Representatives last month passed legislation that allows for oil and gas exploration in a small area of Alaska's Arctic National Wildlife Refuge (ANWR).

The Senate is expected to consider a similar bill soon.

In the Aug. 2 House vote on H.R. 4 (which took place after midnight), representatives approved President Bush's energy plan—including plans for ANWR exploration—by 240-189. Earlier that night, the House defeated a measure specifically intended to forbid oil development in ANWR. That vote was 223-206.

Organized labor's support for ANWR exploration widely has been cited as vital to last month's House votes.

The AFL-CIO Maritime Trades Department aggressively has lobbied for ANWR development. In a July 26 letter to many members of the House, MTD President Michael Sacco (who also serves as president of the SIU) wrote, "We consider this (H.R. 4) a jobs bill because it will provide quality, good-paying, skilled opportunities for tens of thousands of American workers during the next 30 years. We call on you to support the opening of the Arctic National Wildlife

Refuge for safe and environmentally sound exploration and drilling. America cannot afford to be driven into a corner and forced to accept whatever is available at the moment at a price dictated by others who don't have our best interests at heart."

Additionally, SIU members in recent months have contacted their senators and congressional representatives to urge them to back safe development of ANWR. Many Seafarers utilized postcards that are available at SIU halls.

On July 31, the AFL-CIO reaffirmed its support for ANWR exploration. In a letter to House members, AFL-CIO Legislative Director William Samuel stated, "The AFL-CIO has long supported the development of appropriate energy sources to meet the needs of the nation and the concerns of consumers, as long as the environment is protected. At our 1993 convention, delegates adopted a resolution that, in part, called on the country to 'explore the Alaskan National Wildlife Refuge for oil with safeguards to protect the environment.' The entire policy expressed in the 1993 AFL-CIO convention resolution on energy remains in effect."

That resolution calls for construction of tankers and port facilities to transport the gas to the lower 48 states. Along those lines, oil discovered in the 2,000 acres of ANWR's coastal plain would be carried aboard American-flag ships.

According to some estimates, the coastal plain contains between 5.6 billion and 16 billion barrels of oil. Further, as pointed out by the coalition JobPower (of which the SIU is an affiliate), the area proposed for exploration constitutes less than 1 percent of the refuge. That area has been described as Arctic desert and a small fraction of the 88,000 acres that make up the North Slope.

Sen. Frank Murkowski (R-Alaska) noted that the use of U.S. tankers boosts the contention that ANWR development will be done safely. "Many seemingly ignore a key environmental benefit that will stem from coastal plain development," he stated. "That is that production of more

oil on land in America means that oil will head to our markets on American-built tankers—tankers sporting far better safety designs, controls and regulations, including the requirements for double hulls...."

Murkowski added that if U.S. dependence on foreign oil continues to increase, more and more foreign-flag tankers will dock at American ports every day. "That creates several times more environmental risk than developing our own petroleum resources, using American technology and enforced by American environmental laws," he pointed out.

Earlier this year, at a Capitol Hill press conference announcing the formation of JobPower, Sacco summarized some of the benefits of developing ANWR's coastal plain. "By opening ANWR, the United States can increase domestic oil production, reduce our reliance on foreign sources of oil, and create hundreds of thousands of new jobs for American workers," he said. "ANWR will be explored and drilled by American workers; the oil transported through U.S.-built pipelines; refined and distributed by domestic facilities; and its by-products used by U.S. energy producers and U.S. consumers."

He added, "Many of our brothers and sisters in maritime labor will crew the growing fleet of environmentally safe, double-hulled, U.S.-flagged tankers that will carry the oil from Alaska."

The Alaska National Interest Lands Conservation Act (ANILCA), completed in 1980, designated ANWR's coastal plain a "study area" with the intent of assessing its potential for oil and gas development. Accordingly, the Department of the Interior conducted a resource evaluation, released the study in 1987 and recommended that Congress open the coastal plain for energy exploration.

Despite efforts since then by Alaska's Congressional delegation, its governors and state legislators, the closest that ANWR has come to development was in 1995, when the U.S. House and Senate approved coastal plain exploration as part of a balanced budget act. The entire measure was vetoed.

SIU Safety Directors Delve Into Training, Shipboard Safety, STCW Regulations

The Paul Hall Center in Piney Point, Md. provided the setting Aug. 6-10 for the third annual SIU Safety Directors Conference.

Safety directors from SIU halls throughout the nation took part in the five-day conference, which focused on training requirements and other issues affecting Seafarers and other mariners worldwide.

Participants underwent the center's STCW Basic Safety Training (BST) course, which

included lectures and hands-on instruction in water survival, fire fighting, first aid, social responsibility and personal safety. Additionally, they received briefings on the requirements of the amended STCW convention and a safety presentation from SIU-contracted Alaska Tanker Co.

The safety directors also met with representatives of the SIU's various departments to review key procedures that impact the individual Seafarer's interactions

with headquarters and the ports.

"It was a very intense week of training for safety team members this year," said Paul Hall Center Safety Director James Hanson. "We held class day and night in basic safety and sensitivity training.... I think participants not only learned a lot, but also had a lot of fun in the process. Based on their feedback and comments, we have already started planning next year's agenda."

Safety Director Todd Brdak

from Algonac, Mich. was particularly impressed with the conference and what it had to offer.

"I can't say enough about the quality of the instructors and the relevance of the materials they presented to us," he shared. "They were highly professional in their approach and had no problems with giving conference participants individualized attention."

Frank Gill, representing the SIU's Wilmington, Calif. hall, echoed Brdak's sentiments. "I thought the whole experience was great and the instructors were fantastic. Based on my experiences while attending the conference, it's easy to see that everyone affiliated with the school is doing their best to provide all students with the training they require to be successful.

"I highly recommend and encourage all of our members who have not done so, to go to the school and take advantage of all the offerings available there," he concluded.

In addition to Brdak and Gill,



Instructor Norm Bleakley (kneeling) briefs students on the proper use of oxygen tanks.

other safety directors and representatives who participated in the conference were: Amancio Crespo (Puerto Rico), George Kenny (Baltimore), Joseph Mieluchowski (Philadelphia), Kenneth Moore (Houston), Jamie Overby (Tacoma, Wash.), Harmando Salazar (Jacksonville, Fla.), Oscar Lopez (Brooklyn, N.Y.), James Storm (Honolulu), Chris Westbrook (New Orleans) and Chester Wheeler (San Francisco).



SIU safety directors from throughout the United States converged on the Paul Hall Center Aug. 6-10 for training. Participating were (back row, left to right) Ken Moore, Frank Gill, James Storm, George Kenny, Oscar Lopez, Harmando Salazar and Chris Westbrook. Also taking part were (front row, left to right) Jamie Overby, Amancio Crespo, SIU Plans Administrator Lou Delma, Joseph Mieluchowski, Instructor Mitch Oakley, Paul Hall Center Safety Director James Hanson and Todd Brdak.

Coast Guard Praises SIU Crew For Response to Tugboat Fire

Seafarers Recently Had Completed STCW Training

Five SIU boatmen put their recent fire fighting training to good use when they extinguished a blaze aboard the Express Marine tugboat *Escort* that was towing a loaded coal barge en route from Newport News, Va. to Jersey City, N.J.

U.S. Coast Guard Investigations Chief J.R. Crooks commended the Seafarers "for the professional manner in which they reacted to this emergency and extinguished the fire. The proper response of the crew to this fire undoubtedly limited the damage sustained. This incident stands as positive proof that an investment in training is money well spent," Crooks wrote in a Coast Guard "safety alert."

No one was injured in the April 15 fire (Easter morning), which happened just 10 days after **Capt. Gil Pruitt**, Mate **Foster Watts**, Observing Mate **Billy Cahoon**, AB **Rick Daniel** and AB **Bob Perusse** completed STCW Basic Safety Training (BST) at the Paul Hall Center in Piney Point, Md. The week-long class includes two-and-a-half days of fire fighting training.

"Because they went through the training as a crew, they responded to the fire as a team," noted Crooks. "The crew knew their duties precisely and performed them in a calm, professional and efficient manner."

Watts said the blaze began around 8:30 a.m., shortly after the *Escort* sailed from Newport News. "I grabbed my radio and ran outside, and the smoke was just pouring out," he recalled. "We mustered like we were supposed to. Got it out in about 20 minutes."

He added that the BST class is worthwhile, as are the regular fire drills and safety meetings conducted

by Express Marine Seafarers.

According to the safety alert, the fire started when "the gasket on the oil filter housing failed under pressure. The ignition source for the fire was the engine's turbocharger. The cause of the failure could not be determined."

Crooks said that operational tests and system pressure were normal after maintenance had been performed a few hours before the fire started. Additionally, tests showed that the pressure-relief devices were operating properly.

Chief Engineer Stuart Pigott discovered the fire after a round; he notified Pruitt, who sounded the alarm. Pruitt then guided the *Escort* outside the channel and anchored the barge in the Chesapeake Bay while the crew gathered all of the tug's fire extinguishers and rigged fire hoses from the barge.

The crew sealed off the engine room, secured fuel to the engines and discharged seven 15-pound CO₂ portable extinguishers into the engine room through the engine air intake on the stack, shutting down the engine and extinguishing the fire. They also cooled the fire boundaries using the hoses from the barge.

"Most importantly, no one was placed at unnecessary risk by trying to enter the space to fight the fire," Crooks stated.

He added that remote fuel shutoffs "are not a substitute for remote engine shutdowns.... The *Escort* was scheduled to have remote engine shutdowns installed."

The tug reentered service in late July, following repairs.

Also aboard during the April 15 incident was Second Asst. Engineer Art Schwendeman.



Instructor Norm Bleakley (left) and Facility Manager Bobby Dean congratulate SIU Honolulu Safety Director James Storm following a fire fighting exercise.



SIU New Orleans Safety Director Chris Westbrook extinguishes a controlled blaze while fellow directors and representatives look on.



SIU President Michael Sacco (far right), Plans Administrator Lou Delma (left of Sacco) and Secretary-Treasurer David Heindel (left of Delma) meet with safety directors and representatives at the Paul Hall Center.

'School Is Always There for You'

Stewards Find Many Benefits in Upgrading

The Paul Hall Center for Maritime Training and Education received a dozen persuasive endorsements last month from a group of Seafarers that knows all about the benefits of upgrading. As the union's newest class of recertified stewards graduated at the August membership meeting in Piney Point, Md., they enthusiastically mentioned those advantages.

Completing the month-long course, considered the school's top curriculum for steward department Seafarers, were Grant Armstead, Osvaldo Castagnino, Ralph Edmonds, Donald Huffman, Blair Humes, Norman Jackson, Gerald Kirtsey, Rang Nguyen, Florencio Nieves, Samuel Raines, William Simmons and Steven Sun. Their studies included fire fighting and basic safety training, various lessons in the hands-on galley classrooms, a trip to AFL-CIO headquarters in Washington, D.C. and meetings with SIU department representatives at the union's headquarters. Students also participated in a friendly-but-spirited "mystery basket cook-off" designed to augment their creativity and skills.

Edmonds, who sails from the port of New York, said the Paul Hall Center has been a constant for him. "I had problems in my life at one time, but the school is always there for you," he stated during last month's meeting.

Nguyen, from Tacoma, Wash., is a frequent upgrader. "I always learn something new at the school, but especially this time," he stated. "The classes were helpful, the instructors were great and



The newest class of recertified stewards joins SIU and school officials on stage at the Paul Hall Center auditorium following last month's membership meeting. Graduating from the course are Grant Armstead, Osvaldo Castagnino, Ralph Edmonds, Donald Huffman, Blair Humes, Norman Jackson, Gerald Kirtsey, Rang Nguyen, Florencio Nieves, Samuel Raines, William Simmons and Steven Sun. Also pictured are SIU officials President Mike Sacco (front row, right), VP Contracts Augie Tellez (front row, left), Seafarers Plans Administrator Lou Delma (far left), Paul Hall Center VP Don Nolan (fourth from right), Asst. VP Contracts George Tricker (second from right) and Secretary-Treasurer David Heindel (far right).

the practical equipment looks exactly like what's aboard ship. I also gained more understanding of the inner functions of the SIU."

Armstead, whose home port is New Orleans, said he figuratively traveled "a long road to get here, but it's been a very good experience. It was very enlightening to learn of the SIU officials' unwavering effort to fight for our shipping rights."

The recertification course marked Humes' seventh trip to Piney Point, and he said it proved very worthwhile. The class was given "a refreshed appreciation and understanding of industry-wide techniques and skills while

relating the history, politics and strengths of our union that are working toward securing our improved quality of life," said Humes, who sails from the port of Tacoma.

"I thank all of the leadership, from our president Mike Sacco on down, for their efforts and dedication to the membership," he added. "For me, a special note of thanks goes to the culinary staff at Piney Point for their continued excellence."

Castagnino, from Houston, said the safety classes were particularly valuable components of recertification. "The school provided extensive training in CPR, first aid and fire fighting," he noted. "All of this training is important and will enable me to perform (as needed) aboard ship, in case of an emergency."

Nieves (from Tacoma), Jackson (Ft. Lauderdale, Fla.) and Raines (Mobile, Ala.) carried on the unofficial tradition of newly recertified Seafarers by encouraging the school's unli-

censed apprentices.

"Give it the best shot you've got, because you have a bright future ahead of you," Nieves declared.

"We're strong today, but the apprentices are our future," observed Jackson.

"Keep an open mind and learn all you can," urged Raines.

A 34-year member of the SIU who sails from San Francisco, Sun thanked the school's staff and added, "God bless the SIU!"

Kirtsey, whose home port is Jacksonville, Fla., stated that he is "proud to be an SIU member." He utilized the occasion to thank the SIU's contracts department for the improvements in the newly ratified standard freight-ship and tanker agreements.

Simmons (from Houston) and Huffman (Jacksonville) kept their respective comments to a minimum,

with Simmons offering a straightforward "thank you."

Huffman, borrowing a line from television commercials about retired NBA star Michael Jordan, looked at SIU President Sacco and said, "I want to be like Mike!"

"The classes were helpful, the instructors were great, and the practical equipment looks exactly like what's aboard ship."

