

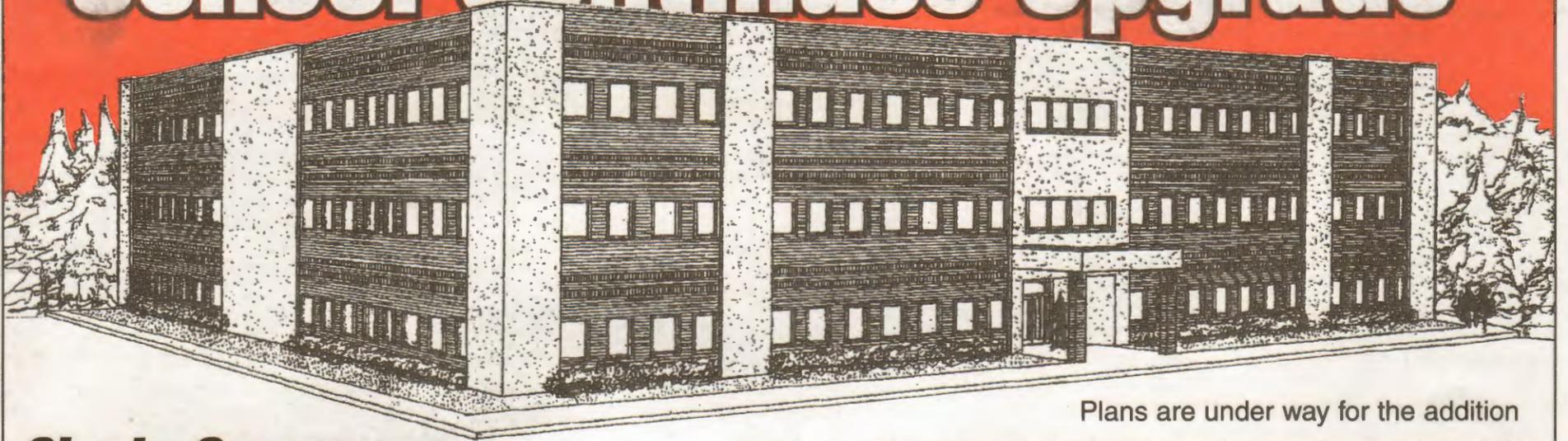


The

Seafarers Log

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

School Continues Upgrade



Single-Occupancy Dorm Rooms Planned For Paul Hall Center

Plans are under way for the addition of approximately 100 single-occupancy dormitory rooms at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The artist's sketch above shows what the building (situated behind the library) is expected to look like upon completion. Page 3.



Seafarers To Crew USNS Impeccable

The U.S. Military Sealift Command last month ceremonially launched its newest ocean surveillance vessel, the SIU-crewed *USNS Impeccable*. Finishing touches are being applied to the 281-foot vessel at Halter Marine Shipyard in Pascagoula, Miss. Page 4.

New Tug-Barge Joins Express Marine Fleet

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President's Report

Election Day Lessons

As the presidential election dragged on, countless news reports detailed the legal twists and turns that seemingly changed by the hour.

Along the way, the nation got a refresher course in the electoral college. In fact, media surveys revealed that a sizeable number of Americans weren't even aware that the U.S. utilizes electoral votes, rather than the "popular" count, to determine the presidency.

It's a riveting and historic story, one that stirred up innumerable emotions and opinions even as Election Day gave way to Thanksgiving.

Yet, I hope that the complexities surrounding the Florida recount didn't obscure what is perhaps the most important lesson we all should have learned from this episode: Every vote counts.

Set aside for a moment all of the legal wrangling—not to mention all of those comedic, pretend ballots that probably showed up at some point on your fax machine or email!

The power of a single vote is highlighted by the fact that Florida law mandated the initial recount precisely because the tally was so close. If enough supporters of either leading candidate had voted, then the election would have been determined without all the prolonged activities after November 7.

Every vote counts. Your vote counts.

That's a lesson that all Seafarers should take to heart, whether it's for a local, state or national election or for an SIU election like the one currently under way. Don't sit on the sidelines in any election and let other voices be heard while you remain silent. Don't assume that your single vote can't make a difference.

Study the issues, study the candidates and cast your votes.

We work in a heavily regulated industry. Our day-to-day functions and our long-range survival continually will be affected by politicians and the people they appoint.

It may be something as routine as upgrading your rating, or something as historic as the construction of new U.S.-flag cruise ships and tankers. In every case, the opportunities for growth are tied to politics, one way or another.

Similarly, the SIU's direction starts with you, the individual member. You elect officials to lead the way in strengthening our union. You decide the outcome of proposed constitutional amendments such as those on the current SIU ballot.

It must have been a sickening feeling for the people in Florida who wanted a particular presidential candidate to win, yet failed to vote. They probably realized too late that they could have had a positive impact, not only by voting but also by encouraging others to vote.

Whoever you support in the SIU election, and however you stand on the proposed amendments, I urge you not to repeat their mistake of remaining silent. For the future of your union, cast your votes and encourage your fellow members to do the same.

Season's Greetings

For many, the holiday season is a reflective time. Looking back on the past year, I am especially grateful for the steady professionalism exhibited by SIU crews in our deep sea, Great Lakes and inland fleets. Your reliable work and your outstanding reputation helped pave the way for the union's continued advancement.

I also want to say a special thanks to the staff at the Paul Hall Center for Maritime Training and Education. Between the openings of the new simulator building at Piney Point and the new safety school in Hawaii, plus the surge of training required for mariners in the initial crewing of U.S. Lines' cruise ship *Patriot*, they have had their hands full. And they've done a great job.

My thanks also goes to the staff of the *Seafarers LOG*. They are a dedicated group and they put out a good product, month after month.

Finally, I offer warm wishes to all Seafarers and their families for a safe, happy holiday season.

Law Intends Mariner Tax Relief

President Clinton early last month signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law took effect Nov. 9. It amends Chapter 111 of the United States Code, Title 46.

The legislation stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

In successfully requesting unanimous consent for the Senate version of the Transportation Worker Tax Fairness Act (S. 893), Senator John McCain (R-Ariz.) on Sept. 28 stated, "Under existing law, water transportation workers, including marine pilots, tow

and tugboat workers and others who work aboard vessels are often subjected to filing and tax requirements by states other than their state of residence, leading to possible double taxation. I do not believe that double taxation is what Congress had intended for any transportation worker when it crafted the Interstate Commerce Act."

He pointed out that the Interstate Commerce Act exempts truck drivers, airline pilots and railroad employees from being taxed by state and local jurisdictions in which they don't reside.

Senator Slade Gorton (R-Wash.), who along with Senator Patty Murray (D-Wash.) introduced S. 893, stated that the legislation "will rectify this situation by extending the same tax treatment to personnel who work on the navigable waters of more than one state."

Rep. Brian Baird (D-Wash.) had introduced a companion bill in the House in March 1999.

SIU Pensioners to Get \$500 Year-End Bonus

Eligible SIU pensioners will receive a year-end bonus check of \$500 this month. The Seafarers Pension Plan Board of Trustees recently approved the payment after union representatives to the group recommended the bonus.

This bonus check will be sent to all SIU pensioners who currently receive monthly benefit checks for normal, early normal or disability pensions from the Seafarers Pension Plan.

The trustees also authorized the plan administrator to issue the January pension checks in December, as has been done for

many years.

The board of trustees, composed of representatives from the SIU and its contracted companies, decided to issue the bonus after reviewing the plan's successful investment performance.

More information about the

bonus or the pension plan in general may be obtained by contacting any union hall or by calling a plan representative at 1-800-CLAIMS4. Members and pensioners also may write to the plan at 5201 Auth Way, Camp Springs, MD 20746.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Jan. 1 for the observance of New Year's Day and Monday, January 15 for the observance of Martin Luther King Jr. Day (unless an emergency arises). Normal business hours will resume the following workday.

Solidarity With OPEIU



Seafarers rallied Oct. 15 in Garden City, N.Y. with striking members of the Office and Professional Employees International Union (OPEIU) Local 153 who are employed at Adelphi University. The OPEIU members' job action began in mid-September. The key issues included health care premiums, wages and pension benefits. Pictured above, from left, are AB William Rackley, SIU VP Atlantic Coast Jack Caffey, OPEIU President Michael Goodwin, AB Edwin Ortega and Recertified Bosun Gus Koutouras. Below, Local 153 members demonstrate in the rain.



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Single-Occupancy Rooms Planned for Paul Hall Center

Other Improvements Okayed for School

As vocational schooling becomes increasingly vital for Seafarers, the Paul Hall Center for Maritime Training and Education continues improving its curriculums and its facilities.

The latest major announcement from the Piney Point, Md. school came last month during SIU membership meetings throughout the country. Namely, the Paul Hall Center is adding approximately 100 single-occupancy dormitory rooms for upgraders. Meanwhile, approximately half of the school's existing 250 hotel rooms will be renovated.

The 100 or so new rooms will be located in the former trainee administration building—scheduled for a complete refurbishment—behind the Paul Hall Library and Maritime Museum. An additional floor likely will be added to the two-story structure.

New furniture also is being ordered for approximately half the rooms in the hotel, while new roofs are being installed on nearly every structure throughout the 65-acre campus. Work already has begun on

the latter project, expected to last about eight months.

The estimated completion date for the new rooms and renovated hotel rooms is not yet known. Nevertheless, Seafarers at SIU halls around the nation look forward to the upgrade.

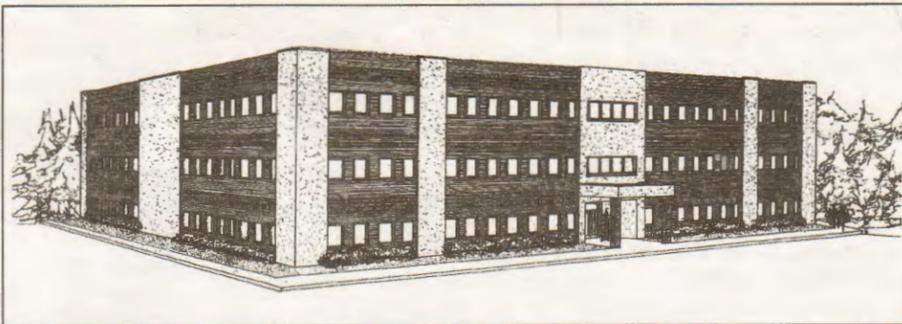
"It'll be a phenomenal improvement," said QMED Tyler Harden in Mobile, Ala. "What it's going to do is cut down on distractions, especially for concentration on your studies. It'll probably also allow members to get better sleep, because of different (individual) schedules for classes.

"It makes you feel like the officials are looking out for our best interests," he added.

In New Orleans, Recertified Steward Ernie Hoitt said, "I think it'll improve people's studies. One person to a room, I think it'll work out fine."

"It's an excellent decision," stated Electrician Randy Clark in Houston. "It will increase guys' ability to study and increase privacy. It's a great move."

In Baltimore, AB John Salarda cited



The above illustration is an artist's rendition of the refurbished building at the Paul Hall Center which will contain nearly 100 single-occupancy rooms.

the potentially more conducive atmosphere for studies as a key benefit to the single-student rooms.

Oiler Stephanie Brown in Jacksonville, Fla. said another plus may be "lifestyle considerations—something as simple as, one person may smoke, while [a roommate] may not."

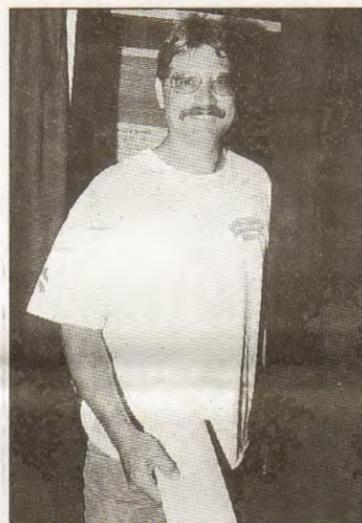
The changes were announced following October meetings of the Trustees of all of the Seafarers Plans.

"We have need for single-occupancy rooms, so this will be a big step forward,"

said Don Nolan, vice president of the Paul Hall Center. "It'll take a lot of work, but it will all be worth it."

Other notable additions to the center during the past 18 months have included the openings of the new simulator building and the Joseph Sacco Fire Fighting and Safety School. Also during that time, the school has added several U.S. Coast Guard-approved, STCW-related courses and secured opportunities for students to earn college credits by successfully completing certain vocational training classes.

Balloting Begins in SIU Election



Above, QMED Ralph Thomas emerges from the voting booth in Jacksonville. Below, Jacksonville Port Agent Tony McQuay (left in both photos) checks that SIU members Chief Steward Jerome Jordan (in left photo) and AB Frank Thompson are eligible to vote in the union election.

Voting began last month and will continue through Dec. 30 in the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

Balloting is taking place at 21 SIU halls throughout the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2001-2004 term. The ballot also includes five proposed constitutional amendments.

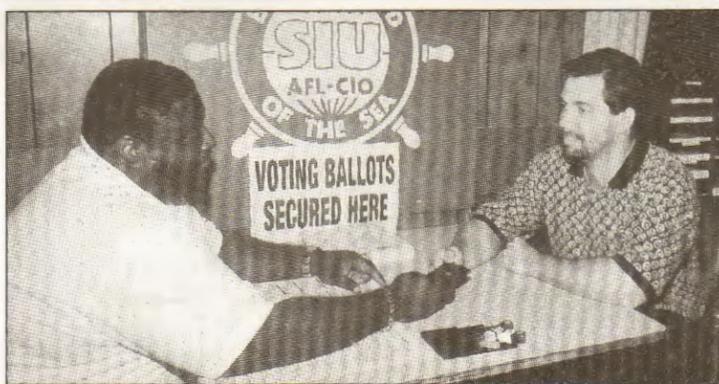
Seafarers may obtain their ballot from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 30.

Listed on the ballot are the names of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters rep-

resentatives and 10 port agents (for a total of 27 positions). It also includes the five proposed constitutional amendments.

At the union halls, a member in good standing (upon presenting his or her book) is given a ballot and two envelopes. After his or her selection is marked, the ballot is folded and placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where ballots are kept until submitted to the union tallying committee.

That rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January and will tabulate and announce the election results.



Oiler Michael McClinton (right) presents his book to Jacksonville Port Agent Tony McQuay to receive his ballot.

Union Families Mobilize, Vote In Record Numbers

Nation Elects Pro-Maritime Congress

Union households played a pivotal role on Election Day, accounting for the winning margins in several key elections and ballot initiatives, according to the AFL-CIO.

The national federation of trade unions (to which the SIU is affiliated) also reported that union members and their families composed a record high 26 percent of voters Nov. 7.

Meanwhile, a solid nucleus of pro-maritime legislators won their respective elections in the House and Senate, said SIU Legislative Affairs Director Terry Turner.

"It's very gratifying that so many people were re-elected who believe in a strong U.S.-flag fleet," Turner stated. "At the same time, there are some new faces in both houses of Congress, and the SIU will work hard to familiarize those legislators with the vital role of the U.S. Merchant Marine."

The presidential election remained unsettled as this issue of the *Seafarers LOG* went to press. Prior to Nov. 7, Vice President Al Gore and Texas Gov. George W. Bush each issued a statement expressing support for the U.S.-flag fleet and American mariners.

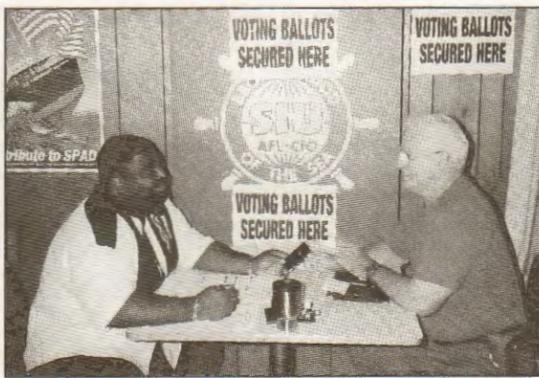
AFL-CIO President John Sweeney noted that union voters helped defeat two "paycheck deception" ballot initiatives that attacked the voice of working families in Oregon. They also were instrumental in turning back voucher initiatives in California and Michigan.

"What is striking about all the exit polls is how much a majority of Americans agree with a working families agenda," Sweeney said. "Working families want Social Security protected and Medicare strengthened, not turned over to HMOs. They want prescription drug benefits for seniors, as well as investments in education, health care and infrastructure."

According to a post-election survey reported by the federation, union members identified as their most important voting issues (in order) Social Security; economy and jobs; health care including prescription medications; and education.

As in previous elections, corporations substantially outspent unions—by 15-to-1—during this voting cycle. That is up from 11-to-1 in the prior two elections.

During mid-November party meetings, House Speaker Dennis Hastert (R-Ill.), Majority Leader Dick Armey (R-Texas) and Majority Whip Tom DeLay (R-Texas) were reappointed to their respective positions for the new Congress, as were House Minority Leader Richard Gephardt (D-Mo.) and Minority Whip David Bonior (D-Mich.). Senate leadership positions were expected to be filled early this month.



New Name, Improved Benefit Affirmed by Seafarers Health Plan

The Seafarers Welfare Plan Board of Trustees last month announced an increase in the sickness and accident benefit, plus a new name for the Plan itself.

Beginning Jan. 1, 2001, the sickness and accident benefit will be \$25 per day. That amount represents an increase of more than 212 percent.

Additionally—largely due to member feedback indicating occasional misunderstandings with some health care providers—the Plan's new name is the Seafarers Health and Benefits Plan. The periodic confusion apparently stemmed from some providers mistaking the term "welfare" to mean public assistance, rather than wellbeing.

At the November membership meeting in Piney Point, Md., Seafarers Plans Administrator Lou

Delma noted, "Although this change has been approved, both names (Seafarers Welfare Plan and Seafarers Health and Benefits Plan) will be in use for a while, as it will take some time to change all of the Plan documents and to notify the required government agencies."

As reported in the November issue of the *Seafarers LOG*, the Plan also recently announced a major expansion of its annual scholarship program for SIU members and their dependents. The improved program annually will include three scholarships for SIU members and five for spouses and dependent children of Seafarers. Altogether, the scholarships' value totals \$132,000.

For more details on the scholarship program, see page 21.

MSC Christens USNS Impeccable

Seafarers Will Crew New Surveillance Ship

The U.S. Military Sealift Command (MSC) last month ceremonially launched its newest ocean surveillance vessel, the SIU crewed *USNS Impeccable*. The ship is the only one in its class.

SIU members will fill all unlicensed positions aboard the new vessel when it enters the fleet, although that date has not yet been announced.

Copies of the new five-year contract covering the *Impeccable* and 13 other SIU crewed T-AGOS and SWATH ships were mailed to the vessels in October. As previously reported, Seafarers enthusiastically have reacted to the agreement, which includes substantial wage and benefit increases.

For instance, with the new contract, the bosuns, stewards and QMEDs—based on working seven days a week and working three hours of overtime per day—each would earn \$6,622.75 per month. The contract also increased the vacation benefit by five days and adds enrollment in the Seafarers

Money Purchase Pension Plan.

Also, the pact includes 3 percent wage increases each year, plus boosts the vacation benefit seven days (to a total of 14) by the third year.

Meanwhile, finishing touches are being applied to the *Impeccable* at Halter Marine Shipyard in Pascagoula, Miss. The *Impeccable* will join eight other ocean surveillance vessels that use a towed-array sensor system, called SURTASS, to support the Navy's antisubmarine warfare capability. It will gather ocean acoustical data for antisubmarine warfare and rapidly transmit the information to the Navy for prompt analysis.

The *Impeccable* is 281 feet long and can travel at a sustained speed of 12 knots. It is considerably larger and even faster than the 235-foot Victorious-class ships, which are capable of a sustained speed of 9.6 knots.



The *USNS Impeccable* is covered by a five-year contract.



The newest additions to Express Marine's fleet are the tug *Express Explorer* and the barge *Domino Sugar*, which operate between Baltimore and Brooklyn, N.Y.

Express Marine Launches New Tug & Barge

The SIU welcomed new jobs as Express Marine dedicated the new barge *Domino Sugar* along with its companion tug *Express Explorer*.

The tug and barge recently entered service, transporting cargo primarily between Baltimore and Brooklyn, N.Y.

Express Marine listed several notable aspects of the barge's design. For instance, it is coated

with food-grade epoxy paint that meets FDA standards for contact with food-grade products.

Ten pumps are situated on the barge, each of which is rated at 400 GPM. They leave minimal residual product after unloading, while enabling a complete off-load 10.5 hours.

An air filtration system was added to the barge to filter replacement air going into the

tanks as product is pumped off.

Additionally, the vessel is equipped with three on-deck tanks that will return residual cane syrup product from one port to another for further processing.

The barge was constructed by Halter Marine in Gulfport, Miss.

The *Express Explorer* is a twin engine tug with 3600 horsepower of towing capacity. Its bow fits into the notch at the stern of the barge.

The tug utilizes a crew of six and features an upper wheelhouse that is 48 feet above the water level, providing optimum visibility.

Seafarer Young Survives Singapore Airlines Disaster

Seafarer Warren Lee Young dozed in his seat aboard Singapore Airlines flight SQ006, settling in for an anticipated long flight from Taiwan's Chiang Kai-shek International Airport to Los Angeles.

Moments later, he struggled to escape the fiery remains of the ill-fated jet, which mistakenly had traveled down a closed runway. The Boeing 747-400, moving at greater than 150 mph, struck a concrete barrier on the runway and then caromed through a construction site. Eighty-one of the 179 people aboard were killed as the plane erupted into flames and broke apart.

Young, a medical department representative (MDR) with the SIU, survived, suffering burns on both arms. He returned to the U.S. one week after the Oct. 31 disaster and, as of late November, continued receiving daily treatments for his injuries.

The crash made headlines worldwide.

"I've had all kinds of emotions about it, a little bit of everything," Young, 44, said in a Nov. 15

interview with the *Seafarers LOG*. "At first, I had some trouble sleeping."

The anxious moments continued when he returned to the airport a week later for what proved to be a routine flight home. "But my sisters and brother-in-law came over (to Taipei), along with a nurse from the U.S., and they flew back with me. I was a little nervous about flying at first, but their being there made it a little easier."

'The Plane Started Shaking'

Young joined the SIU in July 1999 in Norfolk, Va., after spending 11 years in the U.S. Navy. He most recently had sailed aboard the SIU-contracted surveillance ship *USNS Bruce Heezen* and then briefly went aboard the *USNS Bowditch* before planning to return home.

Having flown overseas and back several times, he wasn't worried as he settled into seat 53K—a window seat near the right wing on flight SQ006.

"I heard a little pop. I thought we had a blowout," he recalled.



AP Photos/Wally Santana

Aviation inspectors view the sheared fuselage of Singapore Airlines jetliner flight SQ006 as it sits on the runway of the international airport in Taipei, Taiwan. The accident killed 81 people.

"Then the plane started shaking, jolted two or three times. I saw fire on the right wing, then everything started falling apart."

"The next thing I knew, fire was shooting in my window," he continued. "I shielded my face and tried to get down as low as I could. I released the seat belt, then it seemed like I fell up (toward the top of the plane). I must have lost consciousness, because by the time I got up, I could only see three other people. The plane had broken apart and the exit was just ahead of me. That's where I must have slid."

As he and other passengers left the wreckage, they took cover in a large drainage ditch.

"There must have been 40 or 50 people in there," said Young. "We got in there in case the plane exploded. We stayed there a couple of minutes and then heard an explosion."

Despite his injuries—second- and third-degree burns on his right arm, first- and second-degree burns on his left—Young assisted other passengers out of the ditch. Vans transported them to the terminal; from there, ambulances took them to a hospital.

Confined in a foreign facility, Young said he initially didn't realize the large scope of media

coverage the crash received, though he was interviewed by CBS Radio and by television personality Bryant Gumbel.

"I think I missed out on most of it, and then when I got back, the elections had taken over," he said.

Though he lives in Norfolk, Young is staying with family in Texas. He is taking hydrotherapy and likely will not need skin grafts to repair the damage. However, Young said he anticipates undergoing physical therapy for his right hand and arm.

According to news reports, the pilot of flight SQ006 (who survived the crash) is being blamed for the wreck.

Young said it could have been worse.

"It just so happened that part of the plane broke (away) from where the fuel was," he explained. "The open part of the plane was facing away from the fire. The right wing was what hit the (construction) equipment, apparently. That's how I got burned."

"I wasn't going to sit in my seat very long," he concluded. "I just wanted to get out of my seat and see if I was still going to be on fire."



AP Photos/Wally Santana

An air safety investigator from the U.S. Federal Aviation Administration inspects the wreckage of Singapore Airlines flight SQ006 scattered on the runway of Chiang Kai-shek International Airport.

New Tug & Barge Facts

Barge *Domino Sugar*

- Length: 370 Feet
- Draft: 30 Feet
- Beam: 67 Feet
- Capacity: 2,460,000 Gallons
- Pumping Rate: 4000 GPM
- Epoxy Liner: FDA approved for direct contact with food

Tug *Express Explorer*

- Length: 116 Feet
- Draft: 16 Feet
- Beam: 32 Feet
- Hp: 3600
- Crew: 6

Source: Express Marine, Inc.

In next month's LOG:

Look for the Paul Hall Center Course Guide - featuring descriptions of all the upgrading courses available to Seafarers in 2001.

Also, visit the SIU on the web at www.seafarers.org

Merchant Marine Included In World War II Memorial



Service anthems and "Taps" are played at the Nov. 11 event.

Hart Praises 'Sometimes Overlooked' Service

The U.S. Merchant Marine's vital contribution to the Allied victory in World War II will be honored as part of a new memorial being built in Washington, D.C.

President Clinton led a groundbreaking ceremony on Veterans Day for the World War II memorial. James Dooley, who sailed in the U.S. Merchant Marine during the war, also participated, along with other veterans.

In an account of the ceremony, the U.S. Maritime Administration (MarAd) noted, "The World War II Memorial will be the first

national memorial dedicated to all who served in the armed forces and Merchant Marine of the United States during World War II and acknowledging the commitment and achievement of the entire nation. All military veterans of the war, the citizens on the home front, the nation at large, and the high moral purpose and idealism that motivated the nation's call to arms will be honored."

The ceremony concluded with a medley of service anthems, MarAd reported. The first, announced as the song of the Merchant Marine, "Heave Ho! My Lads, Heave Ho!" was sung by Erin Gant, a graduate of the U.S. Merchant Marine Academy.

Another U.S. Merchant Marine veteran attending the ceremony reported that military veterans, at least one with tears in his eyes, approached him to thank him and the merchant marine for its wartime service, according to MarAd.

In his Veterans Day statement, Maritime Administrator Clyde Hart (who recently returned to that post after a temporary assignment elsewhere) stated, "Each year, the nation pauses on November 11 to give thanks to and for all who have served in our armed forces in times of peril. Sometimes overlooked are America's Merchant Mariners who have risked all to support and sustain our servicemen and women.

"During World War II, nearly 6,000 merchant seaman and offi-



During groundbreaking ceremonies for the World War II Memorial in Washington, D.C., President Clinton addresses the crowd.

cers lost their lives in the struggle for freedom. In 1945, General Dwight D. Eisenhower said the members of the merchant marine, 'by their devotion to duty in the face of enemy action, as well as the natural dangers of the sea, have brought us the tools to finish the job. Their contribution to final victory will be long remembered.'

"On Veterans Day 2000, ground will be broken on the National Mall in Washington, D.C., for the National World War II memorial. It is appropriate and gratifying that the memorial will be dedicated to all who served in the armed forces and the Merchant Marine of the United States during World War II.

"From the birth of the Nation through the epic battles of the 20th Century, our merchant mariners have served whenever and wherever needed, including in Korea, Vietnam and the Persian Gulf. Today we should remember those in the merchant marine who served our nation so

gallantly in the past, and we salute those who are prepared to answer the next call, whenever it comes.

"With the groundbreaking ceremony on the National Mall, we will especially hold in our hearts those who risked and sacrificed so much serving in the merchant marine during World War II."



Representing the U.S. Merchant Marine during the ceremony is James Dooley.

Notice to WWII Mariners

The BBC has commissioned what it describes as a "landmark series" on the Battle of the Atlantic. It will consist of three 50-minute programs.

As part of its research, the BBC is trying to contact (among others): survivors of the sinking of the *Rueben James*; those who served on Liberty ships; survivors from the tankers *Gulfamerica*, *Atlas* or *Byron Benson*; and "anyone who has a tale to tell relating to the Battle of the Atlantic."

Qualified individuals may contact Dominic Sutherland at the BBC via mail (BBC, Room 5433, White City, 201 Wood Lane, London W12 7TS, United Kingdom), telephone (+44 (0)208 752-6532), fax (+44 (0)208 752-6336) or email (dominic.sutherland@bbc.co.uk).

Lakes Seafarers, Gordon Crew Honored For Dramatic Rescues



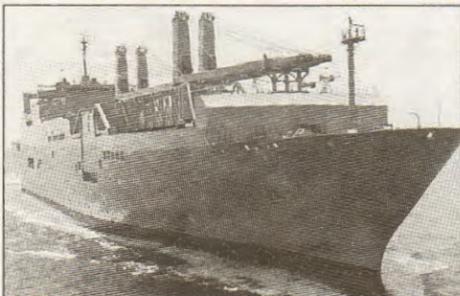
AB John Vegh (left) and Deckhand Michael Cushman were recently honored for their rescue of a dockworker in Michigan in January 1999.

Seafarers from the *USNS Gordon* and Cement Transit Company were among the honorees last month at the 31st annual Admiral of the Ocean Seas (AOTOS) awards ceremony, conducted in New York City.

The *Gordon* crew received a mariner's plaque for its March 1999 rescue of two people in the Persian Gulf from a sinking fishing boat. Rear Admiral Gordon S. Holder, commander of the U.S. Military Sealift Command, described the rescue as "a perfect example of seamanship in the finest tradition."

AB John Vegh and Deckhand Michael Cushman were honored for their roles in a January 2000 pier-side rescue of a dockworker who had fallen through ice between a tug and barge in Ferrysburg, Mich. Vegh sustained a separated shoulder during the nighttime episode.

The primary awards went to David J. Tolan, chairman of the Carriers Container Council and the United States Maritime Alliance Ltd; and to M. Brian Maher, chairman and CEO of Maher Terminals, Inc. The awards are sponsored by the United Seamen's Service.



An award also went to Seafarers from the *USNS Gordon*, who plucked two people from a sinking fishing boat in the Persian Gulf.

The Honored Seafarer Awards earned by SIU members "recognize the heroism American seafarers who have risked their lives to save others and the outstanding seamanship of officers and crews of vessels participating in rescue operations," noted the sponsor.

Labor Applauds OSHA's New Ergonomic Standard

Worker Safety Rule May Prevent Millions of Injuries

Calling it "the most important worker safety action developed" in the 30-year history of the U.S. Occupational Safety and Health Administration, AFL-CIO President John Sweeney said the agency's newly issued ergonomic standard will spare millions of workers from repetitive stress injuries.

OSHA issued the new rule Nov. 13. It takes effect Jan. 16, 2001, with varying start-up dates for specific provisions.

While applauding the measure, the national federation of trade unions (to which the SIU is affiliated) cautioned in a statement that "the battle over the ergonomic standard is not over, as business groups and their allies in Congress are expected to continue their efforts to kill the worker safety rules. Opponents of the new safety standard are expected to continue their fight to include a ban in the still-pending fiscal year 2001 appropriations legislation that funds OSHA which would prevent the agency from spending any money on implementing the standard. They also may take their fight to the courts."

As stated by OSHA in its

issuance of the rule, "The purpose of this standard is to reduce the number and severity of musculoskeletal disorders caused by exposure to risk factors in the workplace. This standard does not address injuries caused by slips, trips, falls, vehicle accidents, or similar accidents."

OSHA estimates that some 1.8 million workers a year report such work-related musculoskeletal disorders as carpal tunnel syndrome, tendinitis and back injuries—and more than 600,000 of those workers are forced to take time off from work to recover. The safety agency predicts that the new standard will prevent 4.6 million such injuries in the first 10 years.

"Workers in poultry plants, meat packing and auto assembly, along with computer operators, nurses' aides, cashiers and others in high-risk jobs, will finally have much-needed protection," Sweeney said.

"Since the passage of OSHA in 1970, the job fatality rate has been cut by 75 percent—saving more than 220,000 lives," said AFL-CIO Safety and Health Director Peg Seminario. "Job injury rates have been lowered by 39 percent. This new standard will also help make jobs safer and lower injury rates even more."

Business groups have argued that no scientific evidence backs

up the need for the new ergonomic standard, despite years of research and studies to the contrary, including reports from the National Academy of Sciences, National Institute of Occupational Safety and Health and the dozens of hearings with hundreds of witnesses that OSHA conducted around the country this year.

For now, the new rule does not apply to the maritime, construction, railroad or agricultural industries. The agency noted, "OSHA recognizes that [musculoskeletal] problems are also serious in the construction, maritime, agricultural and railroad industries. However, the OSHA Act authorizes OSHA to set appropriate rulemaking priorities and to use a phased approach to rulemaking. A primary basis for the Agency's decision to limit the scope of this rulemaking to general industry is that most of the evidence and data relating to ergonomic interventions addresses general industry. Since general industry accounts for more than 90 percent of the musculoskeletal disorders reported each year, OSHA is promulgating a standard that addresses general industry first. This approach ensures that the greatest number of MSD hazards will be eliminated or controlled while OSHA determines appropriate regulatory approaches for the construction, agriculture and maritime industries."

For additional information, check the internet site: <http://www.osha.gov/>.

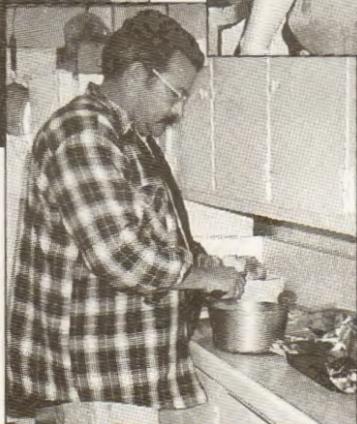
Working the SIU Ferries and Tugs On the Great Lakes



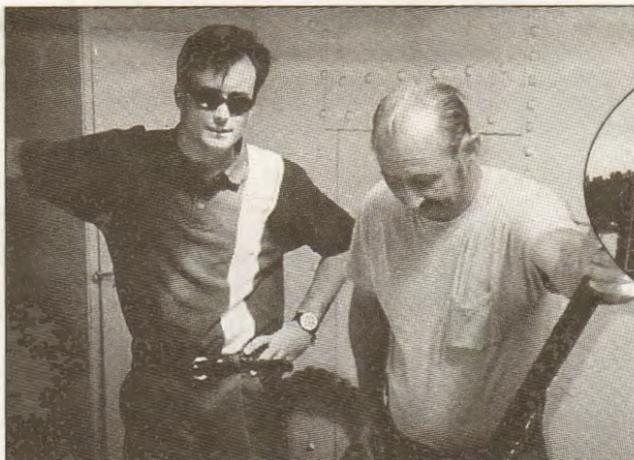
Above:
AB/Tankerman Joseph Wilkens says "hi" from the tanker *Hannah* (which is pushed by the tug *Mary E. Hannah*) in Monroe, Mich.



Left: Working aboard the Great Lakes Towing Co. tug *Wyoming* in Detroit is AB Mike McCormick.



Left: Cook Lawrence Wilbanks prepares dinner on board the tug *Mary E. Hannah* while docked in Monroe, Mich.



SIU Safety Director Todd Brdak (left) talks with AB Dan Natto aboard the Great Lakes Towing Co. tug *Delaware*, in Cleveland, Ohio.



The tug *Mary E. Hannah* docks in Monroe, Mich.



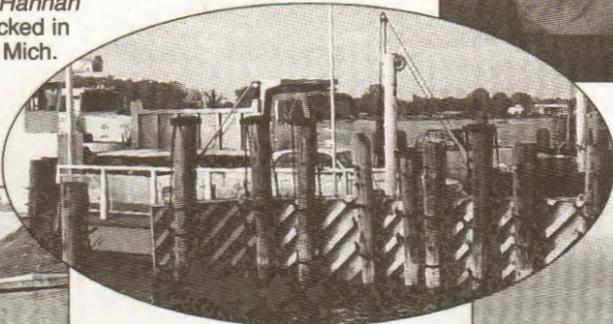
Right: OS Noel Viger secures the auto ferry *South Channel* before making a run across the North Channel from Harsens Island, Mich. to Algonac, Mich.



Filling the forward tank on the tug *Delaware* just prior to making a tow is AB Dan Natto.



The tugs *Washington* and *Delaware* arrive at the Great Lakes Towing shipyard on the Cuyahoga River in Cleveland, Ohio.