—Rang Nguyen



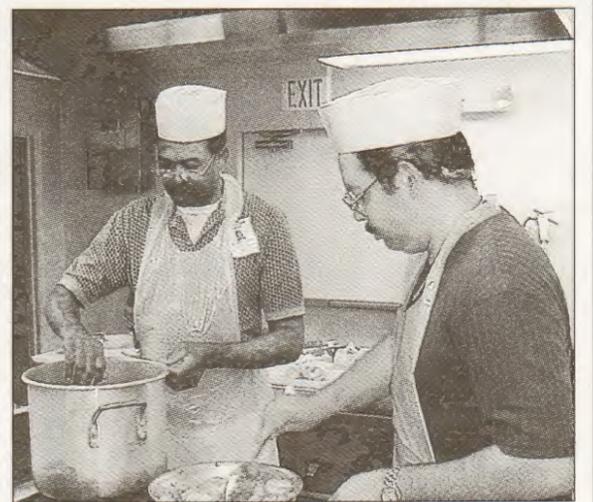
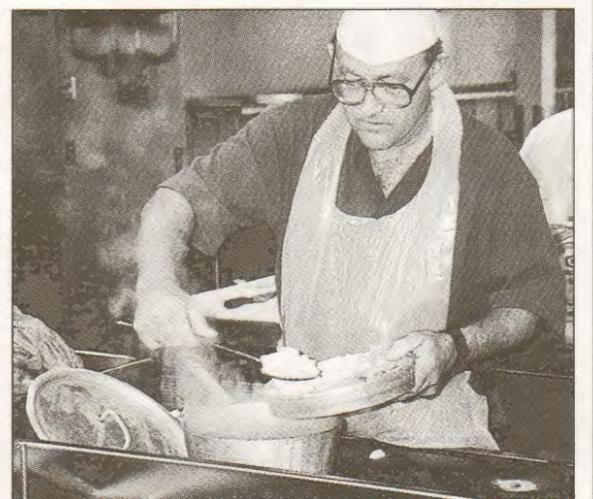
Who says there's no graceful way to use a chainsaw? Sam Raines (right) creates an elegant ice sculpture, under the watchful (and protected) eyes of instructor John Hetmanski.



Fire fighting training is a key component of the recertification course, as demonstrated by Osvaldo Castagnino (top photo) and other members of the class (below).



The "mystery basket cook-off" is a friendly competition in which stewards are grouped in teams of two. Each team receives a container of the same ingredients, from which they write menus and prepare meals—with a time limit, of course. Pictured clockwise from above photo during the contest are Blair Humes (who paired with Osvaldo Castagnino to earn first place), William Simmons, and second-place winners Grant Armstead (left) and Florencio Nieves.



The First Trip *by Walter Karlak*

(In a letter to the editor in the April issue of the Seafarers LOG, **Walter Karlak** wrote about leaving the union hall with a trip card in his pocket and going home to pack. He was to report as soon as possible to his first ship, the SS Greeley Victory, docked at President Street in Brooklyn in 1951.)

As I packed, there was sadness in the faces of my parents and brother John, and a little bit in mine, too. It was the first time I would be away from home. I knew I would be missed and that I'd miss them and my everyday life at home.

There wasn't any problem getting to President Street. I knew the way since I had once worked for Coca Cola in that area.

As I neared the ship with my small suitcase and zippered bag, I thought, "How in the world can all that weight stay afloat." To this day, I am still amazed.

Going up the gangway, I was told where the chief engineer would be. I saw him and gave him my trip card. I was then told to see the other wiper for a run-down as to what my duties were to be as well as where my room was. Earl Kromwell, the wiper, showed me the room we would share.

Never having been away from home and viewing the room to be shared was strange in a way. But the room was fine for two people—a bunk on each side, a porthole and a fan, two lockers each and a small desk.

I was given linen, soap, etc., and made up my bunk. Once I was squared away, Earl told me my duties—doing sanitary every other week. The other week I would go into the engine room and do whatever the first engineer told me.

As the ship left the dock, it headed to the Brooklyn Army post to load some trucks and other equipment, then departed for Charleston, S.C. for more Army equipment. It was sort of exciting hearing all the whistles and horns as the tugs pulled us away from the dock, along with the sounds from the engine room as the pilot was dropped off, the "full ahead" was given and the turbines increased their speed.

Standing at the rail astern, I watched the New York skyline getting smaller and smaller until there was only the wake of the ship. I thought, "This is it; there's no turning back now; I'm on my way to the life I always wanted."

It took about three days to dock in Charleston and finish loading all the military equipment.

I went ashore in Charleston and saw buildings with balconies, cobbled stone streets, tall trees and bales of cotton on the docks. There was a smell of the south, and country western music was played from bar jukeboxes.

This was all new to me. To see it and hear it was exciting. It was what I had read about in school books—and to think that a city slicker like me was in the middle of it felt great!

As the tanks were loaded by heavy lifts, I watched, thinking of the weight being lifted and

hoping the boom wouldn't break. And then with so many tanks being loaded and seeing the waterline getting lower and lower toward the water, I thought, "I sure hope they know when to stop loading."

I watched the longshoremen in the holds below, like little ants, stowing and shoring up the cargo. It was something to see. Everyone knew just what to do and when to do it.

Once everything was loaded, we set sail for the "Rock" [the Rock of Gibraltar], which took about 12 days. After leaving Charleston, there wasn't a ship in sight. It was like being the only one in the world with nothing but the sea and the hum of the ship's engines 24 hours a day.

As far as the eye could see, the sea was changing colors with each peaceful wave. Sometimes the waves were a little rough, causing me to slide on the steel floor plates of the engine room, which was scary at first.

With each passing day without seeing any ships, I thought, "Are we lost?" It's a feeling that can't be put into words, being out at sea, heading for Tripoli, Libya, in North Africa.

After each day working in the hot engine room, I'd take a shower, which felt good. But getting to it was a problem on cold days, even though it was just across from my room. With the cold wind in the passageway, I didn't waste any time getting there.

After a week, I needed to wash my clothes. In the laundry room there was a washboard and a slop sink where clothes were scrubbed. We were given brown soap to do the job. Then the clothes were hung on the railings of the engine room. This was done after the ship's tubes were blown at 4:00 p.m. and removed before they were blown the next day. Otherwise, all the clothes would have been full of soot and need to be washed again.

As I learned from crew members on other ships, there were different ways to wash clothes, like soaking them in chips of soap for a day or so and then putting a heavy line through the belt loops of the pants and shirt sleeves, securing the end to the rail, and tossing the clothes over the side.

Leaving them over the side could be costly. If left too long, they would be in shreds, necessitating buying more from the "sea chest."

Another way (and to this day I still use it) was to soak my dress pants in soap chips (I now use soap powder) for a day, then use a bathroom plunger and push up and down countless times,

changing the water until it's clear (sort of like an agitator in a washing machine).

In my career, I've had nothing but good crew members who have helped me in all respects, which is why I'm sharing my secret of washing clothes with a plunger.

It took about 12 days to reach the Rock, and it was great to see ships appear in the distance as we neared it, giving us the feeling we weren't the only ones sailing on the ocean. Again, I'm thinking of my school days and of reading about the Rock and now...I'm actually seeing what I read about!



A ship traverses the Suez Canal.

Once we passed the Rock, Tripoli appeared in sight in another three days. As we sailed near and night fell, there was a smell of the port along with views of the mosques and the accompanying sounds of wailing prayers.

While ashore, it was an unbelievable experience to see the ways of the people—how they dressed, what they ate, how they got around on mules and camels. The women wore clothing with only their eyes exposed. I was thinking how lucky I was to be an American and not have to live as they did.

While walking along the streets, I thought about all the armies that fought over this city, the latest in World War II, in which it changed hands a number of times. The buildings were still in ruins. This was what I read about as a young boy during World War II as I followed the war in the newspapers.

Then I thought about the movies made in this city and of the Marine Corps hymn, including the line "to the shores of Tripoli." And to think that a young kid from Brooklyn was seeing all this. It was just unbelievable. And then to think that the SIU allowed me to experience it all by sailing on their contracted ships...

On the streets of Tripoli, children of all ages would beg for change. They rubbed their stomachs, saying "no papa," "no mamma," "no food," "no eat," etc. Or they tried to sell items, grabbing my arms. Giving them change at times was a mistake because more children would appear from nowhere until there was no more change to give.

With all the conditions they

lived under, I quickly realized how fortunate I was to live in the United States of America.

After about three days, we were on our way to Port Said, the entrance to the Suez Canal. The trip would take two more days.

As we neared the canal, I saw smoke puffs in the sky from the many ships. They were all waiting in line to form a convoy before entering. The ships, of all sizes, were from various nations, each flying their flags astern. Old Glory fluttered from our's.

I felt that no matter who they were, we all were doing the same job, supplying what was needed to whomever needed it. We were

like one big family, no matter who we were or where we were from.

Once anchored, the "bumboats" came alongside with many items to sell. Our rooms started getting smaller with all the trinkets we bought in every port, items that, no doubt, are still in the homes of any sea-

man who traveled through that body of water.

Everyone would haggle over prices. Once agreed, checks, American cash or cigarettes would exchange hands. Cigarettes were worth their weight in gold (one carton = \$.99). I stockpiled mine. The captain gave out 10 cartons per man so he wouldn't have to go to the trouble of issuing travelers checks. Everyone was pleased with this arrangement.

After the sellers and the pilot were off the ship, the high whining of the turbines was again heard—and it was "full ahead" to Bombay, India. The four days it would take us brought us back to the daily routine of sanitary work and cleaning bilges by hand, working with the day or first engineer at whatever needed to be done.

I got to like working with the engineers because it was a good experience learning all about taking pumps apart and putting them back together.

Engine rooms are also hot, which is expected, but after leaving the canal, it became hotter and hotter as we neared India. It was even worse for the deck members since there weren't any blowers on deck to stand under, like in the engine room.

When we got to the Red Sea, it was really hot, and the porthole fan was a big help, along with the wall fans above the bunks. It was difficult to sleep.

In Bombay, we anchored for a few days awaiting a berth. Again, the bumboats were alongside, trying to sell us items. And once we got to the dock, the merchants came on board, selling items, doing our wash, tailoring, etc., and stayed until the ship was

ready to leave.

Going ashore was similar to Tripoli, with children begging for money. I walked with the sun beating down on me to the point where my shoes felt like they were on fire. I saw cows roaming the streets, relieving themselves wherever they pleased. It was a sight I couldn't believe. Cows are sacred in India, yet the people were starving. It just didn't make sense to me.

Going to India was always at least a two-week stay, so there was plenty of port time. But after a few days, having done everything I wanted to ashore, I was ready to leave for the cooler ocean. It was a relief to finally hear the turbines reaching a high pitch once the "full ahead" was rung.

I thought Bombay was hot! It was nowhere near as hot as the Persian Gulf. We had no relief from the sun all the way to a port in Iran. The deck department went through hell trying to do any work on deck—chipping, painting, general maintenance.

With all the cargo finally unloaded, everyone was glad to see the sailing board posted for New York. And being empty, the ship was like a cork in a bottle, as the saying goes.

We repeated our trip in reverse, anchoring at Suez with all the bumboats alongside. Even as we went through the canal, they were trying to sell us things. Most of the leather items smelled up the rooms to the point they would be hung across the hatches in the hot weather to air out.

It took possibly 3½ weeks before we finally got to see the skyline of New York. I never realized how much this sight meant to me, especially after seeing the conditions of the countries we had just visited.

The engines slowed as we picked up the pilot, who would bring us alongside the dock. And once the "finish with engines" was rung, I thought, "Well, I made my first trip!"

Within a day or so, the patrolman came aboard to settle any beefs. And once that was done, all that was heard was "payoff," and everyone lined up in the officers' mess to be paid.

Seeing all that money in one place was unbelievable—and some would be given to me. I had never had so much money at one time. With the pay in my pocket, I felt like a million bucks.

There was so much happiness when I got home—my parents hugging and kissing me and my brother John grinning from ear to ear. It was a wonderful feeling as I gave the money to my father to use for whatever was needed for the house. The remainder I put in the bank for myself.

The next day, when I went to the union hall on Beaver Street, I received my permit card, which was like gold to me. It allowed me to throw in for wipers' jobs that bookmen had refused.

This had been my first trip, and I was caught—hook, line and sinker—and never regretted one day of my SIU career.

For Seafaring Zepedas, Sailing Is 'In Our Blood'

The merchant marine apparently is more than a profession for members of a specific Zepeda family from Galveston, Texas.

Going to sea is their way of life. Just as the late **Maurilio Zepeda** did during his career, which spanned 40-plus years, four of his five sons currently are wearing the colors of the SIU on the high seas. The family patriarch passed away Feb. 17.

Like their father, **Johnny, Lawrence, Ernest and Robert Zepeda** all joined the SIU in the port of Houston and sail as members of the deck department. All currently sail in the deep sea division, again like their father. (Ernest and Robert also have time in the inland division.)

Each of the Zepeda sons has worked for several of the same ship operators and sailed on many of the same vessels at

identical times during their respective careers. Each also has shipped with their father and at least one of their other siblings simultaneously.

Additionally, each of the sailing Zepeda sons recognized the importance of continuous training and the positive influence it could have on their careers. All four have upgraded at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

What's more, all four are bosuns and three of them "recerts," having completed the highest level of training available to members of the deck department. Johnny reached the milestone in 1985 and Lawrence did it in 1990. Robert added his name to the roster of the deck department's elite in 1992.

What of the fifth son? His name is David. Although not a Seafarer, he's still a mariner of sorts. But rather than transport

various cargoes over the high seas, he conveys motor vehicles, people and other freight over the inland waterways. David is employed by the State of Texas in Galveston. He works aboard a ferryboat.

Maurilio Zepeda was not the first in his family tree to become a merchant mariner, according to his eldest son, Johnny. "My father sailed for the SIU for many years, and my grandfather also went to sea as a merchant mariner," said Johnny. "I also have some uncles and cousins who are former members of the SIU. But as far as we [he and his brothers] are concerned, sailing is a natural for us because of our father. And that's the reason I joined the SIU, to follow in his footsteps and to be like him. Sailing is just in our blood I suppose.

"Once I joined the SIU and got out to sea, there was no going back," he continued. "I can't imagine doing anything else at this point of my life."

He added, "I suppose going to sea has its ups and downs for some, but I like being able to go to work when I want to and being off when I want to. The SIU has made this possible for me and it's been great."

After Johnny's SIU career took off, his brothers seemingly couldn't wait to follow suit and further emulate their father. Johnny joined the SIU in 1968, Ernest in 1970, Lawrence in



Three of the four sailing Zepeda brothers take a break from their duties aboard a vessel on which they sailed at the same time. Pictured are (from left) Recertified Bosun Robert Zepeda, Bosun Ernest Zepeda and Recertified Bosun Lawrence Zepeda.

1971 and Robert in 1976.

"My father went to sea and saw the world," offered Ernest. "He worked very hard and made a good living and I admired that. So I joined the SIU because of him. I wanted to do the same thing as he did."

Like Johnny, Ernest has no regrets about becoming a Seafarer. "My career has been wonderful," he shared. "I've sailed in the deep sea as well as inland divisions and seen a lot of the world so far.

"But the thing that stands out to me about my career to date has been job security. I've never been out of work, and that says a lot about the union," he continued. "I've always been kept busy."

He further noted that training at Piney Point "prepared me for every challenge I've ever faced during my career."

Although Robert never knew the real reason his father became a Seafarer, "I suppose it was because it afforded him a good way to take care of his family," he said. "He was gone a lot and I'm sure it hurt him each time he had to leave us, but he did what he had to do to take care of my mom, me and my brothers and our three sisters."

The elder Zepeda also enjoyed meeting and working with different people, according to Robert, and the SIU made it easy for him to do that.