Above:
The *North Channel*, operated by Champion Auto Ferry Co., arrives at the Algonac, Mich. dock.



Making an early morning run across the North Channel near Algonac, Mich. is Champion Auto Ferry's *South Channel*.

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$300.00 (three hundred dollars) per year or \$75.00 (seventy-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrange-

ments, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 1999 calendar year, the fee cost associated with this representation amounts to 65.33 percent of the dues amount. This means that the agency fee based upon the dues would be \$195.99 (one hundred ninety-five dollars and ninety-nine cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2001 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2000 and November 30, 2001 will have this calculation applied to their 2001 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2002, your objection must be received by December 1, 2001.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD, 5201 Auth Way, Camp Springs, Maryland 20746. This report is based upon an audited financial report of the union's expenses during 1999.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay

agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD, 5201 Auth Way, Camp Springs, Maryland 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel, Secretary-Treasurer

Recertified Bosuns Cite Positive Growth

Seafarers Ascend to Deck Department's Pinnacle

The SIU's newest recertified bosuns credited the union and the Paul Hall Center for substantial progress and also encouraged the school's unlicensed apprentices as they embark on their careers.

Offering their remarks during the November membership meeting in Piney Point, Md. were Recertified Bosuns **Kendra Savage, Phillip Harmon, Michael Hill, Romeo Lugtu, Paul Lucky, Scott Heginbotham, Kyle Schultz, Thomas Driggers, Donald Rezendes, David Zurek, Richard Higgins** and **Thomas Temple**.

The recertified dozen completed a four-week course considered the highest program of study available to deck department Seafarers. Combining practical and classroom instruction, they covered topics such as STCW requirements, wire splicing, navi-

gation, damage control, forklift handling, Hagglund crane operations, fire fighting, first aid and CPR, anti-terrorism measures, computer skills, and many others.

They also met with representatives of the union's contracts department; medical, pension and vacation plans; communications staff; and from the AFL-CIO Maritime Trades Department.

Several of the graduates offered poignant accounts concerning their respective beginnings with the SIU and how the union helped them find direction in life. All 12 said the recertification course proved worthwhile.

"The class was beyond my expectations," stated Savage, who sails from the port of Houston. "It cleared up misinformation, and it was very informative."

Savage, who joined the SIU in

1988, cited as course highlights the review of STCW requirements and the Joseph Sacco Fire Fighting and Safety School.

"My experiences at Piney Point are always wonderful," said the four-time upgrader. "The classes are helpful, the instructors are great."

'It's Paying Off'

Harmon, who graduated from the trainee program in 1978 and who sails from the port of Norfolk, Va., recalled an era when shipping wasn't as rewarding as it is today.

"The '80s were pretty tough, and some of the decisions that were made, I didn't always agree or understand them. But it's paying off now," he said. "We have a lot of ships and a lot of jobs. We're ahead of the game."

Hill expressed similar sentiments. A 1991 graduate of the trainee program, he said, "The SIU leadership is taking us in the right direction."

Hill, who sails from the port of Tacoma, Wash., said that during the course he had many questions answered about union rules, shipping procedures and the plans. He also encouraged fellow Seafarers to upgrade.

"Upgrading is necessary for SIU members to make themselves better Seafarers," he noted. "It also makes my job as a bosun easier when the people who work for me have the proper training."

Lugtu credited the union with "changing my life. With the SIU, I'm secure in my job, I'm secure with the future of my family."

A Seafarer since 1983, Lugtu's home port is Wilmington, Calif. He is a frequent upgrader and he described the school's various curriculums as "opportunities to improve yourself." Additionally, he encouraged fellow Seafarers to contribute to the union's political activities fund.

Finally, in what has become an unofficial tradition for recertified

bosuns and stewards alike, Lugtu (like each of his classmates) directed comments to the unlicensed apprentices at the meeting.

"Be proud of our union and help make it the best in the country," he urged. "When you're on a ship, listen to your superiors. Be serious about your work, set your goals and maintain a good attitude."

Right Track

Like Lugtu, Lucky said the SIU helped him find direction.

"Coming out of senior high, it was a dark road. I didn't know where to go," recalled the 18-year Seafarer and trainee graduate. "I heard about the SIU from a friend's dad who was in the union. It has made me mature a lot, and I can support my family. I thank the officials, staff and instructors for educating me."

Lucky, who sails from Mobile, Ala., described the Paul Hall Center as "the best training school in the world. To fellow Seafarers, I'd say stop waiting for your time and go to Piney Point."

Heginbotham graduated from the entry program in 1991 and since then has upgraded three times.

"Upgrading is no longer optional. We must continue to hone our skills in order to maintain a competitive edge in this global marketplace," he noted.

Heginbotham, who sails from the port of Baltimore, also credited the union with "realizing fabulous growth with the (Mike) Sacco administration. How do we thank them? Be as professional as possible. Make them proud of us."

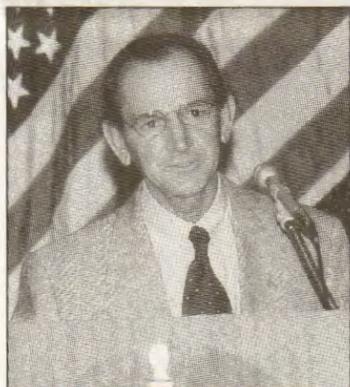
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Phillip Harmon



Michael Hill



David Zurek



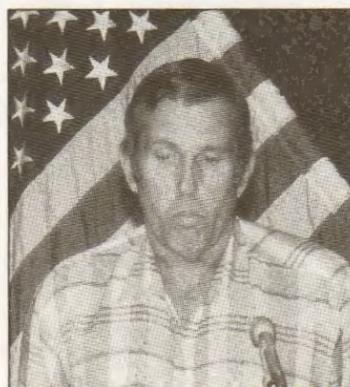
Kendra Savage



Scott Heginbotham



Thomas Temple



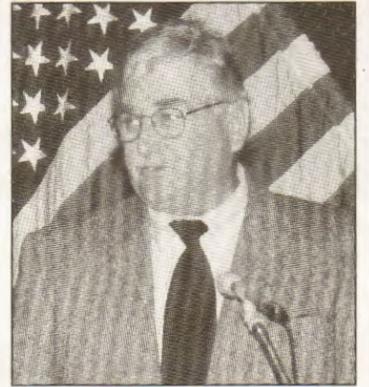
Thomas Driggers



Romeo Lugtu



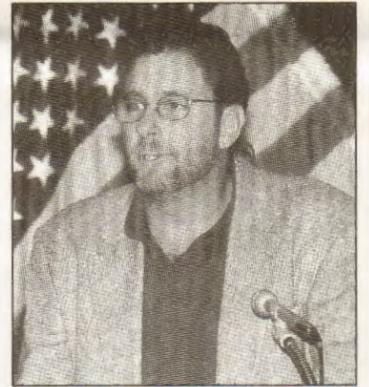
Paul Lucky



Richard Higgins



Donald Rezendes



Kyle Schultz

Savage Sets Precedent As 1st Female Graduate Of Bosun Recertification

Kendra Savage made union history Nov. 6, becoming the first female to graduate from the Paul Hall Center for Maritime Training and Education's bosun recertification program.

The month-long class is considered the top curriculum available to deck-department Seafarers. The bosun recertification program has been offered at the school in Piney Point, Md. since 1973.

"It's an incredible honor," said Savage, who joined the SIU 12 years ago. "I would say to any other female Seafarers in the deck department, if you have enough courage to walk aboard ship, then you have enough courage to become a recertified bosun."

However, Savage added that she isn't sure how soon another female bosun may follow in her

footsteps. She cannot recall sailing with another female member of the deck department (although they definitely exist).

However rare it may be to find ladies in the deck department on deep sea ships, Savage felt fairly comfortable from the moment she signed on with the SIU. She comes from a seafaring family—her brother **Justin Savage** is an SIU member, her brother **John Savage** is a port captain for G&H Towing who formerly sailed with the SIU, and her father sailed as an unlimited master.

"Everybody out there has to prove themselves, man or woman," Kendra Savage stated. "There were some difficult times, but it's a learning process and my shipmates taught me a lot. How you carry yourself is how you'll be treated."



Kendra Savage, the SIU's first female recertified bosun, says of sailing, "How you carry yourself is how you'll be treated."

She described her "proudest moment" as a time early in her career, when a seasoned bosun repeatedly refused to address her—apparently because he questioned her suitability. Instead, he channeled her assignments through other deck department members.

"Finally, one day he said to me, 'Girl, tie off those lines!' That was a great feeling."

MTD Maps Plan for Thwarting Runaway Flags

Report Urges Cooperative International Efforts Targeting FOCs

A detailed report by the AFL-CIO Maritime Trades Department (MTD) spells out the problems associated with runaway-flag shipping and lists potential remedies.

In a recent declaration to the International Commission on Shipping (ICOS), the MTD slammed runaway-flag shipping (also known as flag-of-convenience or FOC shipping), saying the scheme threatens the existence of traditional maritime registries.

Runaway-flag shipping is a scam in which the shipowner typically avoids its nation's labor, safety and tax laws—among others—by using another country's flag.

Given the importance of the maritime industry, the MTD report said, policymakers around the globe have a vested interest in ensuring that it remains sound. Unfortunately, the proliferation of FOC registries has created a

crisis that is evidenced in many ways including: a future potential shortage of suitably skilled mariners; an aging world fleet; a long-term increase in the number of accidents and lives lost at sea; serious and chronic human rights abuses; and the inability or reluctance of some flag states to implement vitally important international standards.

The international maritime community must tackle this challenge head-on, stressed the report. Among other actions, the report suggests that the world's maritime population employ the following tactics:

- Recognize the important role that the industry plays in the world economy and establish and enact policies that ensure its continued viability and structural soundness.
- Confront the environmental, safety and humanitarian crisis at sea.

- Establish meaningful incentives and measures to modernize the international fleet while reducing maritime accidents and deaths.

- Recognize that maritime workers are important assets and take steps to improve their wages, working conditions, skills and training.

- Participate in international organizations such as the ILO and IMO and strengthen them by enhancing their oversight authority in the enforcement of existing and future rules and regulations and by helping ensure that they receive the proper resources to reach this objective.

Once the structural crisis has been addressed, the MTD report recommended specific measures that would help modernize the world fleet. Among them:

- Refuse to accept the culture of secrecy that surrounds the

FOC system and take steps to make it more open and transparent.

- Require that a genuine link exist between shipowners and the nations under whose registries they document their vessels.

- Take appropriate steps to ensure that FOC and other substandard registries implement and adhere to international standards, regulations and norms.

- Acknowledge that conditions in the international maritime industry won't improve if owners are permitted to change registries at will.

- Restore accountability and establish effective sanctions to all facets of the FOC system, including registries, shipowners, classification societies, charterers, manning agencies, banks and insurance companies.

The MTD report lauded civilian mariners as important assets that should be treated with dignity and respect. Unfortunately, the testimony said, labor and civil rights abuses permeate today's FOC culture, and investment in seafarers training and development in many nations is virtually nonexistent. To alter this situation, the MTD urged the international community to:

- Pay attention to the human element in shipping. Chronic labor and human rights abuses that exist aboard substandard and FOC vessels should not be tolerated, the report said.

- Ratify and rigorously enforce ILO Convention 147, the ILO Declaration on Fundamental Principles and Rights at Work (1998).

- Make maritime training and strict enforcement of the International Convention on Standards of Training, Certificate and Watchkeeping a priority.

While the international maritime community must undertake the lion's share of the actions to combat FOC shipping, the report also itemized vital functions that individual nations ought to embark on. Individual nations can play an important role in eradicating abuses aboard FOC vessels through both their flag state responsibilities and port state control activities, the report suggested. The MTD recommended that as flag states, individual nations should, among other actions:

- Provide agencies in charge of overseeing maritime safety, labor and governmental standards with the resources necessary to ensure that these standards are being met.

- Ratify, implement and enforce maritime treaties and obligations to which they are party.

- Support concerted actions by the B40 FSI Subcommittee to establish mandatory/binding international requirements for the quality of flag states and flag registries.

- Support actions by the FSI Subcommittee to establish a "white list" for nations that pass IMO scrutiny in the implementation and enforcement of their conventions.

Further, the MTD recommends that individual nations exercise appropriate and strict port state control measures in scrutinizing the movement of substandard and FOC vessels in their waters, including detention and denial of entry into waters ship flying the flag of a chronic offending nation.

Norwegian-Flag Tanker Charged in Polluting Bankruptcy Action May Foil Oil Spill Accountability

United States prosecutors may come up short in their quest to bring the owners, operators and officers of a foreign-flag tanker to justice for deliberately dumping hundreds of thousands of gallons of oily water and for lying to the U.S. Coast Guard, because the companies involved have filed for bankruptcy.

Published reports say a federal grand jury earlier this year indicted four people connected to the Norwegian-flagged *Freja Jutlandic*—the vessel's master, her chief engineer and two supervisors. The four allegedly tried to hide a hole in the hull of the 10,884-dwt vessel. In addition, a seven-count indictment was issued last month against the ship's operator, D/S Progress of Denmark, and her owner, K/S Transport. The companies faced criminal fines of \$500,000 for each of the seven counts against them.

This is believed to be the first case in which a shoreside "designated person" under the International Safety and Management Code was criminally charged with directing vessel pollution, according to news reports.

The chances of holding any of those involved accountable, however, has sharply diminished. Not only have the charged individuals returned home to Europe on bail, but also the two Danish companies are moving into bankruptcy. Meanwhile, the *Freja Jutlandic* has been put up for auction, without attracting any interest.

The indictments stemmed from a routine inspection of the *Freja Jutlandic* in the port of Baltimore last March. According to federal prosecutors, one of the crew passed a handwritten note to U.S. Coast Guard personnel, alleging a hole in the vessel's hull. Court records indicate that inspectors found "a cascade of water" pour-

ing into the ship through a hastily patched hole in its engine room. Failure to report a leak is a felony under U.S. law. In addition, the master and chief engineer allegedly were then ordered to dump 25,000 gallons of fuel mixed with water overboard en route to Mexico.

The indictment alleges that the master discharged more than 260,000 gallons of oily water between February and April. They also failed to report that the ship was pumping out between 100 and 500 gallons of oily water an hour for 10 days as a result of the leak, published sources say.

LOG Awarded 1st Prize In Labor Press Contest

A four-page center spread in the December 1999 *Seafarers LOG* earned a first-prize award last month from the International Labor Communications Association (ILCA).

The ILCA, an AFL-CIO organization which provides support to international, national, regional and local union publications and web sites, presented the prize for "Decade of Progress," a documentation of the major issues, actions and people that have affected Seafarers and the U.S. merchant fleet during the years 1990 through 1999.

The article included highlights from each of the 10 years as well as a reproduction of a front page from one of the monthly *LOGs* from that year.

Altogether, more than 1,500 entries from hundreds of publications vied for awards offered in 15 different categories. Publications competed with newspapers and journals of similar circulation and style.

The combined per-issue circulation of the ILCA's 900 member publications exceeds 28 million.

The *LOG's* award was in the field of labor history. The subcat-

egory was "best story, profile or editorial using history to explain current events."

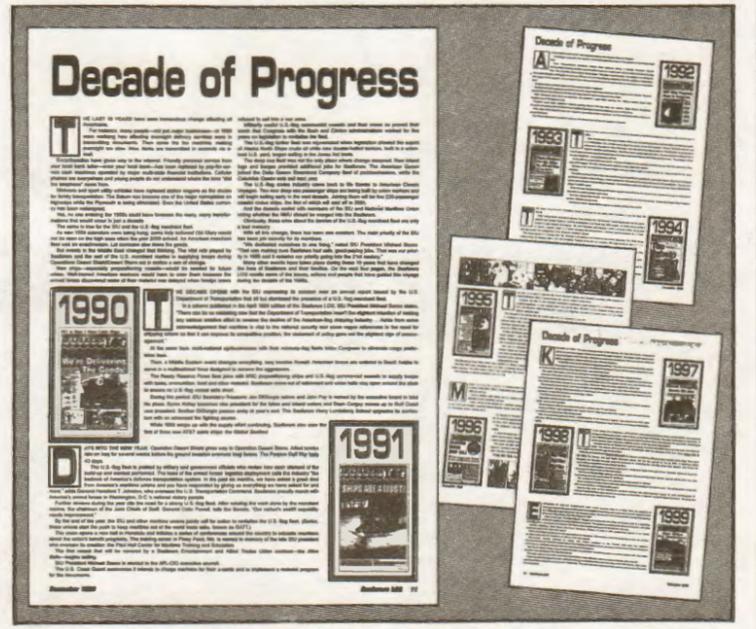
The "Decade of Progress" piece noted that the Persian Gulf War helped change the thinking of many who previously didn't see the need for a strong U.S.-flag

fleet. The staff of the *Seafarers LOG* includes Jordan Biscardo, communications director; Deborah A. Hirtes, managing editor/production; Jim Guthrie, associate editor; Bill Brower, art; and Jeanne Textor, administrative support. Heading the department during the time covered by the contest period was Daniel W. Duncan, now serving as executive director of the AFL-CIO Maritime Trades Department.

Wilson Crew Ready for Run to West Africa



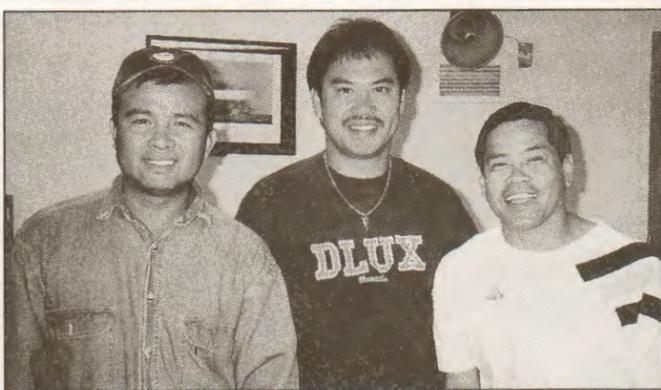
Taking a quick break from loading cargo aboard the *SS Wilson* in Port Jacinto (Texas), some of the deck department members meet with Houston Safety Director Kenneth Moore (second from left). They are (from left) AB Jeff Treadwell, AB Stanley Jandora and Bosun Gene Butson. The *Wilson* Shipping Co. vessel is bound for two ports in West Africa.



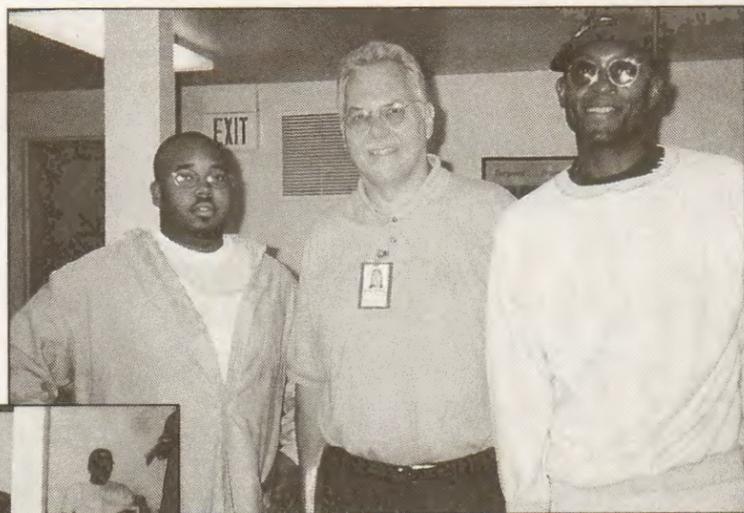
This is a portion of the award-winning article, "Decade of Progress," published in the December 1999 issue of the *Seafarers LOG*.

With Gov't Services Division Seafarers

Members of the SIU's Government Services Division recently reviewed updates to the Civil Marine Personnel Instructions—Customer Service Unit West at the Point Loma U.S. Naval Base in San Diego. Identifications in each photo are from left to right.



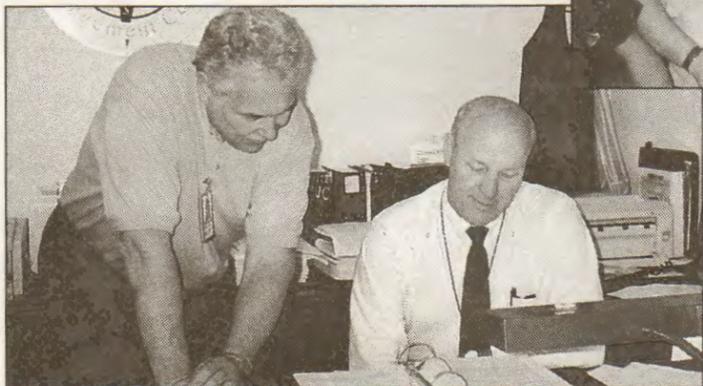
Above: Supply Dept. Steward Job Victoria, Supply Dept. Steward Rene Pascua, AB Samuel Tumala



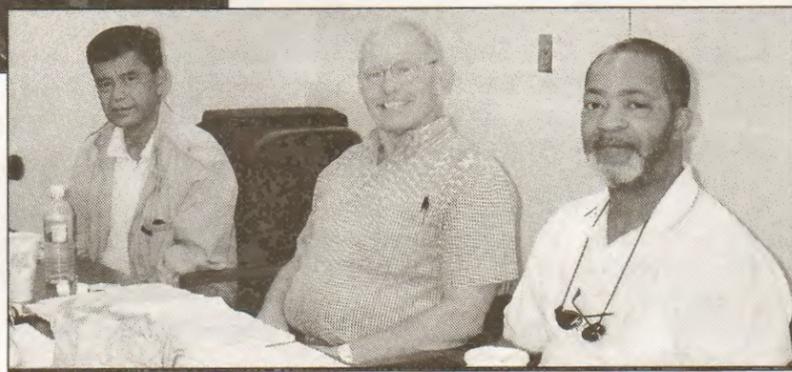
Above: AB Kenneth McDaniel, SIU Gov't Services Division Rep. Chet Wheeler, AB Michael Quick



Left: Seafarers participate in the weekly union meeting.



Left: SIU Government Services Division Representative Chet Wheeler, Customer Service Unit West Director Robert Rosemeyer



Right: Chief Steward Enrique Evangelista, Bosun Edward Rasgaitis, Engine-Deck Engineer/Machinist Maurice Cokes

Who Are Those Masked Men?



They're not camera-shy, but Seafarers (from left) Recertified Bosun Michael Hill and AB Abedon Lujon are bundled up for sandblasting operations aboard the *ITB Philadelphia*.

Update on RRF Vessels



Aboard the *Cape Rise* in Norfolk, Va., SIU VP Government Services Kermett Mangram (standing) and Seafarers discuss new agreements resulting in the union's contracted companies operating 45 Ready Reserve Force vessels. Confirmed by the U.S. General Accounting Office in late September, the contract awards span the next five years (through April 2005).

12 Bosuns Graduate from Recertification Program in Nov.

Continued from page 7

Schultz said his time in the SIU "has been a wild, fun, profitable 22 years. I truly have seen the world, I've made some good friends and I'm honored to have been chosen for this program. God bless the SIU!"

Likewise, Driggers mentioned his worldwide travels as a career highlight. "I've been to Europe, South America, all kinds of places. It's always been a good life for me."

Driggers joined the SIU in 1978 and sails from the port of Jacksonville, Fla. He advised the unlicensed apprentices, "Study hard, and remember there are no stupid questions except for the ones you don't ask. Hang out with the good people and avoid the troublemakers."

Seizing Opportunity

"This is it!" exclaimed an enthusiastic Rezendes, who sails from the port of Tacoma.

"I first came to this school in 1969 at 16 years old," he continued. "The SIU changed the direction I was heading and allowed me to live a life of integrity. I was enabled to get some education and set goals for myself that I

probably never would have achieved otherwise."

Rezendes said the recertification class gave him "a much better understanding of [political action] and how our pension and medical benefits work. I look forward to getting back out there and squaring away some misinformation that's going on."

He added, "Our President Sacco and his staff have been right on the mark in their visions of the future of the SIU and the ever-changing role we have as U.S. merchant mariners."

Zurek said the school's newest training facilities—the simulator building and the fire fighting school—particularly caught his attention.

"I was very, very impressed," said the 22-year SIU member, who sails from the port of New York. "People have done a fine job here for us. Now I can go out to the membership and let them know what a good thing we have here."

Speaking to the apprentices, Zurek said, "You have an opportunity to make a good, honest liv-

ing at this trade. It's done me and my family very well. Ask questions, do the best you can and be proud of the SIU."

Symbolic of a growing component of U.S. military veterans in the SIU, Higgins said he appreciated the chance to start a second career following 24 years in the U.S. Navy.

"I never thought I'd have another chance to work and advance," stated Higgins, who joined the union in 1990 in Norfolk, Va. "I'm very grateful to be here." Higgins emphasized the need

for all Seafarers to upgrade. He also told the apprentices, "Realize the opportunity that lies out there for you. But you also have the responsibility of doing a good job."

The final speaker, Temple, has sailed inland and deep sea during his 24 years in the SIU.

"I learned a lot in this class and I thank the staff," said Temple, who sails from the port of Mobile, Ala. "To the unlicensed apprentices, the opportunity is there. Keep an open mind and a good attitude."



Many of the recertified bosuns said that the Paul Hall Center's new simulator building (left) and Joseph Sacco Fire Fighting and Safety School (right) greatly have enhanced the vocational education opportunities at the Piney Point, Md. campus.

East Meets West Aboard the Global Sentinel

The cable ship *Global Sentinel* spent 25 days in the port of Hitachi, Japan recently, loading 3,200 kilometers of fiber-optic cable for a project in South America. While in port, the crew took some time from its round-the-clock loading operation for an American-style barbecue.

More than 120 people took part in the cookout, including many of the Hitachi workers and their families. The steward department, under the direction of Recertified Chief Steward **Kent Rosiek**—and with the help of Chief Cook **Charles Atkins** and Cook/Bakers **Shawn "Fuji" Fujiwara** and **Landa Bunch**—spent the whole day preparing the food. Also helping out with setup and serving the guests were SAs **Leroy Jenkins**, **Hamid Shahbain**, **Estive Soriano** and **Brenda Gray**.

A few Hitachi employees brought some local fare, so everybody had an opportunity to sample both Eastern and Western food.

The Japanese were amazed at the sheer amount of food put out by the ship's crew for their tasting pleasure, noted Fujiwara (who sent the *LOG* the photos appearing on this page).

A few days after the barbecue, when the loading had been completed, the ship and its crew were given a Shinto blessing for a safe journey and safe project. The *Global Sentinel* then set sail for Valparaiso, Chile, with a stop in Hawaii for fuel and stores.



After the load of fiber-optic cable was completed, the *Global Sentinel* and its crew were given a Shinto blessing for a safe journey (left). The ship's captain, D.B. Neel (below) also took part in the Japanese ceremony.



The successful cookout was the result of the combined efforts of the ship's steward department. From left are Brenda Gray, Hamid Shahbain, Estive Soriano, Leroy Jenkins, Landa Bunch, Charles Atkins, Kent Rosiek and Shawn "Fuji" Fujiwara.



Above: Crew members and guests alike enjoy warm weather and great food aboard the *Global Sentinel*.

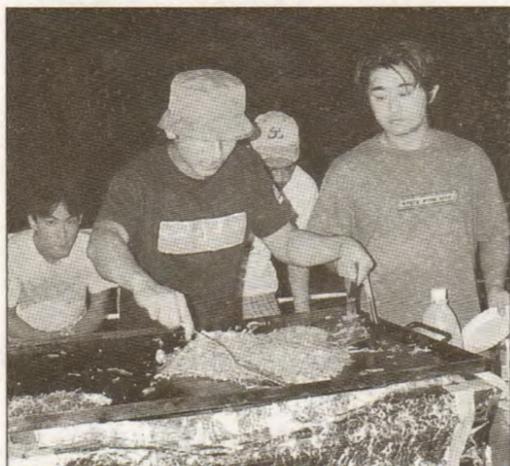


Chief Cook Charles Atkins takes over the carving table, which included smoked Virginia ham and oven roasted sirloin of beef.

"What would an American barbecue be without burgers and hot dogs right off the grill?" asks Cook/Baker Shawn "Fuji" Fujiwara.



It took a 28-foot table to contain most of the food presented by the ship's steward department.



Left: Some of the workers from the cable factory man one of the grills, serving noodles and chicken yakitori sticks for all to sample.



The ship's gangway stands as a greeting to its Japanese guests.



Amancio Crespo, SIU safety director Caribbean region, begins another day at the office, ready to ship a crew member to a waiting vessel. Crespo also sent the LOG the photos appearing on this page.



During the October membership meeting at the union hall in San Juan, members share a moment of silence for departed SIU brothers and sisters.



Safety Director Amancio Crespo, right, talks to his hometown mayor, Luisito Melendez, during a campaign walk in the neighborhood, about the Seafarers in Puerto Rico and how the union is helping the island's economy.



After 72 days of work aboard the *Allegiance* (IUM), AB Joel Gonzalez files for his "B" seniority book at the SIU hall in San Juan. With him are his wife, Flora, and daughter Caren.

Around the Port of San Juan

Right: Chief Steward Kris A. Hopkins (left) and Chief Cook Carlos E. Suazo prepare a meal before heading to the payoff on the *El Morro*.



Right: Heading back to work following an Aug. 1 payoff aboard the *Perseverance* (IUM) at the Sun Oil Terminal in Yabucoa, P.R. are ABs Marshall Turner (left) and Diego Hatch Jr.



Ready for some work at the CSX crane department in San Juan are CMEs William Bland (left) and Ray Prim.



AB Michael Watson gets fried chicken for lunch during a service aboard the tug *Sentinel* at the TMT terminal in San Juan.



Above: Putting everything in place following a San Juan payoff on the *El Morro* (IUM) is SA John Fitzgerald.

Right: Kenneth Griggs, second mate on the *Pilot*, reads a Seafarers Welfare Plan booklet during a recent servicing trip to the tug.



Right: Ready for the lunch crowd aboard the *Perseverance* are (from left) Chief Cook Marvin E. James, SA Chancie J. Ransom and Chief Steward Catherine M. Hays.



During a pre-payoff meeting on the *El Morro*, GUDE Sabino Pacheco (left) and Chief Cook Carlos E. Suazo meet in the crew mess.

HOLIDAY GREETINGS

The holiday greetings appearing on this page were written by Seafarers, pensioners, friends and family members. They are listed in alphabetical order by the name of the individual sending the message. The *Seafarers LOG* joins with those appearing below in extending season's greetings to all Seafarers and their families.



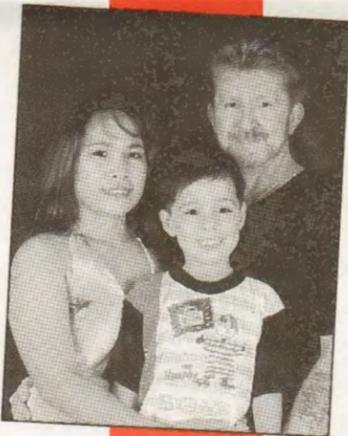
Bob & Tracy Davis



Gerry Borozan



Steven, Jimmie, Liz, Miles and Preston Scheck



Vilma, William and Tommy Lee Rackley



Donley and Colleen Johnson



Denis & Alice Abshire

A

To all Seafarers

My wife, Alice, and I wish everyone a Merry Christmas and a happy and healthy New Year. Smooth and safe sailing. May God bless you.

Denis Abshire

To all active and retired members of the SIU

Merry Christmas to all, and a very happy, prosperous New Year 2001—and smooth sailing.

Perfecto M. Amper and family

To Steve Nelson

You surprised me last year with a poem, just for me. Here's one for you to fill you with glee: Merry Christmas, my friend/Happy New Year, too/I hope Santa makes/all your wishes come true! Your friend

Nancy Avery

To David House

Happy holidays, little brother! Best wishes for health, wealth and happiness in the coming year.

Nancy Avery

B

To the SIU membership—active and retired

Happy holidays.

Mr. and Mrs. Archie Beck

To all SIU members

My heartiest wishes to all Seafarers everywhere—on land, at sea and on the Great Lakes—for a very Merry Christmas and smooth sailing into the year 2001.

Gerry Borozan

To the SIU Honolulu hall

Aloha and Mele Kalikimaka to all my friends. I think about you often. Hope to see you in May. God bless you all!

Mike Briscoe

To the SIU Wilmington hall

Merry Christmas, Jesse, Lorraine, Frank, John and Eric. Thanks for believing in me. God bless you all.

Mike Briscoe

C

To William, Vilma and Tommy Lee Rackley

Hope you all have a Merry Christmas and a Happy New Year. Remember all the Christmases we shared as a family. Love you all. Your loving family,

Mom (Charlotte E. Canlon), Beverly, Tommy, MaryLee, Bruce and Rob

To Janet in Jacksonville

Thanks for being a good friend. Merry Christmas and Happy New Year. Bueno suerte mi amiga.

John Clarke

To Dean Corgey and staff

Merry Christmas and Happy New Year. May you have great luck in the coming year.

John Clarke

To Kendra, Janice & Celia

Season's greetings. May Santa bring you all many gifts. With heartfelt thanks for everything.

John Clarke

To Steve Crane

The greatest gift does not lie under the tree or in the store, but rests quietly in the heart, waiting to be given. . . . The greatest gift is love. We miss you so much. Love you,

Evelyn and Stephanie Crane

D

To Scott Trester and family

Merry Christmas and Happy New Year to my friend and his family. God bless.

Mike Davis

To Bosun Ralph Gibbs and all Seafarers

Season's greetings to you all! These Santa's helpers have moved to Texas. Find us at 99 Lakeview Village, Montgomery, TX 77356. A safe holiday to you all!

Robert and Tracy Davis

F

To Rachel, Justin, Cody and Emily

Looking forward to another Christmas and New Year together. Hope I don't get coal "again." I sure hope you've been good! Love always,

Dad (Brian Fountain)

To Jeannette Fountain

I'm sure glad I'll be home with you during the holidays, but I'm really sorry I could not be with you when you really needed me. Love forever,

Brian (Fountain)

To the crew of the ITB Groton

Merry Christmas and Happy New Year to all. Stay safe, and thanks for the great ride. See ya!

Brian Fountain

To all Seafarers

Peace and greetings this holiday season. May you

sail with bountiful joy and always find safe harbors. Much love always,

Richard J. Fuller

G

To all active and retired Seafarers and their families

A Merry Christmas and Happy New Year to all. I am retired with 40 years' seetime. I am 75 years old and going strong.

Sidney Garner

To all Seafarers and their families

Happy are all who fear the Lord and walk in His ways. Merry Christmas and Happy New Year to all. God bless you.

Domingo Gordian

To Vincent Ratcliff, all SIU officials and Seafarers and their families

Merry Christmas and many more Happy New Years—and don't stop believing in Santa Claus.

Leonard Grove

H

To Kay, Kenny, Stacie, Tug, Billy Jr., Laura K. and Michael

I thank God each day for having such a wonderful wife and kids. I thank you all for your love and support you all give me while I'm away on a ship. Love,

Dad (Billy Hill)

To CSX Hawaii Crew

The Hill family wishes all brothers and sisters a Merry Christmas and Happy New Year. Give thanks to Jesus for answered prayers.

Bosun Billy Hill

To Millie, Mary & Bobby

I miss you all. Wish all of you a very merry holiday. Call sometime.

Willard Huggins

J

To Donley Johnson

Dear Donley, as we spend our first Christmas together, may our hearts be filled with love and cheer, and last throughout every New Year.

Colleen Johnson

K

To Amir Kasim

To my dear husband, Amir. Even though we won't be together for the holidays this year, you are in my mind and in my heart. My best wishes to you and the rest of the SIU. Love always, your wife

Irma Kasim

To all our shipmates and officials

Merry Christmas and Happy New Year.

Percy Kennedy and Dorothy Kennedy

To Connie

May your holidays be as wonderful as they've ever been. With any luck, we can be together. I love you. Merry Christmas and Happy New Year.

Phil Kleinebreil

To my three wonderful daughters

It's so few Christmases we've had together, but just to let you know you girls are always in my thoughts and prayers. Merry Christmas.

Dad (Phil Kleinebreil)

L

To Kasandra, Harper and Sam

I want to wish my own crew a very Merry Christmas and a Happy New Year. Christmas is an important time for us. You all keep me going. Casey, you're doing a great job on the home front. I love you all.

Joel (aka the dad of the bunch) Lechel

To officers and crew aboard the CSX Producer

Happy holidays to all of you onboard and ashore. Thanks for wonderful memories. God be with you.

Kay Lechel

To Boo Lippke, Kitty Lippke, Tori, Cody, Hannah, Judy, puppy Lewis and the kids

Merry Christmas and Happy New Year. I love y'all.