"I think that explains why me and my brothers became merchant mariners; to be like our father," Robert said. "He made a good living at it and as we [the sons] got older, we all wanted to be like him.

"I thought long and hard about being away from home and my family," explained Robert. "But after looking at the big picture and remembering all the good things my father told me about being a Seafarer, I decided to give it a try. That was more than 20 years ago and so far I have no regrets, because in all that time I've only missed two big holidays with my family. Joining the SIU was actually good for me because as a teenager, I was not

doing anything productive with my life."

Although Maurilio Zepeda is gone, his legacy continues to thrive through his sons. And, much to the family's delight, the seafaring legacy has reached a third generation. Johnny's oldest son, **Felipe Zepeda**, is keeping the family tradition going. The 18-year-old currently is enrolled in phase one of the unlicensed apprentice training program at Piney Point. Once he completes his training, his ambition is to sail in the deck department, like his father and grandfather.

"I'm proud of my family's sailing background," said Felipe, "And I want to keep it going."

He added that people speak highly of his family's sailing accomplishments. "And if I do a good job, I'll be able to add to it [the Zepeda's reputation for sailing]."

He believes his family's sailing experience is advantageous to him as he begins his career because "I'm able to talk to them about exactly what goes on aboard ship. This will benefit and help me because I'll know what's expected of me while I'm at sea."

Aside from keeping his family tradition alive, Felipe said that sailing would afford him a chance to travel, see the world and explore other places. "Being a Seafarer will enable me to do all these things, and at the same time, make some good money," he said.

So far, everything is working out fine for the latest Seafaring Zepeda and his father couldn't be happier. "Out of nowhere, my son just decided that he wanted to get involved in sailing to follow in my footsteps," said Johnny. "I was shocked at first, but also very pleased.

"It's really not strange that he wanted to be a merchant mariner," Johnny concluded. "I wanted to do it to be like my father, and now he wants it to be like me and all the rest of our family members. I guess it's all in the blood."



The late Maurilio Zepeda sailed for the SIU for more than 40 years. He passed away in February of this year, but four of his sons and one grandson are continuing his legacy. Like three of his four sons who currently are SIU members, Zepeda was a recertified bosun.

Unions: Include Mariners on Calif. WWII Memorial N.Y. Group Gains Recognition for Merchant Marine in Albany

The presidents of four maritime unions, in a recent letter to the Marin County (Calif.) Board of Supervisors, voiced their strong displeasure that a monument dedicated this year on Memorial Day "To All Who Served" in World War II, conspicuously omitted the U.S. Merchant Marine (USMM).

SIU President Michael Sacco joined his counterparts from the American Maritime Officers, International Organization of Masters, Mates & Pilots and the Marine Engineers' Beneficial Association in condemning the failure to properly recognize the merchant marine's vital contributions during World War II.

At issue is an \$80,000, privately financed memorial which now rests on the grounds of the Veterans Memorial Auditorium near the Marin County Civic Center in San Rafael, Calif. The 15-foot-tall granite structure's face is adorned with medallions representing the U.S. Army, Navy, Marine Corps, Air Force and Coast Guard. No mention is made of the merchant marine.

In an indirectly related story, several northeastern chapters of the American Merchant Marine Veterans (AMMV) this summer successfully lobbied for the inclusion of the merchant marine in a monument scheduled for construction in Albany, N.Y. Initially, the memorial didn't incorporate merchant mariners.

AMMV representatives rejected later proposals for "recognition via a bench off to the side of the main monument," according to the Hudson Valley Chapter's August newsletter, and ultimately secured equal acknowledgment with the other services.

Meanwhile, the correspondence to the Marin County officials, affixed with the signatures of presidents from the aforementioned unions, read in part:

"Marin County, surrounded by the sea and bay and next to the ports of San Francisco and Oakland, has been home to many merchant mariners and members of the American maritime industry. They are rightfully distressed that this monument has

been erected without proper recognition of the sacrifices of the U.S. Merchant Marine.

"We have been told that your board offered to compromise by placing a reference to the USMM on the side or rear of the monument. Such a secondary position is not an acceptable option, as it is demeaning to the sacrifices and memory of our mariners and their ships—those who braved freezing storm-tossed seas, enemy air and naval surface and sub-sea attacks, and more, to carry the war to America's enemies!"

The maritime union presidents urged board members immediately to "do the right thing" and prominently include the merchant marine on the monument with the other services. They also pledged their support in whatever way necessary to resolve the mistake.

The correspondence was drafted at the urging of RAdm. Tom Patterson, chairman and chief executive officer (CEO) of the National Liberty Ship Memorial (*SS Jeremiah O'Brien*). Patterson is a retired member of the U.S. Maritime Service (USMS). At press time, no solution had been reached.

The monument has been a source of widespread controversy since its May 28 dedication. Published reports say more than 1,000 people attended the event, among them a host of U.S. Merchant Marine veterans. Some of these, members of the AMMV of Berkeley, Calif., initially had planned to show their disdain for the monument by turning their backs on it when it was unveiled. However, the only visible protest cited was a lone sign that read "Torpedoed in Marin."

Daniel Horodysky, CEO of the USMS Veterans, attended the ceremony. He said the monument was not dedicated to all who served but to some who served. Horodysky added that the U.S. Merchant Marine, an official military and naval auxiliary, has been snubbed for decades.

Recertified Bosun Johnny Zepeda (left) joins his son Felipe for a walk near the waterfront of the Paul Hall Center. The elder Zepeda is at the school undergoing SCTW training while his son is in phase one of his unlicensed apprentice training.



Apprentice Program Offers Safe Launch For Maritime Careers



Students from Class 615 train aboard the *Eric Gibson* in Guam. Pictured above is Billy Duenas and (below) Jonathan Babauta.

The unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education provides thorough preparation for students interested in sailing as merchant mariners.

Open to men and women ages 18-25 (or up to 30 with military or appropriate vocational experience), the apprentice program has many advantages, including guaranteed employment for graduates, plus no tuition and no charge for room and board.

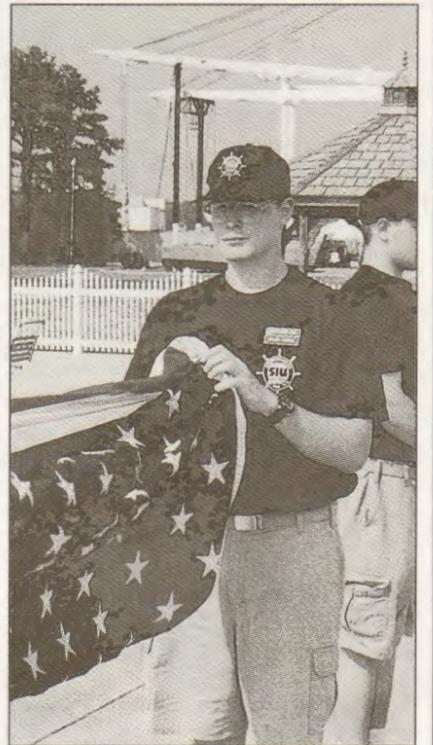
The first and third segments of the curriculum take place at the school in Piney Point, Md. These involve an initial 12-week training session (phase I) covering the basics, and department-specific training (phase III) which finalizes students' readiness to begin sailing in either the deck, engine or steward department. In between, students take part in a 90-day practical training and assessment period (phase II) aboard a working U.S.-

flag ship.

In order to best meet the industry's needs, Paul Hall Center officials and instructors frequently have modified the entry-level program's curriculum since the school opened in 1967. However, the course's mission (and that of the school as a whole) always has remained the same—providing the world's safest, best-trained, most efficient shipboard manpower.

SIU members are encouraged to help prospective unlicensed apprentices get in touch with the admissions office at Piney Point.

For more information on the apprentice program, call toll-free 1-877-235-3275; visit <http://www.seafarers.org/phc/index.html> on the web; or write to the Paul Hall Center for Maritime Training and Education, Attn: Admissions, P.O. Box 75, Piney Point, MD 20674-0075.



Roger Abramson helps fold the U.S. flag during a daily ceremony at the school.



Phase III graduates, such as those pictured here, are guaranteed employment.



Thomas Almodovar (wearing cap) offers a tip to guests concerning knot-tying.



The 90-day shipboard segment (Phase II) has proven extremely beneficial for students. Pictured aboard the *Eric Gibson* are (from left) Capt. Sica, Apprentices Chris Borja, Billy Duenas and Jonathan Babauta and Bosun Mike Sinclair.



Open since 1967, the school features a training and recreation center (left), library and maritime museum (right) and much more.



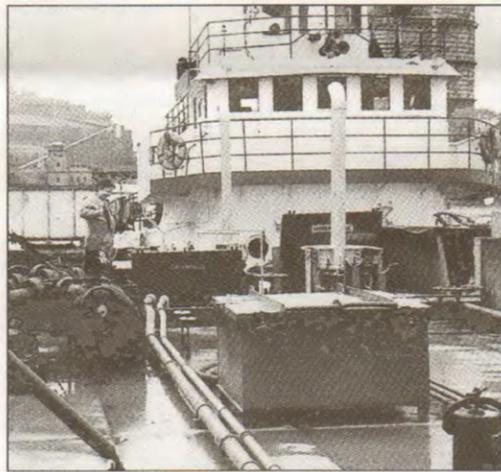
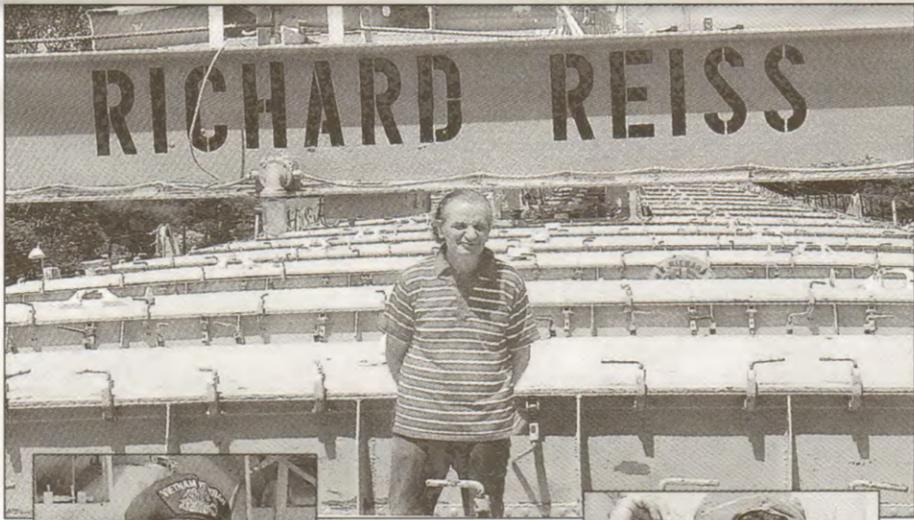
With Seafarers On the Great Lakes



As the *Buffalo* made its way down the Cuyahoga River from Cleveland last month, Bosun Michael Lafoille (top photo) and Conveyorman Randy Franks watched from the deck.



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Engineer Steve Robertson works aboard the tug *James Hannah* and tank barge 5101.



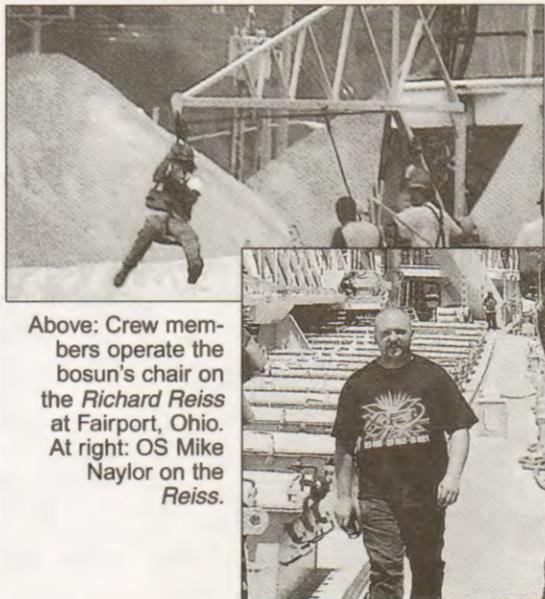
Addison Bell is the mate on the tug *James Hannah* and tank barge 5101.



Clockwise from left aboard the Erie Sand and Gravel Co.'s *Richard Reiss* are AB Larry English, Porter William Agnello and Watchman Abdul Ali.



OS Abdul Said
Richard Reiss



Above: Crew members operate the bosun's chair on the *Richard Reiss* at Fairport, Ohio. At right: OS Mike Naylor on the *Reiss*.



With paintbrushes in hand, members who ship from the port of Algonac recently helped give a fresh look to the SIU hall there. Above, from left, are Seddik Ali and Mousa Ali. At right is Second Cook Penny Pollard.



Captain Keith Duffton (left) and SIU VP Tom Orzechowski aboard the *Ottawa*. The *Ottawa* is an Arnold Transit Co. passenger ferry, servicing Mackinaw City, Mich. and Mackinaw Island, Mich.

Around the Ports and Halls With the SIU



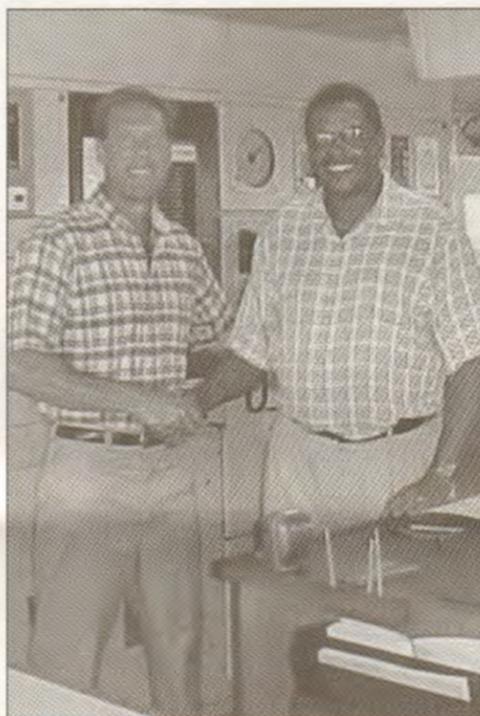
During a summer job fair on the Mall in Washington, D.C., Bart Rogers (center), manpower coordinator at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., meets USCG Commandant Admiral James M. Loy (right) and Chuck Raymond, president and CEO of CSX Lines.