Guy Lewis

M

To Bill Wiemers

I hope all is going well and that the coming holidays are joyous for you. I would like to hear from you.

Dick Maley

To Chad Galt and family

Congratulations, fella. I hope you all have a very happy holiday. I would like to hear from you.

Dick Maley

To George Foley

I hope that all is well with you and that you have a terrific holiday. I would like to hear from you.

Dick Maley

To Rod "Bronco" Matsuura

Honey, I just want you to know that I'll always love you from the bottom of my heart. Happy holidays. I love you,

Helen P. Matsuura

To Mimi and Bob McNellis

Merry Christmas and Happy New Year.

Tom and Frank McNellis

To the Doran family, the Pazarecki family, the Relly family and to Bonnie King and Jamie Lew

Merry Christmas and Happy New Year!

Tommy Mac (Tom McNellis)

To all

Happy holidays to all at sea and at home. To shore-gang members and their families, Merry Xmas. God's blessing to the SIU LOG and my wife, Hattie Minors.

Anstey Minors

To Duke Bryant

It was great sailing with you again. Happy holidays to you and your family. Looking forward to working with you in 2001.

Dave and Jackie Moore and family

To all Seafarers and Janice at the Houston hall

Merry Christmas!

Lester Moore

To all my good friends and shipmates

Merry Christmas and Happy New Year to all of you.

Jimmy Moye

R

To Vilma and Tommy Lee Rackley

I would like to wish my wife and son, whom I miss every day when I am away, a Merry Christmas and Happy New Year. Love you,

William Rackley

To Charlotte Canlon and family

From the Philippines to Bayonne! Merry Christmas and a Happy New Year to mom, MaryLee, Bruce, Beverly, Tommy, Bob, Dina and Cashmere.

William, Vilma and Tommy Lee Rackley

To Vincent Coss and family

I would like to wish my old friend and great union man a Merry Christmas and Happy New Year from the Philippines.

William and Vilma Rackley

To all Seafarers at sea, ashore and retired

May the sun be on your face and the wind at your back. And may the holiday spirit shine upon you and your loved ones.

William F. Reid

To Randy Beacham

Hope you have a safe and very, very happy holiday season, Randy. Give our love to your family.

Carlton Richardson, Tina & Family

To Alex Morris on the Manhattan Island & Becky

Wishing you and your family a safe and happy holiday season. Let's plan to get together in spring 2001. Love to all,

Carlton & Tina Richardson

To Carlton Dennis Richardson on the Sugar Island

Just remember we will be thinking of you on Christmas morning. The holidays won't be the same until you come home. See you soon! Love always,

Your lady in waiting (Tina Richardson)

S

To Jimmie Scheck

Merry Christmas, daddy. May we have many more happy Christmases. We love you.

Steven, Miles, Preston & Liz Scheck

To all active and retired Seafarers

Compliments of the season—and one big salute to the best maritime union bar none.

Mr. and Mrs. Ricardo Siddons

To all former Erie-Lack RR men and their families

Merry Christmas and a healthy and happy New Year to all who sail the seven seas. May your God be with you.

Orrin D. Smith and family

To Steward Vernon Warren

To Vern and all my many friends on the waters. Have the best of the holidays. I miss you all very much. Had to retire because of medical reasons. Smooth sailing. Sincerely,

Harry L. Stockman

To all Seafarers and their families

May you and your loved ones at sea all have the best Xmas and New Year ever. Smile and be happy!

Thomas Tobias

More holiday greetings on page 13

'Safety First' on Columbia Queen

Shipboard Training Enhances Secure Operation

As one might imagine, there are seemingly endless details involved in launching a new passenger vessel.

But, for the inaugural group of Seafarers who earlier this year signed on aboard the 218-foot *Columbia Queen*, one element particularly stood out: safety.

With that in mind, SIU crew members completed on-site safety training aboard the *Columbia Queen* prior to the first voyage May 26. Instructors from the Paul Hall Center for Maritime Training and Education conducted the shipboard classes, which included fire fighting, first aid and CPR, sanitation and more.

The early May training sessions took place in Natchez, Miss. Subsequently, the *Columbia Queen* sailed for the Pacific Northwest, where it offers seven- and eight-night vacations.

The riverboat—which can carry 161 passengers—is owned by SIU-contracted Delta Queen Steamboat Co. Delta Queen also operates the passenger boats *American Queen*, *Delta Queen* and *Mississippi Queen*, which cruise throughout the nation's heartland and the Old South.

Additionally, the company is building coastal cruise vessels scheduled to begin service next year.



Deckhand Miles Souder, Porter Wilson Growacki, Deckhand Nate Williams, 1st Cook Bryan Heinrich



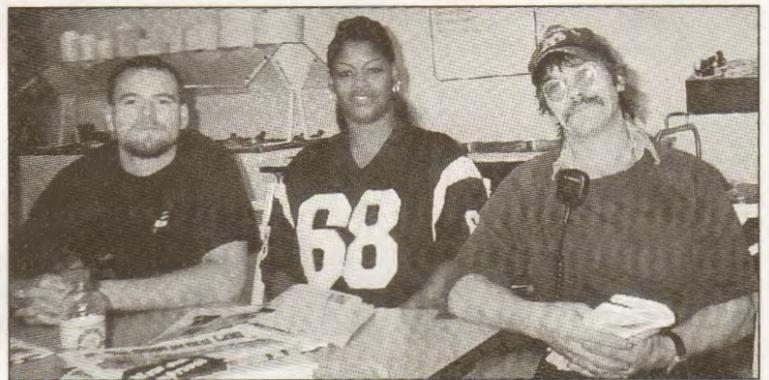
Steward Utility Brendan Harris



Seafarers on the *Columbia Queen* completed safety training before the riverboat's first voyage.



Deckhand Frank Dykes



Deckhand Seth Eckroth, 1st Cook Belinda Pugh, Oiler Don Skjei



Deckhands Dan Schrader, Jason Beck and Seth Eckroth



Porter Aaron Osbourn

More Holiday Greetings

Continued from page 12

To Mike Sacco, George McCartney, Jack Caffey, Carl Peth and Red Campbell

Wishing you a very Merry Xmas and Happy New Year.

Thomas Tobias

Misc.

To Pam

Remember N.C. More room now! A safe, holy Christmas and holiday season! A great 2001!

Capt. John

U

To Jack Edwards

Best wishes to you and your wife.

Jack Utz

To Bob Hall

Best wishes to you and your staff.

Jack Utz

To Captain Kucharski

I extend good wishes for the holiday season to you and yours.

Jack Utz

Y

To Phillip Yaros

We all love and miss you. There will be plenty of surprises for you when you come home. Good bless you!

Marsha, Wally, Geebee & Gater

To Jeff Stuart on the Gopher State

Merry Christmas, hon. Love from your family in Key Largo,

Lu, Robert and Matthew

To Becky Sleeper

Happiest of holidays to our Orgulf Angel, your staff and your family. Best wishes for prosperity and peace in the coming year. Your Orgulf Gang,

Marty, W.T., Nancy, Herman and Doug

To dad and pop-pop (Phil Yaros)

We wish you a Merry Christmas, we wish you a Merry Christmas, we wish you a Merry Christmas and a Happy New Year! Love always,

Terry, Ed, Eddie, Tommy, Steven & Logan

To dad and pop-pop (Phil Yaros)

We miss you very much and can't wait to see you. Carly says "pop-pop" now. Have a great Christmas! We love you!

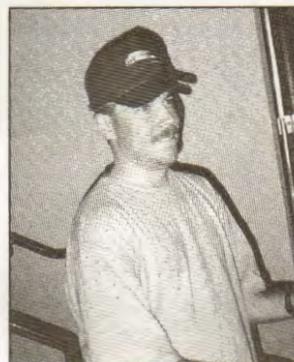
Jerry, Tracy & Carly

Z

To Marvin Zimbardo

Through the year, you always try to keep us happy. In return, we would like to say Happy Holidays. We love you.

Your wife and children



Oiler Tim Duffin



Deckhand Roberto Castillo, Cabin Attendant Tracey Carter



Oiler Andy Greenwood

Delivering in Va.'s 1st District

Retired Seafarer Max Simerly provides copies of the *Seafarers LOG* to Jo Ann Davis earlier this year at her campaign kickoff in Hampton, Va. Davis last month became the first Republican congresswoman from Virginia by defeating three other candidates in the 1st District. Simerly, known for many years throughout his region for his tireless work in voter registration drives, is an officer in the Hampton Roads Chapter of the American Merchant Marine Veterans.



Allegiance Crew Brushes Up On Union Election Procedures



Pictured in San Pedro, Calif. following a union meeting on the *M/V Allegiance* are (from left) GUYE Aaron Thomas, SA Larry Bachelor, SIU Patrolman Bryan Powell and Chief Cook Keith Nixon.

During a payoff in San Pedro, Calif. in early October—weeks before the SIU elections—Seafarers aboard the *M/V Allegiance* met with SIU Wilmington, Calif. Port Agent John Cox and SIU Jacksonville, Fla. Patrolman Bryan Powell.

The officials and crew reviewed in detail the balloting procedures for the SIU elections, including the absentee ballot system. They examined the proposed constitutional amendments printed on one side of the ballot.

Additionally, among other topics, they discussed recent contractual gains secured by the union as well as overall positive trends in maritime, including the revitalization of the U.S.-flag cruise ship industry.

Hands-On Training Is Vital Component Of Apprentice Class

Program Offers Maritime Careers

Many of the new and evolving regulations impacting merchant mariners place unprecedented emphasis on the practical demonstration of job skills. Efficiently documenting such performances of shipboard tasks is a big reason why the Paul Hall Center for Maritime Training and Education in 1997 published a U.S. Coast Guard-accepted training record book (TRB).

That same year, the school—located in Piney Point, Md.—restructured its entry-ratings program, placing greater emphasis on hands-on training. The revamped curriculum comprises three segments: an initial 12 weeks at the school, featuring a blend of classroom and practical instruction; a 90-day shipboard assignment on an SIU-contracted vessel, designed to help students

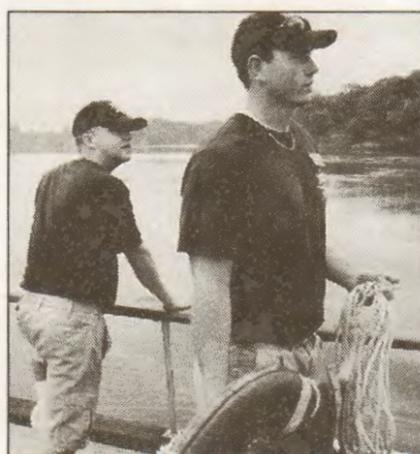
decide which department they prefer (deck, engine or steward); and department-specific training back in Piney Point.

Shipboard learning isn't limited to that second segment, as students utilize various training vessels at the Paul Hall Center. Apprentices also use the world-class Joseph Sacco Fire Fighting Safety School (part of the Paul Hall Center), which offers practical training in fire fighting, water survival, confined-space safety and more. And soon, they will train in the school's new simulator building, which houses cutting-edge simulators for navigational, engine, crane and liquid-cargo operations.

For more information about the apprentice program (and other aspects of the school), please call the Paul Hall Center toll-free at 1-877-235-3275, or visit the internet site <http://www.seafarers.org>.



Aboard the training vessel *Osprey*, unlicensed apprentices at the Paul Hall Center for Maritime Training and Education begin learning their craft.



Attend Monthly Membership Meetings

Keeping abreast of news from within the SIU and the maritime industry is the most important reason for attending the monthly membership meetings held on specified dates in each SIU hall around the country.

In addition to informing Seafarers about contract talks, maritime legislation and national

policies, the meetings provide a forum in which to discuss issues of importance to the rank-and-file members and to the union's officials.

Seafarers may refer to the schedule below as well as each issue of the *Seafarers LOG*, which lists the dates of the next two meetings scheduled for each port.

Continuing Education



The Paul Hall Center for Maritime Training and Education primarily focuses on vocational studies, but additionally offers academic curriculums—all aimed at developing well-trained, efficient mariners. Two students in the Piney Point, Md. facility's unlicensed apprentice class 602 recently took advantage of the supplementary courses by earning their GEDs. Receiving the certificates during the November membership meeting in Piney Point are (from left) UAs Charles Fitzpatrick and Michael Harvey, congratulated by SIU Headquarters Representative Carl Peth.

Membership Meetings in 2001

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	8	5	5	2	7	4	2	6	4*	8	5	3
New York	Tuesday after first Sunday	9	6	6	3	8	5	3	7	4	9	6	4
Philadelphia	Wednesday after first Sunday	10	7	7	4	9	6	5*	8	5	10	7	5
Baltimore	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Norfolk	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Jacksonville	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
San Juan	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Algonac	Friday after first Sunday	12	9	9	6	11	8	6	10	7	12	9	7
Houston	Monday after second Sunday	16*	12	12	9	14	11	9	13	10	15	13*	10
New Orleans	Tuesday after second Sunday	16	13	13	10	15	12	10	14	11	16	13	11
Mobile	Wednesday after second Sunday	17	14	14	11	16	13	11	15	12	17	14	12
Duluth	Wednesday after second Sunday	17	14	14	11	16	13	11	15	12	17	14	12
San Francisco	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	13
St. Louis	Friday after second Sunday	19	16	16	13	18	15	13	17	14	18	16	14
Honolulu	Friday after second Sunday	19	16	16	13	18	15	13	17	14	18	16	14
Wilmington	Monday after third Sunday	22	20*	19	16	21	18	16	21*	17	22	19	17
New Bedford	Tuesday after third Sunday	23	20	20	17	22	19	17	21	18	23	20	18
Jersey City	Wednesday after third Sunday	24	21	21	18	23	20	18	22	19	24	21	19
Tacoma	Friday after third Sunday	26	23	23	20	25	22	20	24	21	26	23	21

*Piney Point change created by Labor Day holiday; Philadelphia change created by Independence Day holiday; Houston changes created by Martin Luther King's birthday and Veterans' Day holidays; Wilmington changes created by Presidents' Day and Paul Hall's birthday holidays.

Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 2000

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	1	1	0	0	2	0	0	1	0	0
Baltimore	4	6	1	3	4	1	3	11	6	4
Guam	1	1	0	1	0	1	0	0	1	1
Honolulu	10	5	5	5	6	6	2	16	8	2
Houston	27	15	8	14	11	3	4	45	15	10
Jacksonville	38	18	11	42	11	10	15	49	21	13
Mobile	17	9	6	9	8	5	0	27	6	5
New Orleans	18	15	4	10	16	3	5	28	19	7
New York	22	12	6	23	12	4	7	34	14	11
Norfolk	19	14	9	8	13	6	3	26	29	7
Philadelphia	3	2	2	4	0	1	1	9	6	2
Piney Point	0	1	1	1	1	1	0	2	5	0
Puerto Rico	8	6	4	7	5	1	6	13	7	5
San Francisco	22	16	4	23	19	1	7	33	11	5
Seattle	32	9	10	29	9	10	9	47	12	6
St. Louis	3	2	1	1	2	1	0	5	1	3
Wilmington	30	14	10	20	14	5	11	45	19	11
Totals	255	146	82	200	133	59	73	391	180	92
ENGINE DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	0	0
Baltimore	10	5	2	2	4	0	2	10	5	3
Guam	0	0	1	0	0	0	0	0	0	1
Honolulu	6	7	1	3	3	2	0	9	11	0
Houston	23	3	5	12	1	5	1	31	10	3
Jacksonville	22	14	5	18	10	2	7	29	25	9
Mobile	9	7	2	8	3	2	0	13	7	1
New Orleans	9	7	5	4	6	4	2	17	12	6
New York	14	10	1	9	8	1	4	20	17	4
Norfolk	10	10	9	2	10	5	1	16	12	9
Philadelphia	2	4	1	1	2	1	0	3	5	0
Piney Point	2	2	3	0	0	3	0	4	5	1
Puerto Rico	3	3	3	3	1	0	1	2	4	4
San Francisco	4	5	2	4	7	2	2	10	7	2
Seattle	10	5	5	10	10	4	6	15	7	6
St. Louis	1	4	1	1	4	1	1	3	2	0
Wilmington	7	6	5	5	8	6	4	11	9	2
Totals	132	92	52	82	77	39	31	193	138	51
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	1	0	0
Baltimore	2	0	0	1	0	0	0	5	0	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	10	3	15	11	2	3	4	15	6	19
Houston	17	1	1	11	1	0	4	25	4	2
Jacksonville	16	9	4	17	4	2	6	30	10	5
Mobile	3	2	3	4	2	0	0	6	4	3
New Orleans	9	4	0	10	3	0	5	14	6	0
New York	18	1	2	12	3	2	3	25	4	3
Norfolk	13	8	5	13	2	5	0	11	13	6
Philadelphia	3	0	0	4	1	0	1	1	1	0
Piney Point	2	6	1	0	0	2	1	5	10	1
Puerto Rico	4	0	0	1	0	1	1	5	1	0
San Francisco	24	5	1	18	4	1	5	38	4	1
Seattle	21	3	2	15	1	2	6	31	3	3
St. Louis	1	0	0	1	0	0	0	2	0	1
Wilmington	15	6	1	12	8	0	8	29	6	5
Totals	159	48	35	130	31	18	44	243	72	50
ENTRY DEPARTMENT										
Algonac	0	1	2	0	0	0	0	1	2	3
Baltimore	0	4	3	0	4	2	0	1	1	1
Guam	0	1	2	0	1	0	0	0	0	3
Honolulu	7	18	60	8	15	65	0	12	34	86
Houston	1	13	4	3	6	1	0	2	19	7
Jacksonville	4	13	8	5	10	5	0	7	24	19
Mobile	1	8	5	0	4	1	0	3	10	6
New Orleans	3	10	5	0	10	4	0	6	7	14
New York	5	24	15	4	18	11	0	5	47	48
Norfolk	1	7	16	1	6	11	0	2	9	17
Philadelphia	1	1	4	0	2	0	0	1	0	4
Piney Point	0	4	3	0	14	12	0	1	32	12
Puerto Rico	3	3	7	4	1	6	0	2	3	8
San Francisco	6	16	11	3	13	8	0	6	25	13
Seattle	5	17	25	4	15	19	0	7	22	34
St. Louis	0	0	1	0	0	0	0	0	0	2
Wilmington	0	12	10	2	11	11	0	8	18	16
Totals	37	152	181	34	130	156	0	64	253	293
Totals All Departments	583	438	350	446	371	272	148	891	643	486

**"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.

January & February 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	.....Monday: January 8, February 5
Algonac	.....Friday: January 12, February 9
Baltimore	.....Thursday: January 11, February 8
Duluth	.....Wednesday: January 17, February 14
Honolulu	.....Friday: January 19, February 16
Houston	.....Tuesday: January 16*
	.....Monday: February 12
	.....*change created by Martin Luther King holiday
Jacksonville	.....Thursday: January 11, February 8
Jersey City	.....Wednesday: January 24, February 21
Mobile	.....Wednesday: January 17, February 14
New Bedford	.....Tuesday: January 23, February 20
New Orleans	.....Tuesday: January 16, February 13
New York	.....Tuesday: January 9, February 6
Norfolk	.....Thursday: January 11, February 8
Philadelphia	.....Wednesday: January 10, February 7
San Francisco	.....Thursday: January 18, February 15
San Juan	.....Thursday: January 11, February 8
St. Louis	.....Friday: January 19, February 16
Tacoma	.....Friday: January 26, February 23
Wilmington	.....Monday: January 22
	.....Tuesday: February 20*
	.....*change created by Presidents' Day holiday

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

Using Different Skills on the Sumner



Above, AB Dexton West operates an oceanographic winch aboard the USNS Sumner in the Sea of Japan. The exercise involves lowering an oceanographic package to the bottom of the sea and then recovering it in 2,000 meters of water. In the photo below, QMED Troy Banks controls the winch from the vessel's deck, monitoring operating parameters and ensuring that wire is properly replaced on the drum. Banks built and installed a special device to wash salt from the wire as it returns aboard ship.



Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

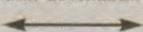
Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgay
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

705 Medical Arts Building, Duluth, MN 55802
(218) 722-4110

GUAM

125 Sunny Plaza, Suite 301-E
Tun Jesus Crisostomo St.
Tamuning, Guam 96911
(671) 647-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(334) 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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 2000

CL — Company/Lakes L — Lakes NP — Non Priority

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	21	10	0	15	5	0	6	5
ENGINE DEPARTMENT									
Algonac	0	9	2	0	5	2	0	4	0
STEWARD DEPARTMENT									
Algonac	0	4	9	0	1	7	0	3	2
ENTRY DEPARTMENT									
Algonac	0	12	21	0	5	10	0	7	11

Totals All Depts 0 46 42 0 26 24 0 20 18

*"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.

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 2000

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	2	0	1	2	0	1	5
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	4	0	3	8	0	1	10	1	14
Totals	5	0	8	9	0	3	11	1	24
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	0	0	0	0	0	0	1
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	1	0	0	1	0	1	0	1
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	2	0	0	4	0	0	2
Totals	0	0	2	1	1	4	0	0	2

Totals All Depts 5 1 10 10 2 7 12 1 27

*"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.

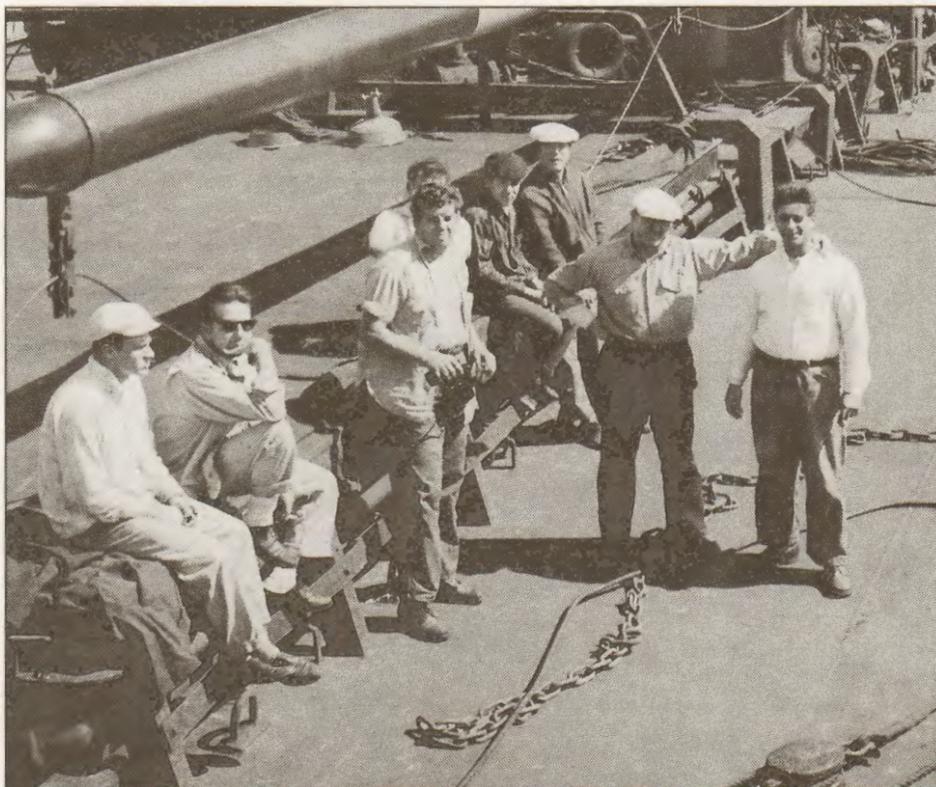
PIC-FROM-THE-PAST

This photograph, sent to the LOG by Alfred Porcari of Howard Beach, N.Y., was taken at sea in December 1956 on the Waterman Steamship Corp. vessel SS *Yaka*, a C-2 cargo ship.

Porcari notes that "everyone slept back aft below, right over the rudder. When the ship was light and that rudder came out of the water, it just about bounced you out of your bunk. The steward department slept midships. There were three oilers all on different watches in the same room. Same for the three firemen—and they all got along. The ship also carried three wipers and after supper, everyone sat on the #5 hatch shooting the bull (in photo at right). These were the days before VCRs and private rooms."

In those days, Porcari adds, Waterman had at least 25 SIU-crewed ships. This particular one was from New York to the Far East and back—about a 95-day trip.

Porcari joined the SIU in the port of New York in 1947 and retired in 1991.





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.

An Inland captain and a recertified steward are among the 18 Seafarers announcing their retirements this month. **Weldon Potts** navigated the inland waterways as a captain for nearly 25 years while Recertified Steward **Henry Jones Jr.** graduated from the highest level of training available to members of the steward department at the SIU's training school in Piney Point, Md.

Including Jones, 12 of the retirees sailed in the deep sea division and one plied the Great Lakes. Potts and four others navigated the inland waterways.

Six of the retirees worked in the deck department, seven shipped in the engine department and four sailed in the steward department.

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

DEEP SEA



NATHAN ADAMS, 59, joined the SIU in 1967 in the port of Houston. Born in Groesbeck, Texas, Brother Adams served in the U.S. Army from 1960 to 1962. He first sailed for the SIU aboard a Columbia Steamship Co. vessel. A member of the engine department, he upgraded his skills in 1974 and in 1998 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He lives in Houston.

SANG TO BAE, 64, started his career with the SIU in 1982 in the port of Honolulu.



Born in Japan, Brother Bae first shipped aboard an American Hawaii Cruises vessel. Brother Bae sailed in the steward department and upgraded his skills in 1990 at the Paul Hall Center. He last sailed aboard the *Sea-Land Achiever*. Brother Bae resides in Philadelphia.



ROBERT H. CLIFFORD, 63, began his career with the SIU in 1963 in the port of Detroit. The Michigan native served in the U.S. Army from 1954 to 1955 and first shipped aboard a Rockport Steamship Company vessel. Brother Clifford sailed in the deck department and upgraded his skills in 1985 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He last sailed aboard the *USNS Washington*, operated by Inter-ocean Uglad Management Corp. Brother Clifford calls Tomball, Texas home.

JACK V. DIXON, 64, joined the SIU in 1972. A member of the engine department, Brother



Dixon first shipped aboard the *Sea-Land Los Angeles*. He upgraded his skills in 1973, 1974, 1980 and 1984 respectively at the Seafarers Harry Lundeberg School of Seamanship. Brother Dixon last sailed aboard the *Patriot*, an Ocean Carriers, Inc. vessel. He resides in England.



ABDULLA HUSSEIN, 50, started his career with the SIU in 1972, joining in the port of San Francisco.

Born in Yemen, Brother Hussein first shipped aboard Delta Steamship Lines' *Del Sol*. A member of the engine department, he upgraded his skills in 1996 and 1997 at the Paul Hall Center for Maritime Training and Education. Brother Hussein last shipped aboard the *Overseas Philadelphia*. He resides in Dearborn, Mich.

HENRY JONES JR., 65, hails from Louisiana.



Brother Jones began his career with the SIU in 1964 in the port of San Francisco. A member of the steward department, he first shipped aboard the *Del Sol*. Brother Jones upgraded his skills in 1980 and 1997 at the Paul Hall Center for Maritime Training and Education. A recertified steward, he last sailed aboard Pronav Ship Management's *LNG Leo*. Brother Jones lives in Seattle.



RUBEN MARTINEZ, 65, began his career with the SIU in 1972 in the port of New York. A native of Puerto Rico,

Brother Martinez served in the U.S. Army from 1955 to 1958. He first shipped aboard the *Eagle Voyage*, operated by Sea Transport. Brother Martinez sailed as a member of the engine department and upgraded his skills in 1973 and 1975 at the Seafarers Harry Lundeberg School of Seamanship. He last shipped aboard the *Mayaguez*, operated by NPR, Inc. Brother Martinez lives in his native Puerto Rico.

ARTURO MONTENEGRO, 59, hails from the Philippines.



He started his career with the SIU in 1977 in the port of San Francisco. Brother Montenegro first shipped aboard the *Coastal California*. A member of the engine department, he last sailed aboard the *Oakland*. Brother Montenegro calls Castro Valley, Calif., home.



LUIS A. NIEVES, 61, began his career with the SIU in 1961, joining in the port of New York. A native of Puerto

Rico, Brother Nieves first shipped aboard a Sea-Land Service, Inc. vessel. He sailed in the engine department and upgraded his skills in 1978, 1985 and 1986 at the Seafarers Harry Lundeberg School of Seamanship. He last shipped aboard the *Sea-Land Elizabeth*. Brother Nieves lives in Jersey City, N.J.

JUAN ORTIZ, 65, started his career with the SIU in 1979 in the port of Houston. A native of Puerto Rico,



he served in the U.S. Army from 1954 to 1956. Brother Ortiz first sailed aboard the *Connecticut*, operated by Connecticut Transport, Inc. A member of the engine department, he upgraded his skills in 1987 and 1996 at the Paul Hall Center for Maritime Training and Education. Brother Ortiz last shipped aboard NPR, Inc.'s *Humacao*. He resides in Fayetteville, N.C.

JOSE A. PADILLA, 57, joined the SIU in 1970 in the port of New York. Born in Puerto Rico, Brother Padilla first sailed aboard the *Fanwood*, operated by Waterman Steamship Corp. He worked in the steward department. His last vessel was the *Sea-Land Consumer*. Brother Padilla calls Hatillo, P.R. home.



MOHAM-MED S. SHARIFF, 68, began his career with the SIU in 1966, joining in the port of Detroit. Born in Arabia,

Brother Shariff worked in the steward department and first sailed aboard a Buckeye Steamship Co. vessel. Prior to retiring, he worked aboard the cable ship *Global Sentinel*. He calls Detroit home.

GREAT LAKES

MARTIN SZEKELY, 62, started his career with the SIU in 1973 in the port of Detroit. The Painesville, Ohio native first sailed aboard a Falcon Marine Co. vessel. A member of the deck department, he last shipped aboard a Luedtke Engineering Co. vessel. Brother Szekely resides in Winthrop Harbor, Ill.



INLAND



ROBERT E. BRANCH, 56, joined the SIU in 1977 in the port of New Orleans. A native of Louisiana,

Boatman Branch sailed primarily aboard Crescent Towing & Salvage Company vessels in the deck department. Boatman Branch resides in his native Louisiana in the city of Natalbany.

WILLIAM G. HOOK, 62, began his career with the SIU in 1973 in the port of Norfolk. He served in the



U.S. Marine Corps from 1960 to 1966 and first sailed aboard a Virginia Pilot Corp. vessel. Boatman Hook was a member of the deck department and last sailed aboard an Association of Maryland Pilots vessel. He calls Virginia Beach, Va. home.

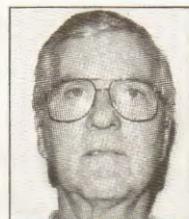


ROBERT J. JOHNSON, 60, started his career with the SIU in 1967 in the port of Philadelphia. A member of the deck department, Boatman Johnson first sailed aboard a PF Martin Co. vessel. The Pennsylvania native last worked aboard an Interstate Oil Transportation Co. vessel. He lives in Myrtle Beach, S.C.

JERRY M. MUNSON, 62, hails from Wisconsin. He began his career with the SIU in 1970, joining in the port of Philadelphia.



Boatman Munson served in the U.S. Marine Corps from 1955 to 1957. A member of the deck department, he first sailed aboard a Michigan Tankers vessel. Boatman Munson spent part of his career in the deep sea division and last sailed aboard a Mariner Towing Co. vessel. He resides in Gibsonton, Fla.



WELDON W. POTTS, 61, started his career with the SIU in 1966 in Port Arthur, Texas. A native of Center, Texas, he served in the U.S. Army from 1955 to 1958. Boatman Potts sailed as a captain. He first worked aboard a Higma Barge Lines vessel. Prior to retiring, he sailed aboard a Hvide Marine Towing Services vessel. Boatman Potts calls Orange, Texas home.

Reprinted from past issues of the Seafarers LOG

1953

In December, the number of babies born under the Seafarers maternity benefit program rose to 1,000. The Welfare Plan provides a \$200 maternity benefit for eligible seamen with a \$25 bond being given to the baby. The benefits, first established in April 1952, have been an important aid to Seafarers in meeting the high costs of maternity care. The maternity plan is funded by the SIU Welfare Plan.

1962

The Seafarers International Union and other member unions of the AFL-CIO Maritime Trades Department are giving full support to a strike by members of the International Longshoremen's Association in ports from Maine to Texas. The walkout followed the shippers' rejection of an ILA offer of a two-

year contract during which the key issue of manpower would be studied by a panel, with recommendations to be made at the conclusion of the agreement. The ILA has accused the shippers of not bargaining in good faith.

THIS MONTH IN SIU HISTORY

1990

(Referring to Operation Desert Shield)
The magnitude of the marine transportation operation is evidenced in the amount of

pounds of materiel that has been carried from the United States to the Gulf. As of the third week in November, the Military Sealift Command, the agency in the Armed Forces responsible for waterborne transport of supplies, reports that over 2.1 billion pounds of unit equipment have been delivered to the Gulf, as well as 3.8 billion pounds of fuel. Additionally, there have been more than 150 off-loads at docks in the Middle East. Many of the vessels carrying supplies to the Persian Gulf are manned by SIU members.

Final Departures

DEEP SEA

FADEL M. ABDULLA



Brother Fadel M. Abdulla, 49, died Aug. 29. Born in Yemen, he joined the SIU in 1970 in the port of Seattle. Brother Abdulla first shipped aboard

a Michigan Tankers, Inc. vessel. A member of the steward department, he last sailed aboard the *Westward Venture*, operated by Interocean Ugland Management Corp. Brother Abdulla lived in Seattle.

LIONEL ANTOINE



Pensioner Lionel Antoine, 80, passed away Aug. 29. He began his career with the SIU in 1942 in the port of New Orleans. Brother Antoine was born in

Louisiana and first sailed aboard the *Alcoa Polaris*, operated by Alcoa Steamship Corp. Before retiring in 1982, the steward department member shipped aboard Waterman Steamship's *Thomas Nelson*. Brother Antoine lived in New Orleans.

RAMSEY BAUMGARDNER



Pensioner Ramsey Baumgardner, 68, died Aug. 15. Brother Baumgardner began his career with the Seafarers in 1956, joining in the

port of Houston. He first sailed aboard Ore Navigation Corp.'s *Marore*. A native of Colorado, he last worked aboard the *Sea-Land Consumer*. Brother Baumgardner served in the U.S. Marine Corps from 1949 to 1950. He began receiving his pension in 1996. Brother Baumgardner resided in California.

GHAZIR BENDECK



Brother Ghazir Bendeck, 63, passed away Feb. 2. He joined the Seafarers in 1966 in the port of New Orleans. Born in Honduras, he

sailed as a member of the steward department. Brother Bendeck first sailed aboard the *Steel King*. He last worked aboard Waterman Steamship Corp.'s *Sam Houston*. Brother Bendeck resided in Louisiana.

DAVID BETZ



Brother David Betz, 41, died Aug. 20. He joined the Seafarers in 1977 in the port of Philadelphia and sailed in the steward department. He first

shipped aboard the *USNS Potomac*. He last sailed on the cable ship *Long Lines*. Brother Betz lived in Maryland.

REUBEN C. BLACKBURN

Pensioner Reuben C. Blackburn, 77, passed away Sept. 16. Born in Wilkesboro, N.C., he joined the Seafarers in 1951 in the port of San Francisco. Brother Blackburn shipped as a member of the steward department. His first ship was the



Santa Maria, operated by Delta Steamship Lines. He last worked aboard Delta's *Santa Magdalena*. Brother Blackburn served in the

U.S. Army from 1940 to 1944 and began receiving his SIU pension in 1985. He resided in Los Angeles.

NORWOOD BRYANT



Pensioner Norwood Bryant, 71, died Aug. 21. Brother Bryant began his career with the SIU in 1962, joining in the port of

Baltimore. He sailed as a member of the deck department. Brother Bryant first shipped aboard a Calmar Steamship Corp. vessel and last sailed on Waterman Steamship Corp.'s *Sam Houston*. Born in Clinton, N.C., he served in the U.S. Coast Guard from 1946 to 1951. Brother Bryant began receiving his pension in 1993. He resided in his native North Carolina.

JAMES BYERS



Pensioner James Byers, 79, passed away Aug. 28. Brother Byers began his career with the Seafarers in 1947, joining in the port of

Mobile, Ala. A member of the engine department, he first shipped aboard an Alcoa Steamship Co. vessel. He last sailed on a Michigan Tankers, Inc. vessel. Born in Pennsylvania, Brother Byers served in the U.S. Navy from 1939 to 1944 and began receiving his pension in 1976. He called Alabama home.