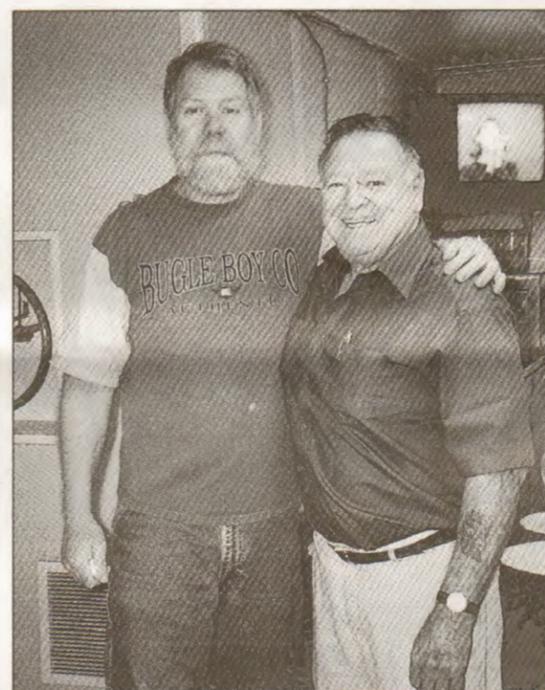
Right: Captain Jimmy McNutt (left) and Cook/Deck Utility Willy Rose pose in the galley of the *American Salvor*. The Crowley salvage boat recently was in Long Beach, Calif. before heading to Japan for a salvage operation.



In attendance at the May membership meeting in Mobile, Ala. are (top photo, from left) QMED Gilbert Ford Tedder Jr., CPU Larry Frank Phillips, Bosun Ray Wilkes, Chief Cook John A. Palughi and Chief Cook Alvin Smith. In photo at right, SIU VP Gulf Coast Dean Corgey chats with Recertified Bosun Doyle Wayne Ellette before the meeting.



When Bosun Vernon Huelett (right) recently signed on aboard the *SP5 Eric G. Gibson*, he did so in a new role—that of third mate. Previously, he often sailed on the *American Cormorant*. A spokesman for Osprey Ship Mgt. provided this photo (which includes Capt. Skip Krantz) and described Huelett as "a role model for younger mariners. He is known for hard work and leading by example."



Retired Bosun Roland "Snake" Williams (right) enjoyed a chance meeting with SIU hawsepiper Larry Kincer aboard the Ready Reserve Force vessel *Cape Avinof* of this summer in Baltimore. Williams, who works at the SIU hall in Baltimore, and Kincer (sailing as third mate aboard the RRF ship) sailed together during the 1970s.



SIU Government Services Division Reps Kate Hunt (center), Maurice Cookes (second from right) and Chester Wheeler (center, back row) join members of the crew of the *USNS Kanawha*.

Aboard MSC Ships Based in Norfolk and Crewed by Seafarers



SIU VP Government Services Kermet Mangram (seated left) meets with crew members from the MSC ships *Cape Ray* and *Cape Race*.

USNS Patuxent crew members receive current union information from Government Services Division Rep Kate Hunt. With them is delegate Bruce Hamilton (standing, second from right).

Don't Wait!

If you sail aboard deep sea or near-coastal vessels, you must comply with the amended STCW convention. Although the deadline for compliance is Feb. 1, 2002, SIU members are urged to complete STCW Basic Safety Training (BST) and acquire the 1995 STCW certificate, if required, immediately.

The following unlicensed Seafarers need an STCW '95 certificate: Bosuns, ABs, QMEDs and FOWTs. Steward department personnel are not required to possess a certificate. Also, all unlimited and limited license holders with a near-coastal and ocean endorsement need a '95 certificate. All Seafarers sailing on deep sea or near-coastal vessels must complete BST.

All SIU members who sail on these types of vessels are asked to contact the Paul Hall Center for Maritime Training and Education at this toll-free number: 1-800-732-2739. Please contact the school even if you already have completed basic safety and you have a '95 certificate.

The alarm is about to go off! **Sign up today for your STCW training!**



For additional information, check out these articles in past issues of the *Seafarers LOG*. Please note that this is a partial list.

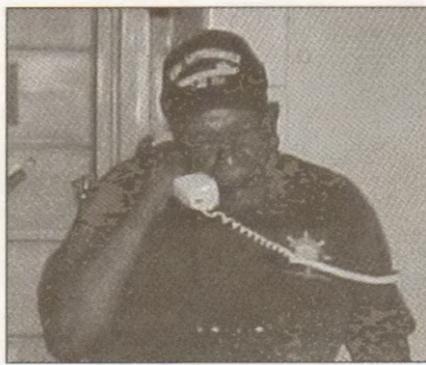
Issue	Page No.	Headline
April 2000	13	What You Need to Know About STCW Certificates
July 2000	6	STCW in Plain English
Oct. 2000	7, 41	USCG Approves 2 Additional STCW-Related Classes
Nov. 2000	5, 10	Advisory Board Revisits STCW
Feb. 2001	2	STCW Countdown (president's report)
March 2001	12-13	STCW Essentials
April 2001	11	STCW
May 2001	20	The STCW Clock Stops Ticking Feb. 1, 2002 (cartoon)
May 2001	24	Paul Hall Center Enrollment Soars as Seafarers Eye STCW Deadline
June 2001	14	STCW: 8 Months Remain for Feb. 1, 2002 Compliance
Aug. 2001	6	SIU Crews in Diego Garcia Complete STCW Training
Aug. 2001	10	The STCW Clock Stops Ticking Feb. 1, 2002 (cartoon)

With Gov't Services Division Seafarers

Guam-based SIU Patrolman Matt Holley recently provided these digital images of the *Rappahannock*, an oiler crewed by members of the SIU's Government Services Division for the U.S. Military Sealift Command. The vessel refuels aircraft carriers and other military ships while at sea, a procedure known as underway replenishment or unrep. The photos were taken at the fuel pier in Guam.



Bosun's Mate K. Allen



AB Herbert Brown



OS Juan Vargas



Purser David Juco

Off to the Races

Lakes Seafarers Connect With Speedboat Racer



Several of the SIU members who sponsor Skip Gabler and *Short Circuit* pose near the powerboat in front of the SIU hall in Algonac. Standing (left to right) are AB Rob Heath, AB Alan Maury, OS Mousa Ali and AB Ron Lamere. Port of Algonac Secretary Karen Devauh, Port of Algonac Seniority Director Susan Durseweh and OS Linda Weeden are aboard the vessel.

A group of SIU members in Algonac, Mich. just can't stay away from the water.

When they're not sailing on it themselves, it appears they're behind someone else who is—someone like offshore speedboat racer Skip Gabler.

Gabler was rocketing up and down the Sinclair River next to the SIU Hall in Algonac about two months ago. His 1976 Magnum Sport powered speedboat, *Short Circuit*, was humming a tune which the Seafarers inside the hall simply could not resist.

Minutes later, the boat pulled over to the river's banks. Almost instantly, more than a dozen Seafarers left the hall and made their way to the riverbank, where they converged on the watercraft it and its driver.

The SIU members bombarded Gabler with questions about himself, his profession and his vessel. Apparently, the Seafarers liked what they heard, for they departed the riverbank as sponsors for Gabler and his boat. In return for the members' backing, Gabler now displays both the emblem and the name of the SIU on his powerboat. (Editor's note: The pledges were made individually, by mariners, but the union itself is not the sponsor.)

Gabler hails from the Algonac area and has been racing since 1977. He owns the *Short Circuit* and has a long list of accomplishments to his credit, including a second-place finish in the American Powerboat Association's 2000 World Championship last November. According to SIU Algonac Port Agent Don Thornton, Gabler "is one heck of a powerboat driver." He has won his last three races, Thornton said, the last with only one engine functioning when he crossed the finish line.

SIU Members who are sponsoring the racer are: AB Alan Maury, Pensioner Jim Lawson, AB Rob Heath, AB Ron Lamere, OS Linda Weeden, AB Mike Couzens, AB Nick Velkoff, Porter Arafat Kaid, Chief Steward Darell Bays, Second Cook Penny Pollard, Second Cook Gaye Madara, OS Paul Hennessey, AB Chad Partridge, OS Mousa Ali and AB Mark Trepp.

Book Recounts Seafarer's 'Coming of Age' in WWII

Edgar Werner graduated from high school in June 1943. Two months later, he signed on aboard the SIU-contracted *Robin Sherwood*—via Sheepshead Bay—for the first of seven voyages he'd make during World War II.

The New York City native swapped his z-card for a microscope in 1946, turning to a career in science and education. But his strong recollections of "growing up" on SIU ships during the war have prompted a new book, "A Company Of Men." Though written in the third person (and with Werner renamed Ralph Warman), the book closely is based on his "coming of age" in the merchant marine.

"My hope is that Seafarers who lived the action and, as well, the young adults just starting their merchant marine careers will enjoy the story," Werner said. "It's a stage where innocence and boyish boldness, combined with the not-always-gentle guidance of new shipmates, start the beginning of lifelong techniques and skills that open the door to the adventure and joy that begins after the first pierhead jump."

Werner, who this month turns 76, is a veteran of two wars, having served in the U.S. Army during the Korean conflict. He sailed on the Liberty ship *Robert Toombs* at the Normandy invasion in World War II. In December 1944, he sailed aboard the *Tarleton Brown*, spending Christmas in port at Antwerp "while the V-2 missiles were dumping on the city and the port. I still have shards of metal from one of the missiles still tucked away in my old storage boxes."

He later returned to civilian life as a biological scientist and college professor.

These days, though officially retired, he works as a freelance writer and photographer.

"Life has been an exciting, stimulating mosaic," said Werner, who lives in northern Virginia.

He noted that "A Company Of Men" doesn't focus on tales of combat. Rather, the story "is a collection of incidents in which the boy (Warman) goes through all of the activities and problems that were involved in sailing those ships, and the interactions he has with the rest of the crew and the Armed Guard personnel. It's an exciting story and will bring back to any old salt, the day he first climbed up the swaying gangway."

The book is available in paperback, and an electronic version also may be accessed via the internet. To order by phone, call toll-free at 1-888-795-4274, extension 276. To order on line, go to www.xlibris.com/ACOMPANYOFMEN.html. Sample chapters are available at that address.

Challenger Resumes Regular Run

After undergoing routine cleaning and engine work in a Singapore shipyard, the *Challenger* has resumed its regular run. The vessel carries reefer cargo and containers for CSX Lines, sailing from San Juan, P.R. to New Orleans and then to Houston.

Recertified Steward **Brandon Maeda**, who sent the photos accompanying this story to the *Seafarers LOG*, noted the crew enjoyed an Independence Day cookout while headed to Houston from San Juan.

"We are all glad the *Challenger* is out of the shipyard and back in the U.S.," Maeda wrote. "This is an older ship, but I'm enjoying it."

Built in 1968, the *Challenger* is a "C7-class" ship with a top speed of better than 21 knots. The vessel is 700 feet long and 84 feet wide.



Bosun Roger Reinke (left) and Recertified Steward Brandon Maeda celebrate Independence Day aboard the *Challenger*.



What's July 4 without a cookout? From left, AB Julio Mattos, Chief Cook Manny Guanga and Bosun Roger Reinke keep an eye on the grill.



Pictured on deck are (from left) SA Rafael Pagan, OMU Terry Mouton and OMU Sam Taylor.

Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and

health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your

union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

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Camp Springs, MD 20746

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This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally.

9/01

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	4	1	1	3	0	0	3	2	2
Baltimore	3	4	2	2	5	2	2	13	4	1
Guam	3	0	1	1	2	1	0	4	1	0
Honolulu	7	11	8	7	9	4	2	12	10	8
Houston	23	10	8	20	6	4	6	40	18	11
Jacksonville	42	25	12	33	19	5	9	56	28	12
Mobile	16	9	4	8	9	4	4	29	9	5
New Orleans	29	22	10	13	15	5	7	40	17	15
New York	24	11	12	11	9	8	4	50	15	20
Norfolk	16	13	10	14	9	7	4	21	19	15
Philadelphia	8	7	2	1	1	0	2	11	7	5
Piney Point	4	2	3	3	0	2	0	3	3	3
Puerto Rico	11	6	3	6	5	1	5	19	8	3
San Francisco	32	8	3	21	3	3	6	45	14	7
St. Louis	0	1	3	1	1	1	2	3	6	4
Tacoma	35	12	12	25	9	7	11	57	14	14
Wilmington	37	13	7	17	8	3	10	52	19	16
Totals	292	158	101	184	113	57	74	458	194	141
ENGINE DEPARTMENT										
Algonac	0	0	1	1	0	1	0	1	1	1
Baltimore	3	5	2	2	2	1	1	7	9	2
Guam	1	1	0	0	0	0	0	1	1	1
Honolulu	8	8	5	8	7	2	0	5	13	5
Houston	17	9	4	15	6	6	4	24	10	5
Jacksonville	22	14	8	17	10	6	4	32	20	10
Mobile	9	7	1	5	6	1	3	14	9	1
New Orleans	12	14	4	7	6	1	2	19	19	6
New York	8	12	5	11	6	3	3	20	16	5
Norfolk	9	8	5	2	6	2	2	11	16	13
Philadelphia	4	5	0	2	1	0	1	6	7	1
Piney Point	2	4	6	2	3	0	2	4	4	6
Puerto Rico	4	4	1	4	3	1	2	7	4	0
San Francisco	7	10	2	11	4	2	7	11	11	4
St. Louis	0	7	2	0	3	2	2	0	4	0
Tacoma	16	12	2	6	12	6	9	25	10	6
Wilmington	5	14	6	6	3	3	2	11	18	9
Totals	127	134	54	99	78	37	44	198	172	75
STEWARD DEPARTMENT										
Algonac	0	0	0	0	1	0	0	1	0	0
Baltimore	2	0	0	3	0	0	1	4	0	1
Guam	0	0	1	0	0	0	0	0	0	1
Honolulu	7	6	15	6	2	0	0	16	10	41
Houston	12	2	2	10	1	0	5	17	2	4
Jacksonville	16	6	6	18	1	3	7	25	6	6
Mobile	9	4	0	8	2	1	1	10	3	1
New Orleans	10	5	1	6	4	1	3	16	4	0
New York	11	1	2	4	2	0	3	30	5	3
Norfolk	11	8	7	9	9	5	4	15	9	9
Philadelphia	4	0	0	3	0	0	0	6	2	0
Piney Point	3	1	2	1	3	1	0	3	4	2
Puerto Rico	1	1	0	2	0	1	1	3	1	0
San Francisco	20	5	0	19	5	0	7	33	8	0
St. Louis	3	1	3	1	0	1	0	3	2	3
Tacoma	20	0	1	15	1	0	9	39	1	4
Wilmington	26	6	2	16	7	0	16	35	9	2
Totals	155	46	42	121	38	13	57	256	66	77
ENTRY DEPARTMENT										
Algonac	0	0	0	0	1	2	0	0	0	0
Baltimore	0	1	2	0	2	3	0	0	2	1
Guam	0	0	4	0	0	1	0	0	1	6
Honolulu	7	31	130	7	11	30	0	15	64	223
Houston	3	9	12	2	9	7	0	6	12	11
Jacksonville	4	10	24	3	9	10	0	3	17	33
Mobile	0	6	6	1	3	1	0	0	9	8
New Orleans	4	18	10	0	7	5	0	9	20	13
New York	3	26	26	1	23	15	0	11	48	45
Norfolk	1	10	18	1	6	12	0	1	19	16
Philadelphia	0	0	0	0	1	1	0	0	1	3
Piney Point	0	24	16	0	12	19	0	0	29	15
Puerto Rico	2	6	6	2	1	5	0	6	9	12
San Francisco	9	8	6	3	7	4	0	14	21	12
St. Louis	0	2	1	0	0	0	0	0	3	1
Tacoma	4	15	20	2	15	9	0	6	32	38
Wilmington	5	12	11	2	3	2	0	10	20	23
Totals	42	178	292	24	110	126	0	81	307	460
Totals All Departments	616	516	489	428	339	233	175	993	739	753