VINCENT J. CALI



Pensioner Vincent J. Cali, 89, died Oct. 3. Brother Cali, a charter member of the SIU, joined the union in 1939 in the port of New Orleans. A

native of Hammond, La., he sailed in the steward department, first sailing aboard an Alcoa Steamship Co. vessel. He last sailed aboard the *Del Ar*, operated by Delta Steamship Lines. Brother Cali began receiving his pension in 1975. He lived in New Orleans.

THOMAS CORRELL



Pensioner Thomas Correll, 64, passed away Aug. 30. Brother Correll joined the Seafarers in 1960 in the port of New York. The Brooklyn

native sailed as a member of the deck department, first shipping aboard a Sea-Land vessel. He last worked on the *Sea-Land Crusader*. Brother Correll began receiving his pension in 1999. He resided in New York.

JOHN EDLUND

Pensioner John Edlund, 73, died Aug. 26. Born in Alabama, Brother Edlund joined the SIU in 1948 in the port of Mobile, Ala. He sailed as a member of the engine department



and first shipped aboard the *North Platte Victory*, operated by Delta Steamship Lines. Brother Edlund last sailed aboard Cove Shipping

Co.'s *Cove Navigator*. He began receiving his pension in 1984. Brother Edlund resided in Alabama.

TOMAS ESCUDERO



Pensioner Tomas Escudero, 71, passed away Aug. 23. A native of Puerto Rico, Brother Escudero joined the SIU in 1971 in the port of

New York. He first shipped aboard the *Robin Trent*, operated by Moore-McCormack Lines. Brother Escudero was a member of the engine department and last sailed aboard Delta Steamship Lines' *Santa Paula*. He served in the U.S. Army from 1949 to 1959 and began receiving his pension in 1999. Brother Escudero lived in Pennsylvania.

FLOYD FRITZ



Pensioner Floyd Fritz, 74, died Aug. 25. Brother Fritz was born in Portsmouth, Ohio. He began his career with the Seafarers in 1946, joining in

the port of Baltimore. A member of the deck department, he first shipped aboard an Interocean Management Corp. vessel. Brother Fritz last sailed aboard the *USNS Capella*. He began receiving his pension in 1988. Brother Fritz resided in Duval, Fla.

ORLA ISPEN



Pensioner Orla Ispen, 72, passed away Sept. 30. A native of Denmark, Brother Ispen joined the SIU in 1964 in the port of New

York. He first sailed aboard the *Bienville*, operated by Sea-Land Service, Inc. A member of the deck department, Brother Ispen last sailed aboard the *Sea-Land Quality*. He began receiving his pension in 1993. Brother Ispen lived in New York.

RICHARD JOHNSON



Pensioner Richard Johnson, 71, died Aug. 23. Born in Virginia, he joined the SIU in 1951 in the port of New York. Brother

Johnson first sailed aboard the *Seamar*, operated by Bethlehem Steel Corp. He shipped as a member of the deck department and last sailed aboard the *Sea-Land Navigator*. Brother Johnson began receiving his pension in 1990. He called San Francisco home.

JOSEPH MERCIER

Pensioner Joseph Mercier, 74, passed away Sept. 11. A New Hampshire native, Brother Mercier joined the SIU in 1951. He first sailed aboard the *Neva West*, operated by Bloomfield Steamship Co. A member of the deck department, he



last worked on the *Gus W. Darnell*, operated by Ocean Ships, Inc. Brother Mercier began receiving his pension in 1991. He lived in Baltimore.

EDMUND NICOLAS



Pensioner Edmund Nicolas, 65, died April 5. Born in the Philippines, Brother Nicolas joined the MC&S in 1978 in the port of

San Francisco. The steward department member first sailed aboard the *Santa Mercedes*, operated by Delta Steamship Lines. Brother Nicolas last worked on the *Mokihana*. He began receiving his pension in 1995. Brother Nicolas lived in California.

BOBBIE STEARNS



Pensioner Bobbie Stearns, 68, died April 21. Brother Stearns joined the SIU in 1966 in the port of Wilmington, Calif. A California

native, he first sailed aboard the *Loma Victory*, operated by Delta Steamship Lines. He worked in the steward department and last worked aboard the *USNS Audacious*, operated by U.S. Marine Management. Brother Stearns began receiving his pension in 1996. He lived in California.

EDWARD THOMPSON



Pensioner Edward Thompson, 70, passed away Sept. 20. Born in Pennsylvania, Brother Thompson joined the SIU in 1952 in the

port of New York. He first shipped aboard a Sprogue Steamship Co. vessel. Brother Thompson sailed in both the deck and steward departments during his career. His final voyage was aboard the *Sea-Land Anchorage*. Brother Thompson served in the U.S. Navy from 1947 to 1951. He began receiving his pension in 1992. Seattle was his home.

JAMES WOODS



Pensioner James Woods, 76, died July 9. Brother Woods started his career with the SIU in 1959, joining in the port of Jacksonville, Fla.

The Iowa native sailed as a member of the steward department. He first shipped aboard Suwannee Steamship Co.'s *Sampan Knot*. Brother Woods last sailed on the *Sea-Land Portland*. He served in the U.S. Navy from 1942 to 1946. Brother Woods started receiving his pension in 1985. He resided in Fredricksburg, Iowa.

GREAT LAKES

JAMES E. SETTERBO

Pensioner James E. Setterbo, 74, passed away Aug. 21. Brother Setterbo started his career with the



SIU in 1963, joining in the port of Frankfort, Mich. He first sailed aboard a Michigan Interstate Railway vessel. A member of

the deck department, he last worked aboard a Michigan Tankers, Inc. vessel. Brother Setterbo served in the U.S. Navy from 1944 to 1946. He began receiving his pension in 1975. Michigan was his home.

INLAND

JOHN M. PHILLIPS

Pensioner John M. Phillips, 82, died May 15. Boatman Phillips joined the SIU in 1973 in the port of Mobile, Ala. A member of the deck department, he primarily sailed aboard Dravo Basic Materials Co. vessels. The Alabama native served in the U.S. Army from 1942 to 1946. He began receiving his pension in 1982. Boatman Phillips resided in Uriah, Ala.

EMIL WERNER



Boatman Emil Werner, 60, passed away Oct. 5. He joined the SIU in 1969 in the port of Baltimore. Boatman Werner was a

member of the deck department. He sailed primarily aboard Maritans vessels. Sharptown, Md. was his home.

RAILROAD MARINE

FRANK COMUNALE



Pensioner Frank Comunale, 92, passed away Aug. 25. A native of New Jersey, he joined the Seafarers in 1960 in the port of New York.

Brother Comunale sailed as a member of the deck department, first sailing aboard a Pennsylvania Railroad-operated vessel out of Norfolk, Va. He last shipped aboard a Penn Central Transportation Co. vessel. Brother Comunale began receiving his pension in 1973. He resided in Florida.

Correction

The photo that accompanied the biographical sketch of **William J. Barnes** in the October Final Departures column was published in error. The individual depicted in that photo is still alive and residing in Alabama. The correct photo and obituary follows. The *Seafarers LOG* regrets the error.



Pensioner William Barnes, 79, died July 10. He joined the Seafarers in 1953 in the port of New York. Born in the Philip-

pines, Brother Barnes first sailed with New York Dock Railway Co. A member of the engine department, he began receiving his pension in 1987. Prior to retiring, he sailed aboard the *Sea-Land Marketer*. Brother Barnes resided in his native country.

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).

Aug. 30—Chairman **Mario R. Romero**, Secretary **Elena R. Curley**, Educational Director **Peter Joseph**, Steward Delegate **Isabel Miranda**. Chairman reminded everyone to be sure z-cards are up to date. He read article in LOG about LNG ships and expressed pleasure that SIU brothers and sisters could retain jobs on six of those vessels for five more years. Educational director stated ship will have new satellite system for better TV reception within next few months. He suggested everyone attend Paul Hall Center in Piney Point, Md. to upgrade skills every possible opportunity. No beefs or disputed OT reported. Previous request made for company to provide permanent mailing address. Company has provided two: one for letters, another for packages. Suggestion made for contracts department to negotiate better pay and OT for unlicensed apprentices aboard ship. Everyone pleased to see Chief Steward Curley back on ship after two months off. She has done outstanding job. Next ports: Port Everglades, Fla.; Beaumont, Texas.

AMERICAN MERLIN (Osprey-Acomarit Ship Mgmt.).

Aug. 6—Chairman **Sean M. Ryan**, Secretary **Thomas Wybo**, Deck Delegate **Duane R. Castello**, Engine Delegate **John Robinson Jr.**, Steward Delegate **Hamin Sialana**. Chairman announced payoff on arrival in Houston Aug. 13 before heading to Mombasa, Kenya. Steward asked to submit repair list and crew requested to turn in used linen, keys and uniforms and to clean cabins before signing off. Educational director encouraged Seafarers to take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT reported. Suggestion made that allotments be available twice a month via direct deposit on all foreign voyages. Request made for new washers and dryers as well as wall-mounted fans. Also asked for second steward assistant due to extra people on board.

CSX HAWAII (CSX Lines),

Aug. 13—Chairman **Billy G. Hill**, Secretary **Edward P. Herrera**, Educational Director **Tracy J. Hill**, Deck Delegate **Wilfredo Vélez**, Engine Delegate **Samuel Garrett**, Steward Delegate **David Valle**. Chairman stated payoff to take place in port of Jacksonville Aug. 25. He asked that everyone take Coast Guard inspection and all drills seriously. He also reminded crew members to check all sailing documents to make sure they are up to date. Educational director requested more information on STCW. No beefs or disputed OT reported. Request made for clarification of medical benefits for those considered not fit for duty for more than six months. Chairman noted Paul Hall Day Aug. 20. All Seafarers are thankful for his strength and courage and for what he did for the SIU. Steward department thanked for job well done.

HMI DEFENDER (IUM),

Aug. 30—Chairman **Daniel C. Eckert**,

Secretary **Donald GaNung**, Educational Director **George H. Bixby**, Deck Delegate **Joseph R. Laine**, Steward Delegate **Peter L. Crum**. Chairman advised everyone to read *Seafarers LOG* to find out what's going on in industry. He noted new wages have been posted. No beefs or disputed OT reported. Request made for new furniture in crew lounge as well as tile in messhall and some rooms.

ITB NEW YORK (Sheridan Transportation),

Aug. 20—Chairman **Stephen J. Argay**, Secretary **Brenda M. Kamiya**, Educational Director **John K. Binpong**, Deck Delegate **Anthony Heinoldt**, Engine Delegate **Lane Schroeder**, Steward Delegate **Ali Muther**. Chairman stated ship still waiting for junction box for TV antenna. He said all departments working exceptionally well together. Secretary added everyone very helpful and hardworking. Educational director advised members to attend upgrading courses at Paul Hall Center, check z-cards for expiration dates and be sure to have STCW by January 2002. No beefs or disputed OT reported. Suggestion made to have contracts department look into having prescription benefits available for dependents. Request also made to have potable water tanks cleaned and water fountain repaired. Next port: Lake Charles, La.

PERSEVERANCE (IUM),

Aug. 31—Chairman **James E. Bishop**, Secretary **Catherine M. Hays**, Educational Director **Kenneth W. Pinchin**, Deck Delegate **Diego Hatch**, Engine Delegate **Milton Israel**, Steward Delegate **Marvin James**. Chairman announced payoff upon arrival in Marcus Hook, Penn. He thanked deck department for good, efficient job cleaning tanks. Educational director stressed importance of upgrading skills at Piney Point. Treasurer announced \$1,100 in ship's fund. Would like to use that money for satellite dish or more powerful TV antenna. No beefs or disputed OT reported. Suggestions made for contracts department to look into higher daily maintenance and cure benefits and dropping seatime requirements for insurance eligibility as long as member is in good standing. Next ports: Savannah, Ga.; Yabucoa, P.R.; Nederland, Texas.

SPC 5 ERIC G. GIBSON (Osprey-Acomarit Ship Mgmt.),

Aug. 25—Chairman **Thomas E. Minton**, Secretary **Felipe P. Orlanda**, Educational Director **Jim Porter**, Deck Delegate **Robert E. Thompson III**, Engine Delegate **James B. Porter**, Steward Delegate **David A. Brown III**. Chairman reviewed minutes from previous meeting and reminded crew to talk to department delegate if problems arise. He noted unlicensed apprentice doing fine aboard ship. Secretary thanked steward department for job well done. Filipino and oriental dishes are nice change from usual menu. Educational director noted importance of upgrading and getting STCW certificate. He also spoke about new simulator at Piney Point and urged

everyone to take advantage of school's state-of-the-art training. Discussion held about OT policy. No beefs or disputed OT reported. Bosun explained new meeting format. Clarification requested on shipping rules and crew relief procedures. Chairman explained value of supporting SPAD. Next port: Guam.

PRUDHOE BAY (Crowley),

Aug. 27—Chairman **Daniel W. Seagle**, Secretary **Scott Opsahl**, Educational Director **Leon S. Lazu**, Deck Delegate **Frederick C. Meier**, Steward Delegate **Sherman Anderson**. Chairman stated payoff scheduled on arrival in Seattle. Take any problems with air conditioning to bosun. Patrolman will be present at payoff to address concerns, and captain is available whenever draw is needed. Secretary thanked crew for keeping messhall tidy. Educational director reminded crew members about need for STCWs, TRBs and upgrading at Paul Hall Center and not to wait until last minute. He also noted number of classes to be held on board in next week: CPR; first aid; drug, alcohol and social responsibility. Treasurer announced \$695 in ship's safety fund. No beefs or disputed OT reported. Contract still under negotiations. Everyone advised to be patient during transition. Suggestions made to reduce time needed for vacation and pension and raise pension to reflect standard of living costs. Next port: Seattle.

USNS LOYAL (Maersk),

Aug. 20—Chairman **Christopher E. Brady**, Secretary **Jose Montero**, Educational Director **Scott A. Kucharski**. Chairman led discussion on new contract and complimented crew on professionalism. Educational director spoke about training requirements for shipping aboard TAGOS vessels. No beefs or disputed OT reported. Those remaining aboard for next mission advised to take special care in rough seas and extreme weather.

CAPRICORN (PRONAV),

Sept. 23—Chairman **Salim Ibrahim**, Secretary **Zein Achmad**, Educational Director **Rene R. Rosario**, Deck Delegate **William Rios**, Engine Delegate **John G. Knott**, Steward Delegate **Antonio Perez**. Educational director stated STCW certificates required to ship out starting 2002. He reminded crew members to take necessary upgrading courses before it's too late. No beefs or disputed OT reported. Crew members requested unemployment guide be supplied to vessel to clear up any misunderstandings about collecting unemployment. Request also made for contracts departments to see that availability of e-mail services be included in future contract negotiations as well as lowering seatime required for retirement. Next ports: Tobata, Japan; Bontang, Indonesia.

CSX NAVIGATOR (CSX Lines),

Sept. 17—Chairman **Robert S. Wilson**, Secretary **Richard A. Riley**, Educational Director **Daniel F. Dean**, Engine Delegate **James B. Spranza**, Steward Delegate **Dominico Dacua**. Chairman read president's report from LOG and led discussion about shipping and future jobs. Secretary noted new movies purchased from ship's fund. Educational director said upgrading at Paul Hall Center is a must to protect your job, your family and your future. No beefs or disputed OT reported. Recommendations made for contracts department to look into lowering retirement age and raising monthly retirement benefits. Next port: Tacoma, Wash.

CSX PRODUCER (CSX Lines),

Sept. 26—Chairman **Joel A. Lechel**, Secretary **Peter Ciddio**,

Educational Director **Allan A. Rogers**, Deck Delegate **Joseph A. Osorio**, Engine Delegate **Leonard P. Viles**, Steward Delegate **Pedro J. Laboy**. Chairman announced payoff in Oakland, Calif. Sept. 26. Everything going smoothly; e-mail for crew members to be set up soon. Secretary stated all correspondence in order and posted. Educational director urged everyone to upgrade. He has forms available. Treasurer announced

ship heading to Oakland, Calif.; Honolulu; Guam.

HUMACAO (NPR, Inc.), Sept. 17—Chairman **William S. Byrne**, Secretary **Milton M. Journett**. Chairman announced payoff in Jacksonville and thanked crew for job well done, especially during Coast Guard inspection. Secretary stressed importance of upgrading skills at Paul Hall Center and contributing to SPAD. "It's your future." Educational director noted

Bound for Houston



During a gangway watch aboard the CSX Challenger at the CSX dock in San Juan, AB Regina Ewing sets the ship's sailing board.

\$922.18 in ship's fund. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing pension benefits in next contract and lower seatime required for pension. Vote of thanks given to Chief Cook Laboy and his crew for excellent food and barbecues. Steward thanked crew for helping keep public areas clean and tidy. New remote control needed in crew lounge. Next ports: Long Beach, Calif.; Honolulu; Oakland.

CSX TACOMA (CSX Lines),

Sept. 17—Chairman **John D. Kelley Jr.**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Lorance D. Pence**, Engine Delegate **Steven D. Bower**, Steward Delegate **Jioia deLeon**. Chairman announced payoff on arrival in Tacoma, Wash. Sept. 20. Crew to get blanket day off. Chairman advised everyone to be sure current address and beneficiary cards are current when filing for vacation. He also reminded members to vote in upcoming election. Every vote counts. Educational director encouraged crew members to upgrade at Piney Point whenever possible and contribute to SPAD. Treasurer announced \$500 in ship's fund. No beefs or disputed OT reported. Suggestion made for next contract to include 30-minute coffee breaks. "By the time the crew gets to the crew lounge for coffee, it's time to go back to work." Plumbing snake on special order to help stop flooding of laundry rooms. Steward department thanked for great job.

CSX TRADER (CSX Lines),

Sept. 10—Chairman **Dennis Brown**, Secretary **Kevin M. Dougherty**, Educational Director **Milton E. Sabin**, Deck Delegate **Joseph A. Loyal**, Engine Delegate **Ahmed Ahmed**, Steward Delegate **Alejo Fabia**. Chairman reported ship due in Tacoma Sept. 15. Payoff scheduled upon arrival. Treasurer announced \$216 in crew fund. Crew voted to donate \$50 to American Heart Association. Will also purchase additional used equipment for gym. "Our recreation area is now looking real good and is being enjoyed by many of the crew." No beefs or disputed OT noted. Crew members said everyone misses news and sports they used to receive on AFRTS radio. Prices of satellite TV/radio antenna will be checked out. Following payoff in Tacoma,

all crew members must comply with STCW and not to wait until last minute to get required training. Treasurer announced \$217 in movie fund. No beefs or disputed OT reported. Several suggestions made for contracts department to check out, including reducing seatime necessary for retirement, raising monthly pension benefit, fully covering prescription drugs for dependents, increasing optical benefits and raising maintenance and cure. Vote of thanks given to steward department for cleanliness of ship and continued good food.