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

October & November 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: October 8, November 5
 AlgonacFriday: October 12, November 9
 BaltimoreThursday: October 11, November 8
 Boston.....Friday: October 12, November 9
 Duluth.....Wednesday: October 17, Nov. 14
 Honolulu.....Friday: October 19, November 16
 HoustonMonday: October 15
 Tuesday: November 13*
 (changed created by Veterans Day holiday)
 HoustonFriday: October 19, November 16
 (Lawndale Street)
 JacksonvilleThursday: October 11, November 8
 Jersey City.....Wednesday: October 24, Nov. 21
 MobileWednesday: October 17, Nov. 14
 New BedfordTuesday: October 23, November 20
 New Orleans.....Tuesday: October 16, November 13
 New York.....Tuesday: October 9, November 6
 NorfolkThursday: October 11, November 8
 Philadelphia.....Wednesday: October 10, Nov. 7
 Port Everglades.....Thursday: October 18, November 15
 San FranciscoThursday: October 18, November 15
 San Juan.....Thursday: October 11, November 8
 St. LouisFriday: October 19, November 16
 SavannahFriday: October 12, November 9
 TacomaFriday: October 26, November 23
 WilmingtonMonday: October 22, November 19

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

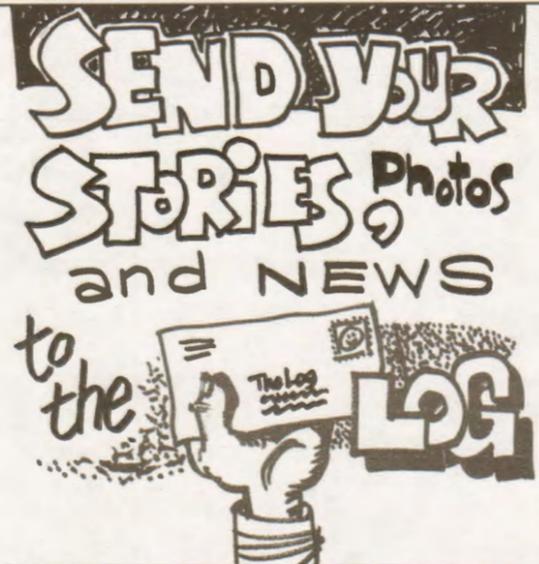
Personals

WILLIE CUNNINGHAM JOHNSON

Please contact Robert Defenderfer at P.O. Box 180, Athol, MA 01331; telephone (978) 249-9268; e-mail bobdeef@yahoo.com.

ANYONE WHO KNEW WILLIAM STUBBLEFIELD OF ST. LOUIS

Connie Brown, daughter of the late William Stubblefield of St. Louis, would like to hear from anyone who sailed with her father. She may be reached at (248) 446-3060.



Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Jack Caffey, Vice President Atlantic Coast

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Kermet Mangram,

Vice President Government Services

René Lioeanje, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

705 Medical Arts Building, 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

8329 Lawndale St., Houston, TX 77012
(713) 928-3381

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

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

SAVANNAH

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JULY 2001

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	5	1	1	8	7	0	2	0	0	0
Houston	7	1	0	0	0	0	8	8	1	0
Harvey, LA	4	1	0	0	0	1	6	6	1	2
New York	12	5	0	5	0	0	22	109	37	8
Norfolk	1	0	0	1	0	0	0	4	0	0
San Pedro	7	0	0	9	0	0	10	24	4	1
Savannah	4	0	0	3	0	0	3	17	1	0
Tacoma	4	5	1	1	0	0	8	17	4	0
Totals	44	13	2	27	7	1	59	185	48	11

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	0	0	0	0	0	0	0	0	0
Houston	4	1	1	0	0	1	6	7	2	1
Harvey, LA	1	1	0	2	0	0	2	2	1	0
New York	7	1	0	2	0	0	4	104	88	9
Norfolk	1	0	0	2	0	0	0	3	0	0
San Pedro	5	0	0	6	0	0	3	34	30	9
Savannah	6	2	2	5	3	1	2	8	3	1
Tacoma	5	1	0	0	0	0	0	12	1	0
Totals	29	6	3	17	3	2	17	170	125	20

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	1	1	0	2	2	0	2	0	0	0
Houston	5	0	1	0	0	1	4	8	0	0
Harvey, LA	2	1	0	3	0	0	2	1	0	0
New York	5	1	0	1	0	0	12	73	11	2
Norfolk	1	0	0	1	0	0	0	1	0	0
San Pedro	0	0	0	0	0	0	1	12	1	3
Savannah	2	0	0	0	0	0	2	5	1	0
Tacoma	3	0	0	0	0	0	1	3	2	0
Totals	19	3	1	7	2	1	24	103	15	5

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	2	0	0	1	2	0	1	0	0	0
Houston	4	3	1	0	1	0	7	14	10	2
Harvey, LA	1	2	0	0	0	0	2	4	4	2
New York	4	6	0	3	0	0	4	104	93	79
Norfolk	0	0	0	0	0	0	0	3	0	0
San Pedro	4	6	4	2	0	0	5	9	41	15
Savannah	1	0	1	0	1	2	4	1	4	2
Tacoma	0	6	0	0	0	0	0	0	35	1
Totals	16	23	6	6	4	2	23	135	187	101

Totals All Departments	108	45	12	57	16	6	123	593	375	137
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PIC-FROM-THE-PAST



In 1947, Theodore E. Lewis was sailing as a "trip card" holder on the *SS Fort Donaldson* as an OS. He had taken the summer off from his studies at Pace College in New York, where he was enrolled after a couple years' service in the U.S. Navy.

This was a World War II "T-2" tanker. After picking up a load of oil in Aruba and dropping it off in Gibraltar, the vessel then shuttled oil from the Persian Gulf to Haifa, Palestine (now Israel) for several round trips.

Lewis was taken off the ship in August 1947 in Port Said, Egypt with a case of hepatitis. After several weeks in a local hospital, he was sent by train to Alexandria, Egypt to await a ship home as a passenger. The shipping company's local agent put him up in a pension, which was right across the street from the Seaman's Club, where he spent most of his time.

The photo at left was taken on the front steps of the club. It had been the old German Embassy before World War II.

Lewis writes that "the seven fellows in the photo are all American seamen and were members of the SIU, I believe, and were also being repatriated."

While he doesn't remember the names of the other six men, Lewis is the one seated on the top step. He celebrated his 21st birthday a few days after the photo was taken.

That was his only trip with the SIU. After graduating from college, Lewis got a job as a purser with the old Grace Line and sailed with them to South America for about five years. He then went shoreside, working in international sales.

Now 75, Lewis continues to travel around the world and write stories for several publications. Otherwise, you can find him at home in Severna Park, Md. with his "lovely wife of 40 wonderful years" or enjoying time with his grandson.



Three captains and two recertified stewards are among the 13 Seafarers announcing their retirements this month. Inland Captains **Louis E. Louvierre**, **Ronald Williams** and **William Zorn** sailed the inland waterways at the helms of their respective vessels for a combined 72 years. Recertified Stewards **Angel B. Correa** and **Salvatore E. Torneo** each completed the highest level of training available to members of the steward department at the Seafarers school in Piney Point, Md.

Including the recertified stewards, seven of the retirees sailed in the deep sea division. One plied the Great Lakes and the remaining five, which include the former captains, navigated the inland waterways. Four of the retirees worked in the deck department, seven shipped in the engine department and two sailed in the steward department. On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



ANGEL CORREA, 57, started his SIU career in 1966, joining in the port of Philadelphia. Born in

Puerto Rico, Brother Correa first shipped aboard General Cargo Corp.'s *Spitfire*. The steward department member frequently upgraded at the Paul Hall Center for Maritime Training and Education. He completed the steward recertification course in 1998. Brother Correa last worked aboard the *Challenger*, operated by CSX Lines. He lives in St. Augustine, Fla.

ALBERTO GARCIA, 65, started his SIU career in 1976 in Puerto Rico and worked in both the deep sea and inland



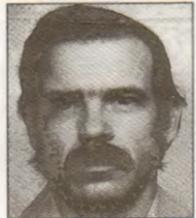
divisions. Brother Garcia first sailed on a Crowley Towing & Transportation vessel. The engine department member enhanced his skills often at the SIU's training school in Piney Point, Md. He upgraded in 1980, 1983, 1984, 1989 and 1992. Brother Garcia last shipped aboard the *Sea-Land Expedition*. He resides in Carolina, P.R.



DIMITRIOS PAPAGEORGIU, 64, started his career with the Seafarers in 1969. He joined in the port of New York and first sailed aboard Hudson Waterways Corp.'s *Transcolorado*. Brother

Papageorgiou shipped as a member of the engine department. He upgraded his skills in 1973 and 1974 at the SIU's training school in Piney Point, Md. Brother Papageorgiou last sailed on Maersk Lines' *Pvt. Harry Fisher*. He lives in Greece.

MILTON SABIN, 59, joined the Seafarers in 1966 in the port of San Francisco.



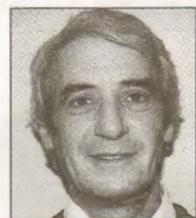
Prior to becoming a Seafarer, Brother Sabin served in the U.S. Marine Corps from 1959 to 1963. He first sailed aboard the Hudson Waterways Corp.'s *SS Transerie*. Brother Sabin upgraded his skills at the SIU's training school in 1980 and 1986. An Ohio native, he sailed in the engine department. Brother Sabin's last voyage was aboard the *Sea-Land Trader*. He calls Federal Way, Wash. home.



JAMES SIMMS, 61, started his career with the Seafarers in 1959 in the port of Baltimore.

The Maryland native served in the U.S. Army Reserve. He first sailed aboard A.H. Bull's *Edith*. The engine department member last shipped on the *2nd Lt. John Paul Bobo*, operated by American Overseas Marine. Brother Simms lives in Baltimore.

SALVATORE E. TORNEO, 64, began his SIU career in 1991, joining in the port of New York.



Brother Torneo served in the U.S. Army from 1953 to 1955. He first sailed on American Overseas Marine's *Cape Ann*. The Connecticut native shipped in the steward department and upgraded his skills at the SIU's training school in 1995. Brother Torneo completed the steward recertification course in 1997. He last went to sea aboard the *USNS Capella*, another American Overseas Marine vessel. Brother Torneo calls Port Charlotte, Fla. home.



HOWARD YAEKEL, 60, was born in Brooklyn, N.Y. He started his career with the Seafarers in

1961 in the port of New York. He initially went to sea aboard the *Steel Artisan*, operated by ISCO, Inc. The deck department

member last worked on U.S. Ship Management's *Quality*. Brother Yaekel lives in Glendale, N.Y.

INLAND

BOBBY W. BARTA, 62, joined the SIU in 1973 in the port of Houston.



Prior to becoming a Seafarer, Boatman Barta served in the U.S. Air Force from 1956 to 1957. He first sailed aboard a Dixie Carriers vessel. Born in Nueces County, Texas, Boatman Barta shipped as a member of the engine department. His most recent voyage was aboard a vessel operated by G&H Towing Co. Boatman Barta makes his home in Rockport, Texas.



JOHN M. HINSON, 57, started his SIU career in 1978, joining in the port of Norfolk, Va.

The North Carolina native first sailed aboard a vessel operated by Stuart Transportation Co.

Boatman Hinson upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1997. A member of the engine department, he last worked on an Allied Towing Co. vessel. Boatman Hinson lives in Beaufort, N.C.

LOUIS E. LOUVIERRE, 69, joined the SIU in 1964 in Port Arthur, Texas. Born in Louisiana,



Boatman Louvierre worked primarily aboard vessels operated by Higman Barge Lines, Inc. A member of the deck department, he shipped as a captain. Boatman Louvierre now calls Seabrook, Texas home.



RONALD D. WILLIAMS, 62, started his SIU career in 1972, joining in Port Arthur, Texas. Boatman Williams

served in the U.S. Marine Corps from 1956 to 1971. The deck department member shipped as a captain, first sailing aboard a Dravo Basic Materials Co. vessel. He last worked on a Higman Barge Lines, Inc. vessel. Boat-

man Williams lives in Port Neches, Texas.

WILLIAM H. ZORN, 63, began his career with the Seafarers in 1968, joining in the port of Houston. A



member of the deck department, Boatman Zorn sailed as a captain. The Florida native first sailed aboard a National Marine Services, Inc. vessel. He upgraded his skills at the SIU's training school in 1976. Boatman Zorn last worked on an Hvide Marine operated vessel. He resides in Harper, Texas.

GREAT LAKES



JOHN J. RITTINGHOUSE, 62, hails from Indiana. Brother Rittinghouse began his

career with the Seafarers in 1961, joining in the port of Detroit. He first sailed on the *Kinsman Independent*. The engine department member last worked aboard a Red Arrow Steamship Co. vessel. Brother Rittinghouse lives in Toledo, Ohio.

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*

1943

After a year's struggle with the New England Steamship Company, the SIU was successful in getting an increase of \$15 per month for all ratings. On September 10 the Boston Regional War Labor Board confirmed a maritime panel report containing these gains. In addition to the claim, the union won a retroactive clause providing that the increase would go into effect as of December 9, 1942.

1959

The Maritime Trades Department will open its biennial convention on September 15 in San Francisco with plans to tackle the nation's maritime ills. Among items on the agenda of the MTD are reports on the increase of the affiliated port councils and legislative developments which will affect the merchant marine. Strengthened by eight new international union affiliates in the past two years, the MTD will plan programs continuing and expanding organizing activities on the Great Lakes and considering legislative needs to strengthen the domestic trades and to protect shipping from pressure from the railroad industry. AFL-CIO President George Meany will be the featured speaker at the convention.

1968

As of August 31, the SIU's Welfare and Vacation plans have paid out a total in benefits of \$101,039,786.89. The SIU

Welfare Plan was first launched in 1950 and, since that time, more than \$41,555,958.55 has been paid out for hospital, death, disability, maternity, dependent, optical and out-patient benefits. In February 1952, the SIU Vacation Plan was inaugurated and it has since paid a total of \$59,483,828.34 in vacation benefits for SIU members.

THIS MONTH IN SIU HISTORY

The total value of welfare benefits is actually considerably higher (than the aforementioned amount), since the cost of scholarship payments, meal books, training facilities and medical

examinations—for SIU members and their dependents—are not included in the above figures.

1991

The opening of a new union hall in Honolulu was celebrated by Seafarers on September 12. The SIU's newest office—located at 606 Kalihi Street—opened for business in March, but renovations had been taking place until the week of the dedication ceremony.

The hall is roughly 4 miles west of the union's previous facility on Cooke Street. It is larger than the old one, includes a classroom and is only two blocks from the waterfront. Moreover, the new hall is closer to the facilities used by two SIU-contracted companies. The property includes more than 9,200 square feet of land, while the building takes up more than 4,000 square feet.

Final Departures

DEEP SEA

MUBAR BEDROS

Pensioner Mubar Bedros, 86, died May 7. Brother Bedros was born in California and started his career with the Marine Cooks & Stewards (MC&S). The steward department member began receiving his pension in 1970. He lived in Rohnert Park, Calif.

JOSEPH BOTWINIS



Brother Joseph Botwinis, 59, passed away June 4. He joined the SIU in 1977 in the port of Houston. Brother Botwinis served in the U.S. Army from 1963 to 1965. The Mt. Clemens, Mich. native first sailed on a Marlin Steamship Co. Inc. vessel. A member of the engine department, he last worked aboard the *1st Lt. Harry Martin*, operated by Osprey-Acomarit Ship Management, Inc. Brother Botwinis made his home in Woodstock, Mich.

GEORGE BROOKS

Pensioner George Brooks, 75, died Dec. 17, 2000. Brother Brooks joined the MC&S and sailed as a member of the steward department. Brother Brooks started receiving his pension in 1975. He lived in Dallas.

WALTER COLLEY



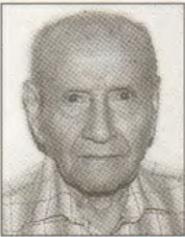
Pensioner Walter Colley, 78, passed away May 25. Brother Colley started his SIU career in 1954, joining in the port of Norfolk, Va. He served in the U.S. Army from 1940 to 1944. Brother Colley first shipped on Waterman Steamship Corp.'s *Andrew Jackson*. A member of the deck department, the Dickenson County, Va. native last worked on a Michigan Tankers Inc. vessel. Brother Colley began receiving his pension in 1977. Hayse, Va. was his home.

WALTER CUTTER



Pensioner Walter Cutter, 75, died June 12. Born in Boston, Brother Cutter joined the Seafarers in 1944 in the port of New York. The steward department member first shipped aboard the *Rebel*, operated by Bull Steamship Co. Brother Cutter last worked on the *OMI Defender*. He began receiving his pension in 1987. Brother Cutter made his home in Galveston, Texas.

GREGORY DIOSES



Pensioner Gregory Dioses, 88, passed away April 11. Brother Dioses started his SIU career in 1944, joining in the port of Baltimore. Born in Peru, he first sailed aboard an Ore Navigation vessel. The engine department member last worked on Sea Transport Corp.'s *Eagle Traveler*. Brother Dioses started receiving his pension in 1974. He lived in Peru.

CHADBORNE GALT

Pensioner Chadborne Galt, 76, died June 20. Born in Rochester, N.H.,



Brother Galt joined the SIU in 1946 in the port of Philadelphia. He served in the U.S. Army from 1950 to 1952. Brother Galt's first SIU voyage was aboard a Pan Shipping Corp. vessel. A member of the deck department, he last worked aboard the *Cpl. Louis J. Hauge Jr.* Brother Galt started receiving his pension in 1990. He called Seymour, Tenn. home.

CHARLES GARRISON



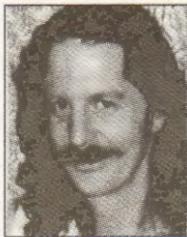
Pensioner Charles Garrison, 75, passed away May 14. Born in Ben Hill, Ga., Brother Garrison joined the Seafarers in 1947 in the port of Mobile, Ala. He first went to sea aboard the *James B. Duke*, operated by Delta Steamship Lines. The engine department member last shipped on Waterman Steamship Corp.'s *Jefferson Davis*. Brother Garrison started receiving his pension in 1981. He lived in Georgia.

WILBUR GEE



Pensioner Wilbur Gee, 68, died May 19. Brother Gee started his SIU career in 1963 in the port of New York. The Port Arthur, Texas native served in the U.S. Navy from 1949 to 1953. His initial SIU voyage was aboard a Coyle Lines Inc. vessel. Brother Gee shipped in the engine department. He last worked aboard the *Overseas Vivian*. Brother Gee started receiving his pension in 1993. He resided in Sabine Pass, Texas.

MICHAEL HOFFER



Brother Michael Hoeffler, 38, died Feb. 7. Born in California, he started his SIU career in 1987. Prior to becoming a Seafarer, he served in the U.S. Coast Guard. Brother Hoeffler first worked on the *USNS H.H. Hess*, operated by Lavino Steamship Co. The steward department member last sailed aboard the *President Polk*. Brother Hoeffler made his home in Reno, Nev.

EDWARD KILLIGREW



Pensioner Edward Killigrew, 77, passed away June 8. Brother Killigrew began his career with the Seafarers in 1949 in the port of New York. The Massachusetts native first sailed aboard Bull Steamship Co.'s *Rebel*. A member of the deck department, he last worked on the *Virgo*, operated by Colby Shipping Co. Brother Killigrew started receiving his pension in 1978. He called Marblehead, Mass. home.

EUGENE NICHOLSON

Pensioner Eugene Nicholson, 75, died July 2. Brother Nicholson started his SIU career in 1944, joining in



the port of Baltimore. The Maryland native first shipped aboard the *Stoney Creek*, operated by American Tramp Shipping & Development Co. Brother Nicholson shipped as a bosun. He last sailed on Connecticut Transport's *Ohio*. Brother Nicholson began receiving his pension in 1982. He lived in Pasadena, Md.

RICHARD NYBERG

Pensioner Richard Nyberg, 66, passed away April 12. Born in Ohio, Brother Nyberg started his career with the MC&S. A member of the steward department, he started receiving his pension in 1977. Brother Nyberg made his home in San Francisco.

ROY SHORTT



Pensioner Roy Shortt, 63, died June 2. Brother Shortt began his career with the Seafarers in 1976 in the port of San Francisco. Before joining the SIU, he served in the U.S. Navy from 1954 to 1958. He first sailed on the *Longview Victory*, operated by Victory Carriers, Inc. The Virginia native shipped in the deck department. He last worked aboard the *OMI Sacramento*. Brother Shortt started receiving his pension in 1990. He resided in Pound, Va.

SATURINO SIMSUANDCO



Pensioner Saturino Simsuandco, 81, passed away May 30. Brother Simsuandco started his SIU career in 1963 in the port of Baltimore. He was born in the Philippines and first sailed aboard an ISCO vessel. The steward department member last shipped on the *OMI Platte*. Brother Simsuandco began receiving his pension in 1991. He lived in New Orleans.

JOHN SMITH



Pensioner John Smith, 78, died May 27. He joined the Seafarers in 1943 in the port of Mobile, Ala. Born in Keysville, Mo., Brother Smith shipped in the engine department. His last voyage was aboard the *Overseas Boston*. He began receiving his pension in 1985. Brother Smith was a resident of Covington, La.

WILLIAM SMITH



Pensioner William Smith, 78, passed away June 5. Brother Smith started his SIU career in 1953 in the port of San Francisco. The Arkansas native first sailed aboard Delta Steamship Lines' *Santa Maria*. Brother Smith worked in the steward department. He last sailed on the *Maui*, operated by Matson Navigation Co. Brother Smith began receiving his pension in 1988. Chula Vista, Calif. was his home.

PETER STEIN



Brother Peter Stein, 63 died July 5. He joined the Seafarers in 1990 in the port of Baltimore. A Chicago native, Brother Stein's first voyage was aboard Interocean Management Corp.'s *Cornhusker State*. He shipped in the engine department. Brother Stein's final trip to sea was on the *Cape Washington*, an American Overseas Marine vessel. He lived in Seymour, Tenn.

JOSE VALENZUELA



Pensioner Jose Valenzuela, 73, died March 30. Brother Valenzuela joined the SIU in 1953 in the port of Baltimore. Before becoming a Seafarer, the California native served in the U.S. Army from 1946 to 1947. The engine department member sailed in both the deep sea and inland divisions during his career. His last voyage was aboard the *Santa Magdalena*, operated by Delta Steamship Lines. Brother Valenzuela made his home in Manzonillo Colina, Mexico.

EDWARD WALLACE



Pensioner Edward Wallace, 73, passed away May 21. The Illinois native started his SIU career in 1945 in the port of New York. Before becoming a Seafarer, he served in the U.S. Marine Corps. Brother Wallace shipped in the deck department and last sailed aboard the *Sea-Land Integrity*. He lived in Chicago and started receiving his pension in 1991.

CHARLES WATSON



Pensioner Charles Watson, 77, passed away May 18. Brother Watson started his career with the MC&S. The Greeley, Colo. native began receiving his pension in 1970. He resided in The Dalles, Ore.

MARCUS WEIKLE



Brother Marcus Weikle, 55, died Feb. 9. He joined the SIU in 1967 in Ft. Lauderdale, Fla. Born in South Charleston, W. Va., Brother Weikle served in the U.S. Army from 1963 to 1965. The engine department member first shipped aboard an Alcoa Steamship Co. vessel. Brother Weikle last sailed aboard the *USNS Kane*. He lived in Rainelle, W. Va.

VINCENT WELCH



Pensioner Vincent Welch, 82, passed away May 29. Brother Welch started his SIU career in 1967, joining in the port of New York. Before

that, he served in the U.S. Navy from 1942 to 1943. Brother Welch initially sailed on Marine Carriers Corp.'s *Commander*. The Great Barrington, Mass. native shipped as a member of the engine department. His final voyage was on Hudson Waterways Corp.'s *Transcolorado*. Brother Welch began receiving his pension in 1984. He called Berkshire, Mass. home.

DAVID WILLIAMS



Brother David Williams, 48, died April 14. He joined the SIU in 1969 in the port of Piney Point, Md. Brother Williams' first voyage was aboard Delta Steamship Lines, Inc.'s *Del Rio*. Born in Ohio, he sailed in the deck department. Brother Williams last worked on the *Overseas Chicago*, an Alaska Tanker Co. vessel. Brother Williams made Houston, Miss. his home.

LEVY WILLIAMSON



Pensioner Levy Williamson, 67, passed away April 26. The Alabama native joined the SIU in 1951 in Lake Charles, La. He first sailed with Penn Central Railroad Co. Brother Williamson was a member of the engine department and sailed in both the deep sea and inland divisions. He last shipped aboard the *Merrimack*, operated by Odgen Merrimack Transportation, Inc. Brother Williamson started receiving his pension in 1984. He resided in McIntosh, Ala.

CHARM WONG



Pensioner Charm Wong, 71, died April 11. Brother Wong started his career with the MC&S. Born in China, he started receiving his pension in 1978. He made his home in San Francisco.

INLAND

DANIEL BRISTER



Pensioner Daniel Brister, 70, died March 23. Boatman Brister started his SIU career in 1956 in the port of New Orleans. The Mississippi native first sailed aboard a Wheeling Steel Corp. vessel. A member of the deck department, he shipped as a captain. Boatman Brister started receiving his pension in 1996. He lived in Jayass, Miss.

RAYMOND CALLIS



Pensioner Raymond Callis, 96, passed away May 14. Boatman Callis started his career with the Seafarers in the port of Norfolk, Va. Born in Virginia, he sailed in the deck department as a captain. He began receiving his pension in 1967. Boatman Callis resided in Matthews, Va.

Continued on page 20

Digest of Shipboard Union Meetings

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

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

AMBROSE CHANNEL (IUM), May 27—Chairman **Mario R. Romero**, Secretary **Elena R. Curley**, Educational Director **Demetrios Simmons**. Bosun reminded all crew members of need to comply with STCW by Feb. 1, 2002. Educational director encouraged Seafarers to upgrade skills at Paul Hall Center in Piney Point, Md. for better wages and job security. No beefs or disputed OT reported. Following reading of president's report, discussion ensued on new cruise ships being built by U.S. Lines which should be ready in a few years. Request made to ask company for coveralls for deck and engine department members. Vote of thanks given to steward department for great meals.

INNOVATOR (U.S. Ship Mgmt.), May 6—Chairman **James L. Carter**, Secretary **Jose M. Bayani**, Educational Director **Olie E. Webber**, Deck Delegate **Gary P. Walker**, Engine Delegate **Antonio N. Libon**, Steward Delegate **Loumrhari Mostafa**. Chairman stressed importance of getting STCW by Feb. 1, 2002. "No STCW, no ship." He also reminded those getting off to clean rooms and leave keys for next person. Secretary thanked everyone for jobs well done, especially day-workers who did "super jobs in repairing and painting all doors with broken locks." He also thanked the engine department for their fine work. Educational director urged members to upgrade skills at Piney Point for increased earnings and better future. No beefs or disputed OT reported. Request made for new videotape rewinder. Next port: Long Beach, Calif.

SEALAND FLORIDA (U.S. Ship Mgmt.), May 28—Chairman **Jose F. Caballero**, Secretary **Donald B. Ganung**, Educational Director **Randolph L. Tannis**, Deck Delegate **Randall R. Shearer**, Engine Delegate **Glenn O'Leary**, Steward Delegate **Charles E. Curley**. Chairman reminded everyone of need for STCW safety training by Feb. 1, 2002 or be denied sailing. Steward department thanked deck department members for help cleaning stairwells. Requests made for safety guard on turnbuckle machinery, repair of TV antenna in crew lounge, purchase of CD player and new videotape rewinder.

MAERSK TENNESSEE (Maersk Lines, Ltd.), May 31—Chairman **Stanley A. Gurney**, Secretary **Dwight E. Wuerth**, Educational Director **Joseph P. Barry II**, Deck Delegate **Joseph LeBeau**. Chairman reported on old business, including installation of new horn for crane and proposed improvement of mail system. Additionally, new microwave purchased. Ship going into dry dock for 14 days in Balboa, Panama. All crew will remain on board vessel. Shoreside water to be used for showers; bottled water to be ordered for drinking. Educational director reminded crew members to attend Paul Hall Center and be ready for STCW deadline—Feb. 1, 2002. Treasurer stated \$450.99 in ship's fund. No beefs or disputed OT reported.

OVERSEAS CHICAGO (ATC), May 20—Chairman **Jesse L. Mixon**, Secretary **Gregory S. Lynch**, Educational Director **Mark E. Sawin**, Deck Delegate **Marco A. Felix**, Engine Delegate **Robert Santos**, Steward Delegate **Robert M. Mensching**. Chairman announced ship to discharge cargo in Richmond, Calif., then proceed to lay berth for repairs. Payoff went smoothly with no disputes. He advised crew members to call 800 number for details of STCW requirements. Secretary reported new contract ready soon. Educational director announced safety award of \$7,200 given by company for entire crew. Satellite dish was purchased and installed. He also stated that when filing for vacation, members may split discharge if they have more days than the required 120. Any balance over that may be saved for next time member applies. Steward department delegate asked crew members to wait to eat until men going on watch have been fed. Suggestions made to include annual cost of living allowance in pension plan and reduce number of days required for vacation. Crew members expressed thanks to steward department for good job. Also noted that company has given \$3,000 to crew for exercise equipment. Treadmill, elliptical machine and free weights have been purchased and installed. Additionally, company has added soda pop to requisition for daily consumption.