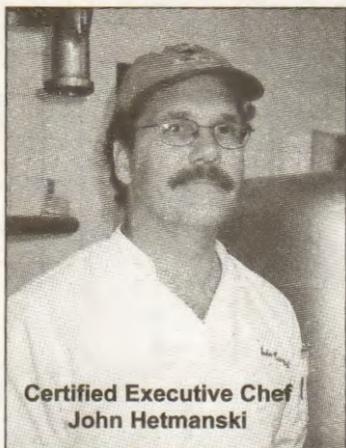
INDEPENDENCE (U.S. Ship Mgmt.),

Sept. 17—Chairman **James R. Wilson**, Secretary **Jill M. Prescott**, Educational Director **Kevin T. McCagh**, Steward Delegate **Charles T. Powers**. Chairman announced new washing machine due in Long Beach, Calif. Secretary thanked everyone for efforts in keeping house clean since coming out of shipyard. Educational director advised members to keep up to date on all shipping requirements. No beefs reported. Some disputed OT noted in steward department. Suggestion made for contracts department to look into reducing seatime needed to collect pension and increasing pension benefit. General discussion held about money purchase pension plan and about launch service in Panama. Vote of thanks given to steward department for job well done.

INTEGRITY (U.S. Ship Mgmt.),

Sept. 18—Chairman **David Denizac**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Clay Brown**. Chairman announced payoff upon arrival in Elizabeth, N.J. Sept. 24. Ship currently on new run to Mediterranean. Secretary stated information was distributed to crew regarding allowances for dental and pension benefits as well as information on seamen's documents. Some disputed OT reported in deck department due to delayed sailing; none in other departments. Suggestion made for contracts department to look into reducing rotary shipping tours of duty. Requests also made for launch service provided by company and that transportation should be covered by company due to change in schedule of ship to and from port of engagement. Steward department thanked for good job.

THE GALLEY CORNER



Certified Executive Chef
John Hetmanski

Dijon Ham 'n' Swiss Jalapeño Bread

Serves: 25

- 6 cups all-purpose flour
- 2 tablespoons granulated sugar
- 1 teaspoon salt
- ¼ cup yeast, active, dry
- 2 cups water
- ½ cup dijon mustard
- ¼ cup margarine
- 2 cups flour, all-purpose
- 3 cups cooked ham, chopped
- 2 cups shredded Swiss cheese
- 1 cup jalapeño peppers, canned

Mix together flour, sugar, salt.
Mix together water, mustard and margarine and heat to 125 degrees. Cool to 105-110 degrees and add yeast. Let bloom and add to flour mixture.
Add enough additional flour to make a soft dough. Knead until smooth and elastic.
Roll dough to 14" x 12". Spread ham, cheese and jalapeño peppers down center. Make cuts at 1" intervals down the side. Fold strips over top, alternately, to cover. Brush with egg wash. Set to rise. Bake at 375 degrees for 25 minutes or until done. Serve warm.

Yields: 2 loaves

If anyone is looking for a particular recipe or has one of their own that they would like to share, drop Chef Hetmanski a line at the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674 or e-mail to: shlssvoc@us.hsnet.net.

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.

AFL-CIO NATIONAL BOYCOTTS



- DIAMOND WALNUT CO.
Diamond brand bagged and canned walnuts and walnut pieces
► Teamsters
- FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York
► Teamsters
- MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
► Farm Labor Organizing Committee

FURNITURE

- STRAITS FURNITURE CO.
Jackson, Miss., manufacturer of entertainment centers, dining-room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits
► Electronic Workers, Furniture Workers Division

TRANSPORTATION & TRAVEL

- ALITALIA AIRLINES
Air transport for passengers and freight
► Machinists
- BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► Hotel Employees & Restaurant Employees
- CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
► Paper, Allied-Industrial, Chemical & Energy Workers
- FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
► Hotel Employees & Restaurant Employees
- HOLIDAY INN SUNSPREE HOTEL
Hotel in Kapaa, Hawaii
► Longshore & Warehouse Union
- NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
► Hotel Employees & Restaurant Employees

OTHERS

- CF&I STEEL and OREGON STEEL MILLS, INC.
Steel, including rod, bar, rail, pipe and steel plate
► Steelworkers
- WELLS FARGO and NORWEST BANKS
Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington; Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming
► Steelworkers
- R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► Bakery, Confectionery, Tobacco Workers & Grain Millers

BUILDING MATERIALS & TOOLS

- BROWN & SHARPE MFG. CO.
Measuring, cutting and machine tools and pumps
► Machinists
- JET EQUIPMENT & TOOLS, INC.
Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
► Teamsters
- SOUTHWIRE CO.
Commercial and industrial wire and cable; Do-It-Yourself brand homewire
► Electrical Workers

CLOTHING

- MASTER APPAREL
Men's and boys' trousers. Labels include Hills and Archer, and Ivy Hill
► Electronic Workers

ENTERTAINMENT & RECREATION

- BLACK ENTERTAINMENT TELEVISION
BET cable television, Action payperview, Bet on Jazz
► Electrical Workers

FOOD & BEVERAGES

- BASIC VEGETABLE PRODUCTS/
BASIC AMERICAN FOODS
Dehydrated garlic, onion, and other vegetable products, chiefly for institutions such as colleges, hospitals and hotels, and for other food processors. Labels include: Snow White garlic, Mello Toasted onion, Dial-A-Heat garlic and chilis, High-Flavor onion and garlic, Dehydrofrozen Vegetables, Potato Pearls, Golden Grill hashbrowns and potato pancakes, Santiago Refried Beans, Quick-Start Chili Mx
► Teamsters
- CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate
► Farm Workers

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan, EIN 51-6097856, Plan No. 001 for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$859,809. These expenses included \$224,474 in administrative expenses and \$635,335 in benefits paid to participants and beneficiaries. A total of 1,416 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$10,892,696, as of December 31, 1999, compared to \$11,512,065 as of January 1, 1999. During the plan year, the plan experienced a decrease in its net assets of \$619,369. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$240,440 including realized gains of \$478,084 from the sale of assets, earnings from investments of \$582,904 and unrealized (depreciation) of assets of \$(820,548).

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$6.90 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor (DOL) upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, Room N4677, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20216.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND

This is a summary of the annual report of the Seafarers Welfare Fund, EIN 13-5557534, Plan No. 501, for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees has committed itself to pay all claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$30,224,364 as of December 31, 1999, compared to \$24,272,339 as of January 1, 1999 (as restated). During the plan year, the plan experienced an increase in its net assets of \$5,952,025. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$49,803,331 including employer contributions of \$49,414,547, realized (loss) of \$(115,422) from the sale of assets, earnings from investments of \$1,756,399, other income of \$42,318, and unrealized (depreciation) of assets of \$(1,294,511).

Plan expenses were \$43,851,306. These expenses included \$4,963,199 in administrative expenses and \$38,888,107 in benefits paid to participants and beneficiaries.

You Rights To Additional Information

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

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transaction in excess of 5 percent of plan assets; and
- 4) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees Seafarers Welfare Fund, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$4.50 for the full annual report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor (DOL) upon payment of copying costs. Request to the DOL should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20216.

SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, EIN 52-1994914, Plan No. 001, for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$201,422. These expenses included \$126,572 in administrative expenses and \$74,850 in benefit paid to participants and beneficiaries. A total of 6,968 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$6,531,592, as of December 31, 1999, compared to \$3,961,403 as of January 1, 1999. During the plan year, the plan experienced an increase in its net assets of \$2,570,189. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$2,771,611 including employer contributions of \$2,150,747, employee contributions of \$27,310, earnings from investments of \$533,171 and other income of \$60,383.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed

below are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.55 for the full annual report or .15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor (DOL) upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, Room N4677, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20216.

APRIL 15 IS DEADLINE FOR SIU SCHOLARSHIP APPLICATION FORMS

There are four more months until applications for the SIU scholarship program are due. That leaves plenty of time to send away for your application, fill it out, collect all the necessary information and mail it in.

Seafarers, their spouses and dependent children can make the new year a memorable one by applying for one of eight scholarships being awarded next May.

Filling out the coupon (below right) for a copy of the program booklet is the first step toward pursuing your hopes, dreams and goals for a higher level of education. It contains eligibility information, procedures for applying and a copy of the application form.

Once the scholarship booklet has been received, applicants should check the eligibility information carefully to make sure that certain conditions are met.

Since the completed application form (and other required paperwork) is due no later than April 15, 2001, applicants should start

collecting the necessary documents as soon as possible. These include transcripts and certificates of graduation, letters of recommendation, a photograph and certified copy of birth certificate. Also, arrangements should be made to take the SAT or ACT tests by February.

The 2001 scholarship will consist of eight monetary grants to be awarded to three SIU members and five dependents. One of the three scholarships reserved for SIU members is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. Five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

No one can be awarded a scholarship without filling out an application and mailing it to the Scholarship Program by April 15, 2001. Do it today!

Please send me the 2001 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Welfare Plan,
5201 Auth Way, Camp Springs, MD 20746

12/00

Paul Hall Center Graduating Classes



Basic Safety Training (STCW) — An on-site basic safety training (STCW) class was conducted by instructor Mitch Oakley Oct. 20-22 in Galveston, Texas for G&H boatmen. Completing the class are (in alphabetical order) Chris Bartholmey, Michael Brown, Jimmy Cady, Jeff Fitzgerald, Whitney Hargrave, Matthew Hudnall, Craig King, Carl Kivela, Michael Lynch, Raymond McGuire, Claude Murphy, Marion Peoples, Mundy Ransom, Willard Ransom, Martin Scott, Brandon Taylor, Corey Taylor, Gene Tuttle, Keith Walton, Bruce Williams and Dennis Murphy. (Note: Not all graduates are in photo.)



Able Seaman — Earning their AB ratings Oct. 27 are (in alphabetical order) Kristopher Anderson, John Brooks, Daniel Buffington, Brookie Davis, Jack Drossos, David Green, Eric Hurt, Adrian Jones, Timothy LaRue, Paulo Leite, Ruben Rivera, Michael Samuels, Cliff Trapp and Delsrael Williams. (Note: Not all graduates are in photo.) Their instructor, Bernabe Pelington, is at left.



Water Safety — Crew members who will be working aboard American Classic voyages' new cruise ships completed the required water safety course at Piney Point Oct. 11. From the left (kneeling) are Reni Saldarriaga, Tanya Kennedy, Jocelyn Palacia, (second row) Helene Ishizabi, Alexander Rossinsuiy, Juan Vega, Randy McCalip, John White, Bernarde Pelington (instructor) Florante Sunega, Ruben Stewart Jr. and Paul Smith.



Government Vessels — Graduating from the government vessels course Oct. 4 are (front row, from left) Kevin McIntyre, Efen Villarose, Cheryl Mix, Michael Sherno, (second row) Mark Cates (instructor), Michael DiAngelo, Quinton Washington, Jesus Martinez, Jerramy McNeil, Freddy Traffin and Jerome Wong.

Basic Safety Training – Hawaii



The Seafarers graduating from the first basic safety training class held on Oahu are being dispatched to the new cruise ship, the *MS Patriot* in all three shipboard departments. They are (from left, kneeling) Ben Cusic (instructor), Eric Quayle, John Ferreira, Crispulo Orosco, Alejandro Quiroigico, Oscar Luis, Deren Atienza, Dwayne Paishon, (second row) Anwar Muthana, Alan Larson, Eric Silva, Sigfred Erickson, Patrick Mitsuyoshi, Loreto Orosco, Donato Tabag, Jimmy John Kincaid, Dennis Donehoo (instructor), Quirino Bangloy and Steven Soltysik (instructor).



Being dispatched to the *MS Patriot* as general utility crew are graduates of the second basic safety training class held on Oahu. The members are (from left, kneeling) Mark Villa, Edgardo Bitlon, (second row) Wayne Dimmer, Judyn Martinez, Gerardo Villanueva, Ireneo Padilla, Romel Gante, Jose Ayon-Ayon, (third row) Sean Hayes, Hamilton Kaopua, Edgardo DeGuzman, Miguel Palisoc, Constantine Udarbe, Bobby Harris, Roger Casido and Dennis Donehoo (instructor).



Some of the graduating Seafarers from the third basic safety training class on Oahu are bound for the new cruise ship. From the left (kneeling) are Romeo Manansala, Ben Cusic (instructor), Edgardo Basye, Noel Comacho, Steven Soltysik (instructor), Jose Bautista Jr., Federico Giray, Deserie Westergard, Artemia Gandeza, (standing) Dennis Donehoo (instructor), Abdul Hasan, Arthur Medeiros, James Leavy, Falefatu Maluina, Edward Ah San, Gregory Rice, Roland Cabasag, Mark Cabasag, Salah Saleh, Hazza Hussein, Justo Flores, Jaime Austria and Editho Barraca.



Upgraders Lifeboat — Completing their lifeboat endorsements Sept. 29 are upgraders (from left, first row) Michael Kachele, Keith McIntosh, Michael Samuels, Kenneth Adamczak, Michael Doby, Delsrael Williams, Barnabe Pelington (instructor), (second row) Brookie Davis, Eric Hurt, Ali Akmar, Adrian Jones, Jose Garcia, Timmy LaRue, Lloyd Hall Sr., Isadore Greenberg and John E. Brooks.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the first two months of 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	Start Date	Date of Completion
Limited License Prep	January 22	March 16

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED	January 8	March 30
Welding	January 8 February 5	January 26 February 23

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	December 4, 11, 18; January 8, 15, 22, 29 February 5, 12, 19, 26 March 5, 12, 19, 26
Certified Chief Cook/Chief Steward (Every other week)	December 4, 18; January 8, 22 February 5, 19 March 5, 19

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Fire Fighting/STCW	January 6	January 19
	January 20	February 2
	February 3	February 16
	February 17	March 2
	March 3	March 16
	March 17	March 30
	March 31	April 13
	April 14	April 27
	April 28	May 11
	May 12	May 25
	May 26	June 8
Tankerman (PIC) Barge* (*must have basic fire fighting)	January 15	January 19

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

12/00

Paul Hall Center Graduating Classes



Phase III — Graduation is just a short time away for these unlicensed apprentices in the third phase of their training. They are (in alphabetical order) Stiles Anderson, Travis Astbury, James Brosher, Joseph Brosher, Harry Clements IV, Kenneth Dyson, Bryan Field, Charles Fitzpatrick, Sean Fortner, Jafar Gordon, Michael Harvey, Beth Ketah, Otis Reynolds and Nathan Young.



NY Waterway Crews Approve Contract

Group Completes Safety Training at Paul Hall Center



SIU members crew 22 boats operated by NY Waterway, with another ferry under construction.

November was a newsworthy month for 100-plus Seafarers who sail aboard commuter ferries operated by NY Waterway. Their newly approved, four-year contract took effect Nov. 1; and eight Seafarers became the first group from NY Waterway to complete safety training at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Additionally, construction in Alaska continued on a new high-speed boat scheduled for February delivery. Its capacity will be 149 passengers.

Sailing as captains and deckhands, SIU members crew 22 boats operated by the company. The ferries cover 10 routes between New York and New Jersey. Last year alone they transported more than 7 million passengers.

By a ratio of better than two to one, Seafarers recently okayed the new contract. Serving on the SIU negotiating committee were Captains **John Clare** and **A.J. Rinkus**, Deckhands **Kevin Lohr** and **George Schumpp**, and SIU Representative **Jack Caffey Jr.**

"Compared to the old contract, this one is definitely better. It's a positive step for the future," said Lohr, a shop steward at NY Waterway for the past eight years. "I think it is very fair in terms for retirement benefits and allowances for the future. It offers the best Seafarers plan available to include full medical and dental."

The agreement calls for wage increases in each of its four years. It stipulates major gains in the pension benefit and solidifies a seniority system. It also paves the way for members to take courses at the Paul Hall Center.

"This is what the members wanted, and we wouldn't stop until we got it," said Caffey. "The improvements in the pension plan are very substantial. The opportunity to train at Piney Point is a major breakthrough."



NY Waterway mariners last month completed safety training at the Paul Hall Center in Piney Point, Md. Among those Seafarers pictured at the school are (in alphabetical order) Deckhand Adam Ashton, Capt. Thomas Beckedorff, Capt. Robert Capenegro, Deckhand Andrew Galarza, Deckhand Robert Lara, Deckhand Ramon Santiago, Deckhand Wilson Verdesoto and Capt. Frank Virginia. Also pictured are SIU Representative Jack Caffey Jr. and NY Water Operations Manager (and former SIU member) Michael McPhillips.

"We built a stepping stone for the next contract," he continued. "The committee worked hard and stood up for their fellow members."

Crew members wasted no time taking advantage of the training opportunities. Completing basic fire fighting, water survival, CPR and other components in mid-November were Captains **Robert Capenegro**, **Thomas Beckedorff** and **Frank Virginia**, along with Deckhands **Adam Ashton**, **Andrew Galarza**, **Ramon Santiago**, **Wilson Verdesoto** and **Robert Lara**.

The school and the company plan to use last month's training as a building block for developing courses specifically tailored for NY Waterway crews.

"The fire fighting was useful," noted Ashton. "You don't often get to use a hand-held, mobile extinguisher. Now, the guys know exactly what it feels like to use one, and the same goes with the hoses."

"This is a bit of an experiment for the school and the company," he added. "I'm sure

when the process is more job-specific for NY Waterway, it'll be much better. But this was good, we got a lot of good information."

"It's interesting and it can be a lot of help," said Virginia. "For me, this was all refresher (subject matter). For a deckhand, it probably would be perfect."

Former SIU deep-sea division member **Michael McPhillips**, NY Waterway's operations manager, sat in on some of the training.

"The school is really impressive. We can get our guys trained the way we want them trained," he said. "The students were very enthusiastic."

Founded in 1986, NY Waterway is the largest private ferry operator in the U.S. In addition to its commuter services, the company offers sightseeing tours around lower Manhattan and up the Hudson River, among others. Its schedule also features ferry service to every home game played by Major League Baseball's New York Yankees and New York Mets.



From a modest beginning in 1986, NY Waterway ferries have become a popular alternative for commuters in New York and New Jersey. The SIU crewed boats transport approximately 20,000 daily commuters and also offer sightseeing tours and lunch cruises.