USNS HENSON (DynMarine), May 6—Chairman **George J. Kebelis**, Secretary **Linda F. Van Nieuwenhuyse**, Educational Director **Julio Arzu**. All union forms made available to members. Bosun introduced himself and wished everyone a safe voyage. Educational director encouraged everyone to upgrade at Piney Point as well as ensure STCW compliance by Feb. 1, 2002. "Beat the last-minute rush!" No beefs or disputed OT reported. Request made for bottled water. Next port: Bahrain.

CHEMICAL TRADER (Marine Transport Line), June 27—Chairman **Raymond A. Tate**, Secretary **Michael A. Pooler**, Educational Director **Nikolay Entchev**, Deck Delegate **Mary Rose Bado**, Engine Delegate **Dominique N. Tarantino**, Steward Delegate **Luis Gonzalez**. Chairman announced three days in Corpus Christi, Texas unloading, cleaning tanks, then loading again. Captain is happy with crew's performance. He also reported Welfare Plan renamed to Health and Benefits Plan. Educational director spoke of upgrading benefits at Paul Hall Center and need to take advantage of it, not only for STCW compliance, but also for improving skills and job security. No beefs or disputed OT reported. Recommendation made to lower required time needed to apply for vacation check. "Bravo" to steward department for putting out restaurant quality food. Requests made for repair of TV antenna and washing machine as well as purchase of satellite dish and new mattresses. Everyone asked to help by separating plastics from paper

and cans and place in proper containers.

CHALLENGER (CSX Lines), June 19—Chairman **Roy L. Williams**, Secretary **Rafael Pagan**, Educational Director **Clive A. Steward**, Deck Delegate **Julio Mattos Jr.**, Engine Delegate **Monte Pryor**. Chairman noted OT sheets turned in to captain. Due to gas and soot being released from smokestack during voyage, captain advised crew not to work OT on deck if conditions are unsafe. Educational director notified all who have not complied with STCW requirements that time is running out and not to wait until last minute—Feb. 1, 2002. Suggestion made to reduce sea time requirements to collect vacation and higher pension benefits. Thanks to steward department for good job. Next port: San Juan.

ENDURANCE (U.S. Ship Mgmt.), June 24—Chairman **Romeo Lugtu**, Secretary **Russell B. Bayschau**, Educational Director **Mario B. Cruzat**, Deck Delegate **Dennis R. Pickering**, Engine Delegate **James F. Siegar**, Steward Delegate **Jimmy L. Williams**. Bosun reported new contract due out within 90 days. He also urged crew members to contribute to SPAD, upgrade at Piney Point and meet the Feb. 1, 2002 deadline for STCW compliance ("...or you will not ship."). Electrician reported that new Coast Guard testing guidelines go into effect in 2002 for licensed and unlicensed mariners. No beefs or disputed OT reported. Next port: Long Beach, Calif.

EXPEDITION (CSX Lines), June 7—Chairman **James E. Reed**, Secretary **Edgardo M. Vazquez**, Educational Director **Oswald N. Bermeo**, Steward Delegate **Jose M. Jorge**. Chairman announced payoff in Jacksonville, Fla. He advised crew members to return to ship one hour before sailing time. Secretary noted everything running smoothly. Educational director stressed opportunities available at Paul Hall Center for upgrading skills. No beefs or disputed OT reported. President's report from LOG read; everyone was happy to hear about new passenger ships being built. Suggestion made for health plan to include prescription coverage for dependents and increase in pension benefits.

GOPHER STATE (IUM), June 28—Secretary **Anthony L. Curran**, Educational Director **James W. Demouy III**, Steward Delegate **Jessie Jones**. Vessel arriving in Guam after 43 days at sea from England. Educational director reminded all members about STCW and that without proper documents, Seafarers cannot ship. Union has presence in Guam now, so medical needs should go through that hall. Discussion held about purchase of new movies. Thanks given to steward department for job well done.

LITTLEHALES (DynMarine), June 25—Chairman **John R. Wolfe**, Secretary **Warren G. Lombard III**, Educational Director **Alexander Zharkoff**, Deck Delegate **Edward D. Wilson**, Engine Delegate **Andrzej Furmanowski**, Steward Delegate **Emilio Placides**. Chairman announced pirates boarded stern of vessel while under way off coast of Gabon in West Africa with one man on watch. After incident, ship went to two-man watch with stricter security measures. Vessel will lay up somewhere on East Coast in late July for 1½ months during start of hurricane season. Treasurer stated \$72 in ship's fund. No beefs or disputed OT reported. Crew members asked to be careful to not throw food, plastic or glass

items off side of ship. Next port: Jacksonville, Fla.

MAERSK ARIZONA (Maersk Lines, Ltd.), June 5—Chairman **Scott A. Heginbotham**, Secretary **Grant H. Armistead**, Educational Director **David G. Gordius**, Deck Delegate **James Clark**, Engine Delegate **Hurtado Alexandro**, Steward Delegate **Scott Burges**. Chairman spoke of importance of

PERSEVERANCE (IUM), June 29—Chairman **Thomas W. Lasater**, Secretary **Kenneth A. Roetzer**, Educational Director **Kenneth W. Pinchin**, Deck Delegate **John Yates**, Steward Delegate **William B. Young**. Chairman announced payoff July 2 in Tampa, Fla. Repair period will last 2-3 weeks. All hands reminded to work safely. No news yet about contract; crew members will be

A Passage to India



Taking a well deserved break on the *Stonewall Jackson* after transiting the Suez Canal are (from left) AB Finn Jakobsen, Recertified Bosun Cesar A. Gutierrez and Deck Maintenance Buddy Brinks.

attending union meetings and need for all Seafarers to obtain STCW training. Secretary stated stores to be loaded upon arrival in port of New Orleans. Educational director thanked steward department for fine meals and reiterated need for STCW compliance by Feb. 1, 2002 deadline. Treasurer announced \$148 in ship's fund. No beefs or disputed OT reported. Suggestions made for improving contract included upgrading dental plan and improving dependent's medical plan as well as reducing time needed for vacation.

NAVIGATOR (CSX Lines), June 25—Chairman **Werner H. Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Daniel F. Dean**, Deck Delegate **Sangie Mohamed**, Steward Delegate **Susano C. Cortez**. Chairman announced ship arrival and payoff June 29 in Tacoma, Wash. He asked crew members to keep doors locked in port and have clean set of linen ready for replacement crew. Secretary noted \$135 collected for tuna fund; educational director stated \$65 collected for movie fund (of which only \$5 remains). He also encouraged members to upgrade skills at Piney Point and be aware of STCW deadline rapidly approaching. Beef reported in deck department; no disputed OT noted. Steward department requested repair of TV antenna in crew lounge as well as a new radio. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

OVERSEAS PHILADELPHIA (OSG), June 10—Chairman **Timothy J. Olvany**, Secretary **Ronald D. Jones**, Educational Director **Kenneth Spivey**, Engine Delegate **Oscar Garcia**, Steward Delegate **Cesar A. Avila**. Payoff scheduled June 12 in Port Everglades, Fla. No word yet on new contract. Secretary reported everyone doing fine job with upkeep of ship. Educational director noted STCW classes are full through September. Deadline for compliance is Feb. 1, 2002. Apply now. Treasurer stated \$1,200 in ship's fund. No beefs or disputed OT reported. Suggestions made to reduce time needed for vacation and to have prescription coverage for family members. Still awaiting word on new dryer for crew laundry. Everyone asked to help keep crew areas clean and be quiet when coming back from shore so that others may sleep.

informed. Chairman stressed importance of contributing to SPAD and staying abreast of political activity in Washington. He stated that SIU-NMU merger was ratified and reminded crew members about Feb. 1, 2002 deadline for STCW. Educational director also talked about other upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Everyone thanked for good job aboard ship, especially steward department for excellent meals.

QUALITY (U.S. Ship Mgmt.), June 10—Chairman **Zainal A. Siregal**, Secretary **Franklyn J. Cordero**, Educational Director **Scott E. Speedy**, Deck Delegate **Donovan E. Christie**, Engine Delegate **Abdulrub H. Atiah**, Steward Delegate **Arturo Lopez**. Chairman thanked all departments for safe trip and for help keeping mess hall, pantry and lounge areas clean. He also reminded everyone to think safety and work safely at all times. Secretary stated that upgrading classes at Piney Point are unique benefit to Seafarers—a place to upgrade for greater job skills and security—and a place to get necessary STCW training before Feb. 1, 2002 deadline. Educational director reminded crew of importance of contributing to SPAD to support maritime industry on Capitol Hill. No beefs or disputed OT reported. Recommendations made for new contract to include reducing seatime needed for pension and adding prescription coverage for dependents. Next port: Charleston, S.C.

LIBERTY GLORY (Liberty Maritime), July 1—Chairman **Juan M. Rivas**, Secretary **Michael Baker**, Steward Delegate **Cecil Husted**. Chairman reported ship sailing from New Orleans after loading for Africa. Then to North Korea and possibly voyage to the West Coast—approximately 90 days in all. Secretary thanked crew for working well together and helping keep ship clean. Educational director stated ship's committee looking forward to copies of new contract. Crew discussed starting ship's fund. No beefs or disputed OT reported. Suggestion made to increase coffee break from 15 to 30 minutes. Requests made for gym equipment, grill in galley, freezer in mess halls and water fountain on upper deck.

Letter to the Editor

Writing & Remembering

In March of 1965, I joined the SIU. The last year I sailed, I was attached to the U.S. Army and went to Vietnam. It was aboard the *Seatrain Puerto Rico*.

I sailed the Great Lakes mostly, but did enjoy going "salt water" and was lucky to have seen some of the world—the Panama Canal, Hawaii, Thailand, Vietnam and Okinawa. It was a great adventure for me.

I consider my years in the merchant marine as some of the happiest days of my life. And, of course, I still have those memories to make me smile.

Due to a car accident, I can no longer do the things that I used to, and am now totally and permanently disabled. However, I love to write. And thinking of my days as a mariner, I made up this "sea story" [see poem at right]. My favorite ship was the *J.A.W. Iglehart*.

Wayne D. Brandt
Alpena, Mich.

The Whale

by Wayne D. Brandt

A whale went by —

Just sailing along —

Enjoying his roam — at sea

Our anchor got caught

On the fin of the whale

Which caused — three men to drown.

No chance did we have —

For our craft was pulled down:

I alone — am here left to tell.

I swam for a ship

Not far from that fate —

Awed in horror —

As I read the bow-plate —

"THE WHALE"

Final Departures

Continued from page 18

DARCY ETHERIDGE



Pensioner Darcy Etheridge, 76, died June 10. He started his career with the Seafarers in 1961 in the port of Norfolk, Va. Before joining the SIU, Boatman Etheridge served in both the U.S. Navy and the U.S. Coast Guard. Born in Dare County, N.C., the deck department member last worked aboard a Mariner Towing (Maritrans) vessel. Boatman Etheridge started receiving his pension in 1987. Wanchese, N.C. was his home.

WILLIAM GILMORE



Pensioner William Gilmore, 65, passed away May 10. Boatman Gilmore started his SIU career in 1988. A member of the deck department, he sailed as a captain, working primarily aboard Allied Towing Co. vessels. Boatman Gilmore resided in Andalusia, Ala. and began receiving his pension in 1998.

RUBEN LEIJA

Boatman Ruben Leija, 38, died March 28. Born in Houston, he shipped as a member of the deck department. Boatman Leija worked primarily aboard Penn Maritime, Inc. vessels.

ELBRIDGE MANN

Pensioner Elbridge Mann, 71, passed away March 9. Boatman Mann joined the Seafarers in 1961 in the port of Norfolk, Va. The North Carolina native served in the U.S. Army from 1951 to 1953. He first sailed aboard a Moran Towing of Virginia vessel. A member of the deck department, he last shipped on an Atlantic Towing Co. vessel. Boatman Mann started receiving his pension in 1988. Kill Devil Hills, N.C. was his home.

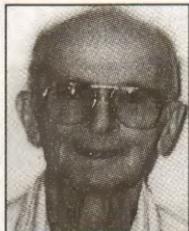
ELIJAH PLATT



Pensioner Elijah Platt, 77, died May 4. The Atlanta native started his career with the SIU in 1950 in the port of New York. He sailed

as a member of the deck department and began receiving his pension in 1969. He lived in New Orleans.

JESSE HASSELL



Pensioner Jesse Hassell, 83, passed away May 4. Born in Elizabeth City, N.C., he started his career with the Seafarers in 1958 in the port of Baltimore.

Prior to joining the SIU, he served in the U.S. Army from 1942 to 1955. Boatman Hassell first sailed aboard a Moran Towing of Philadelphia vessel. The engine department member started receiving his pension in 1980. He called Pearl River, La. home.

HENRY SOUDELIER

Pensioner Henry Soudelier, 72, died March 13. Boatman Soudelier started his career with the Seafarers in 1962, joining in the port of New Orleans. He served in the U.S. Army from 1950 to 1952. Boatman Soudelier worked primarily aboard vessels operated by Dixie Carriers. A member of the deck department, the Louisiana native shipped as a captain. He began receiving his pension in 1992. Boatman Soudelier lived in Houma, La.

GREAT LAKES

JOHN CAIRNS



Pensioner John Cairns, 66, passed away May 5. Brother Cairns started his career with the Seafarers in 1961 in Detroit. The Michigan native first

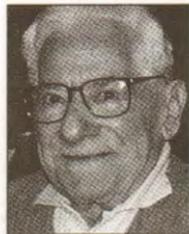
sailed aboard a Dunbar & Sullivan vessel. He shipped as a member of the deck department and last sailed on a Luedtke Engineering Co. vessel. Brother Cairns started receiving his pension in 1996. He lived in Sugar Island, Mich.

ALFRED ZAPOLNEK

Pensioner Alfred Zapolnek, 77, died Jan. 14. He joined the SIU in 1964 in the port of Duluth, Minn. Brother Zapolnek first sailed aboard a Great Lakes Associates, Inc. vessel. The engine department member last shipped on the *Charles E. Wilson*, operated by American Steamship Co. Brother Zapolnek began receiving his pension in 1994. He called Calumet, Mich. home.

ATLANTIC FISHERMEN

ANTONIO LaFATA



Pensioner Antonio La Fata, 91, passed away June 14. He was born in Marsala, Italy. Brother LaFata started his career with the Atlantic

Fishermen's Union and started receiving his pension in 1975. Brother LaFata lived in Gloucester, Mass.

DONALD SUTHERLAND



Pensioner Donald Sutherland, 75, died April 25. Brother Sutherland started his career with the Atlantic

Fishermen's Union in 1969 in Boston. He served in the U.S. Army from 1944 to 1947. Brother Sutherland sailed in the deck department as a captain. The Gloucester, Mass. native started receiving his pension in 1988. He resided in Massachusetts.

RAILROAD MARINE

WALTER HUGATE



Pensioner Walter Hugate, 79, died June 8. Brother Hugate started his career with the Seafarers in 1960, joining in the port of Norfolk, Va. He

sailed primarily aboard vessels operated by the marine division of the Penn Central Railroad Co. Born in Virginia, he shipped as a member of the deck department. He started receiving his pension in 1982. Brother Hugate made his home in Gloucester, Va.

MELVIN WHITE



Pensioner Melvin White, 88, passed away April 8. Boatman White started his SIU career in 1960. The Matthews, Va. native first sailed aboard a

vessel operated by the Penn Central Railroad Co. A member of the deck department, Boatman White began receiving his pension in 1977. Mobjack, Va. was his home.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the months of September through December 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. 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 (including simulator steering assessments)	September 22	October 19
	October 20	November 16
	November 17	December 14
Lifeboatman/Water Survival	September 8	September 22
	October 6	October 20
	November 3	November 17
Radar (simulator)	September 8	September 21
	October 6	October 19
	November 3	November 16
Radar (one-day renewal)	September 21	
	October 19	
	November 16	
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	September 22	September 28
	October 20	October 26
	November 17	November 23
GMDSS (simulator)	September 1	September 15
	September 29	October 13
	October 27	November 10
Bridge Resource Management	November 24	December 8
	September 1	September 7
	September 29	October 5
	October 27	November 2
	November 24	November 30

Steward Upgrading Courses

Course	Start Date	Date of Completion
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Galley Operations/Advanced Galley Operations modules start every week beginning January 8. Certified Chief Cook/Chief Steward classes start every other week beginning January 6.

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	September 8	October 19
	November 3	December 14
Welding	September 15	October 5
	October 13	November 2
	November 24	December 14

Recertification

Bosun Recertification	September 8	October 8
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Safety Specialty Courses

Course	Arrival Date	Date of Completion
Government Vessels	September 1	September 21
	September 15	October 5
	September 29	October 19
	October 13	November 2
	October 27	November 16
	November 10	November 30
STCW Medical Care Provider	November 24	December 14
	September 22	September 29
	October 20	October 27
Basic Fire Fighting/STCW ..Basic Safety	September 8	September 14
	September 15	September 21
	September 22	September 28
	September 29	October 6
	October 20	October 26
	October 27	November 3
	November 10	November 16
November 17	November 23	
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	November 24	November 30
	September 15	September 29
	October 13	October 27
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 28	November 10
	November 11	November 24
	October 6	October 13

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

9/01

Paul Hall Center Classes



ARPA — Standing outside the entrance to the Paul Hall Center's new simulator building are graduates of a recent ARPA class. From the left are James Hoffman, Steven Taylor, Fenton Whitlow and Horace Wood, all NATCO boatmen. Their instructor, Mike Smith, is at far right.



Bridge Resource Management — Completing the bridge resource management class July 20 are (from left) Freddie Cantrell, Steven Hardin, Brent Hensley, Paul Szalus, William Hough, William Schuppman and Leo Bonser. Herb Walling, their instructor, is at far right.



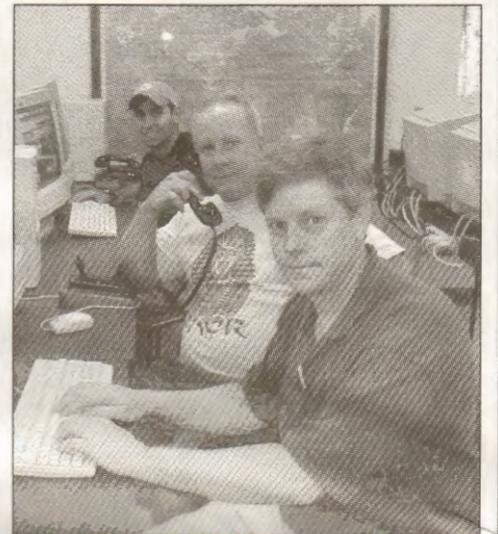
Water Survival — Upgrading Seafarers earning their water survival endorsements July 27 are (from left, kneeling) Mohamed H. Ali, John Fisher, Egbert Campbell, Rudy Garrido, (second row) Stan Beck (instructor), Louis Holder, Joseph Borys, Jerry Fanning, Chaerul Salim and Carlos Nuñez.



Tankererman (PIC) Barge — Graduating from a recent tankererman (PIC) barge course are (from left, front row) Jeff Bruton, Robert Judy, Herbert Rogers, Paul Seitzinger, Ray Prim, (second row) Clarence Jannette, Marcus Laguer, Marc Tomoschat, Luis Perez, (third row) Herb Walling (instructor) Peter Madden, Craig Amison and Kenneth Mottley.



GMDSS — Completing the GMDSS course July 27 are (above photo left, from left) Andre Skevnick, Brad Wheeler (instructor), Paul Carolan, Jack Walker, Gregory Rivera, Scott Costello, Jason Bryan and John Cox. Graduating Aug. 17 from the same course are (above photo, right, from back) Nils Kohlmyer, Albert Hendricks and their instructor, Brad Wheeler.



Steward Department Skills



Certified Chief Cook — Improving their culinary skills in the certified chief cook course are (from left) Robert Johnson, Leoncio Dela Cruz, Arturo Rodriguez, Juan Rochez and Angelo Camacho.



At left, Arturo Rodriguez chops carrots for another creation, while (above) Leo Dela Cruz shows off his salmon en papillote.



Personal Survival/STCW — Earning their personal survival endorsements July 29 are (in no particular order) Jules Delgado, Manuel Bans, Odilio Evora, Andrew Donaldson, Jeffrey Beasley, Kevin Gasaway, Woodrow Coleman, Andrew Brzezinski, Husain Ali, Mary Friedman, Ralph Clark, Craig Hammer, Clifton Ayars, Thomas Gliva, Joseph Gandara, David Fridstrom, Chris Brewster, Maurice Gutierrez, Vicente Cacacho, Arnaldo Arzu, Rodolfo Garcia, Luis Aguirre, Ricardo Abella Jr., Robert Bostick, Jesse Hankins, Bando Franklin, Mariano Gutierrez, Earl Farmer, David Akpoviri, Philippe Brunelle, Robert Edwards and Gerardo Ballestar.



Personal Survival/STCW — Successfully completing the personal survival/STCW course July 29 are (in no particular order) Juan Torres, Ausberto Laspinas, William Lima, Allan Lane, Daniel White, Rafael Tannis, Courtney Taylor, Emanuel Washington, Spanhoff Abu Bakr, Walter Winchester, Roberto Velasquez, Alfonso Navarro, Samuel Uyatede, Lindberg Wilson, Victor Wolf, Kenneth Huddleston, Carl Herrmann, Moises Johnson, David Kennedy, Noel Magbitang, Carlos Solina, Wilfredo Williams, Donnell Lewis, William Mokey, Glenroy Reid, John Robinson III, Paul Sharo and Ralph Holzinger.

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.

Paul Hall Center Classes



April 23-27, 2001 — Paula Brookshire, Phillip Darval, Wilfredo Espinoza, Greg Heseltine, Albino Inofinada, Simon Klein, Jehu Laranjo, Gregory McHugh, Ali Mohsin, Aurelian Moise, Toaono Nagaseu, Remando Ortiz, Paul Su and Ricky Tongg.

Basic Safety Training Classes Held in Hawaii



May 7-11, 2001 — Glenford Ancheta, Alwie Assagaf, Conrad Blas, Lou Cabano, Romeo Cacal, Edilberto Cateil, Abelardo Cortez, Charles Howard, Patronilo Luis, Nghia Luu, Nuemie Pascual, Rizalino Pascual, Alberto Quiba, Claudia Rivera, Francisco Salgado, Alfonso Troz, Juanito Ulatan Jr. and To-Nu Wallace.



May 14-28, 2001 — Justin Blair, Robert Borro, Jonathon Flakoll, Katie Goodale, Hugo Infante, Colleen Mast, John McCarthy, Robert McElwee, Victoria Messamore, Melinda Napoleon, Orlando Pajarillo Jr., Rodulfo Pardo, Charles Pasay, Honesto Rocas, Nelson Rochez, Dennis Rosal, Robert Spitzcock and Christopher Zaucha.



June 18-22, 2001 — Rafael Aguirre, Ebrahim Alshuabi, Sure Anitak, Romeo Bendico, Gabriel Emmanuel, Junell Garalde, Calixto Guerra Jr., Mafi Heimuli, James Holland, James Humphrey, Rudolfo Jordan, Christopher Kaanaana, Randy Miller, Carey Patton, Ali Said, Nabil Sharif and Robinson Tacang.



June 25-29, 2001 — Daniel Ah San, Krystal Andrews, Rod Busca, Manuel Destura, Kevin Dougherty, Douglas Dunnell, Luke Failauga, Enrique Garcia, Brett Kosking, Gary Lauer, Patrick Legras, Theresa Motas, Ramend Prasad, Augustin Reinat Jr., Diane Zagorski and Douglas Zagorski.



July 9-13, 2001 — Abdo Ali, Saleh Ali, Yahya Ali, Shawn Canon, Susano Cortez, Richard Fisher, Algerico Gubutan, Peter Hadden, Elizada Kahaialii, Tony Kaplan, Patrick Maher, Edwin Manalaysay, Chris Margaronis, Claudia Mauricio-Brice, David Pryce, Pablo Rochez-Colon, Beverly Stevens, Luis Valerio, Laurie Victorino, Harold Wolf and Michael Young.

Computer Lab Class

Outstanding Initiative — Grady Mason (left) and Jeff Edwards (right) display the certificates they earned while learning the complexities of Microsoft's Excel spreadsheet software. Both were attending the school to complete the unlicensed apprentice program, and they worked at learning Excel in their spare time after regular classes were over for the day. They each successfully completed three levels of Excel training with near-perfect grades. With them is their instructor, Rick Prucha.



The students pictured above received certificates in the computer class which ended July 6, 2001. From the left are Joshua Overland, Leon Pulley, James Cunningham, Rick Prucha (instructor) and Paul Duquette.



The

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DEADLINE: FEBRUARY 1, 2002

That is the date by which mariners sailing aboard deep sea or near-coastal vessels must comply with the amended STCW convention.

For additional information, see page 13

SIU-Crewed Delta Mariner Ready for Rockets

There was much excitement at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. last June when the SIU-crewed *Delta Mariner* tied up at the dock.

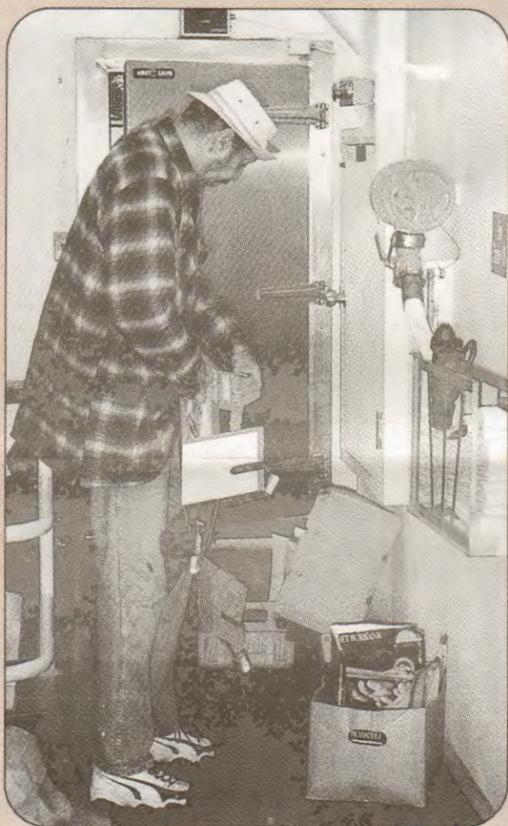
During its three-week stay at the southern Maryland facility, students and other guests were able to tour the unique vessel, which is designed to transport rocket boosters and other space hardware. It also gave the crew members an opportunity to complete an STCW Basic Safety Training class—needed to help them meet the requirements of the amended STCW convention before the Feb. 1, 2002 deadline.

Since leaving Piney Point, the 312-foot *Delta Mariner* has transited

the Tennessee-Tombigbee Waterway twice. Its variable ballast design allows it to operate on rivers (with an 8-foot draft) as well as oceans (12 feet). At press time, it was at the Boeing plant in Decatur, Ala., ready to load its cargo for a trip to Cape Canaveral, Fla.



Students in a lifeboat class at the Paul Hall Center for Maritime Training and Education get an up-close look at the *Delta Mariner*.



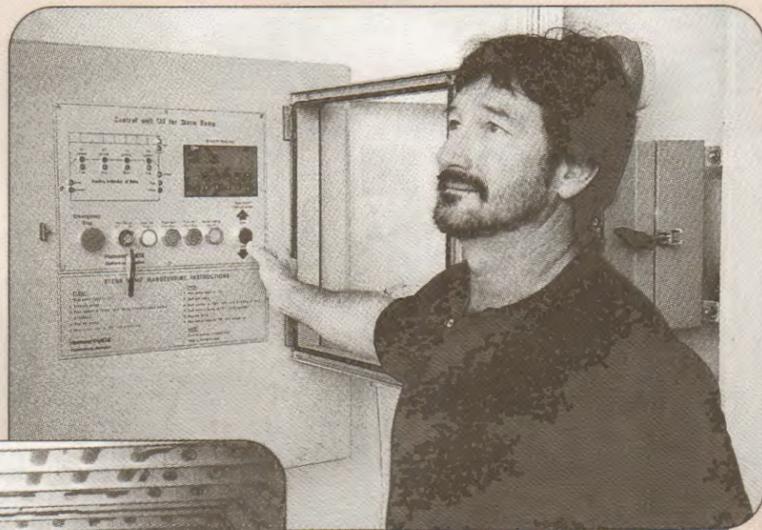
Steward Americus Bell Jr. breaks down boxes to be thrown into the trash.



Arthur Quinney, oiler aboard the vessel operated by Gulf Caribe Maritime, Inc., goes over some paperwork in the engine room.



Bosun David Dines (left) receives another can of paint from crew member Kevin Samuels.



AB Jamie Hall (above) lowers the cargo door, which leads into the large cargo area at left.



Delta Mariner

- Constructed at Halter Marine in Gulfport, Miss.
- Operated by Gulf Caribe Maritime, Inc.
- Length: 312 feet
- Variable ballast design allows it to operate on rivers and oceans
- Main mission: hauling Boeing Delta IV flight hardware, including rocket boosters, upper-stage rocket motors and satellites
- Travels between Decatur, Ala., Cape Canaveral, Fla. and Vandenberg Air Force Base in California