

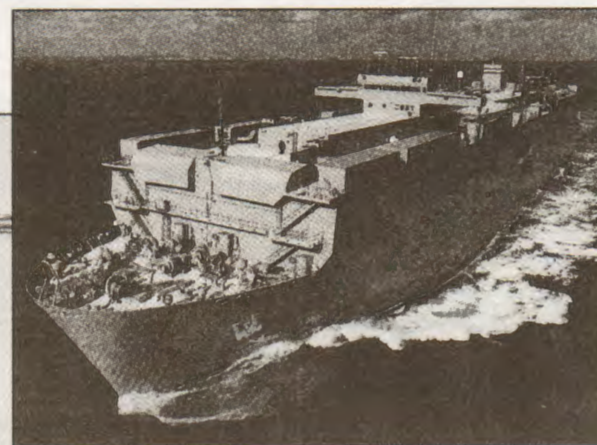


The

# Seafarers Log

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

## 25 YEARS OF RELIABILITY



# U.S. Ready Reserve Force, Merchant Crews Commended

## Ceremonies Recognize Fleet as 'High-Value Sealift Asset'

Representatives of government, the military, maritime labor and U.S. ship operators on Oct. 18 praised the Ready Reserve Force (RRF) as a key, cost-effective component of America's national defense capabilities. Ceremonies marking the RRF's 25<sup>th</sup> anniversary took place aboard the SIU-crewed *Cape Wrath* in Baltimore. Pictured aboard the ves-

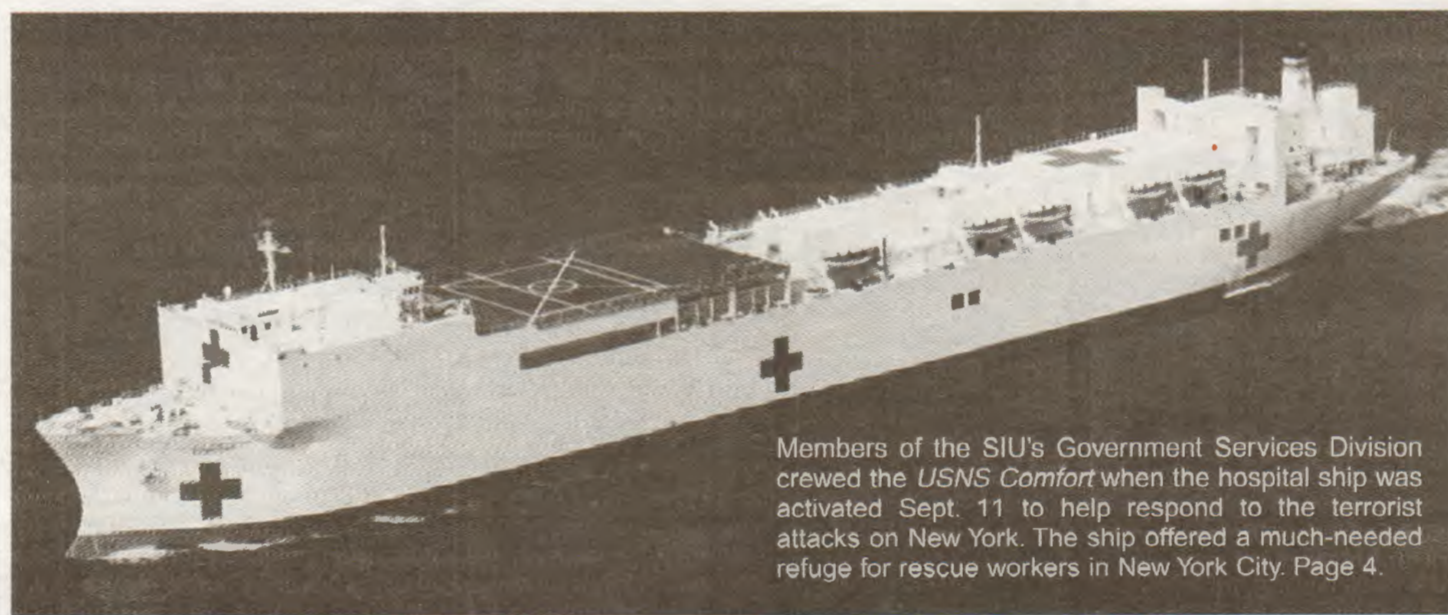
sel, with apprentices from the Paul Hall Center for Maritime Training and Education, are (front row) U.S. Transportation Secretary Norman Mineta and SIU President Michael Sacco; (back row, from left) SIU Port Agent Dennis Metz; SIU VP Contracts Augie Tellez; Rear Adm. Edward Fahy, director, plans and policy directorate, U.S. Transportation Command

(TRANSCOM); and Rear Adm. David Brewer, commander of the U.S. Military Sealift Command (MSC). The apprentices are (from left) Jason Varner, Jennifer Senner, Alasha Dixon, Brandon Harrison, Robert Treloar, Kevin Kirk, Joseph Jesnes and Quincy Wilson.

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### Helping the Heroes

## USNS Comfort Provides Respite For New York Rescue Workers



Members of the SIU's Government Services Division crewed the *USNS Comfort* when the hospital ship was activated Sept. 11 to help respond to the terrorist attacks on New York. The ship offered a much-needed refuge for rescue workers in New York City. Page 4.

### Sept. 11 Attacks Affect American Classic Voyages

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# President's Report

## Rebuilding

The terrorist attacks on America have harmed many U.S. industries, including maritime. That truth really hit home on



Michael Sacco

October 19, when SIU-contracted American Classic Voyages filed a voluntary petition to reorganize through Chapter 11 bankruptcy.

However, much like the nation itself, American Classic is working to regain its full strength. The company will continue to operate the *Delta Queen* riverboat, with an SIU crew. Plans are being made to bring back the *Mississippi Queen* next year. The hope is that

September 11's impact on the U.S. cruise industry (and all others, for that matter) is only temporary.

It's important to understand that Chapter 11 is a truce, not a surrender. Basically, it gives a company a chance to operate its business while creditors and courts approve plans to repay debts. It offers an opportunity to get a company back on its feet and rebuild.

Additionally, American Classic is hardly alone in its predicament. As reported elsewhere on this page, U.S. layoffs since September 11 have topped half a million. Chapter 11 is a viable option in some cases, including that of Bethlehem Steel, which filed for reorganization four days before American Classic.

The SIU, of course, will do everything we can to help our friends at American Classic in returning to full steam.

More importantly, the union is eager and available to help all SIU brothers and sisters who are impacted by the layoff. One of the best things about belonging to this union is, there's no shortage of work. We have many opportunities, and I encourage mariners from the American Classic fleets to contact their nearest SIU hall for more information. Please also keep in mind that we offer top-notch vocational training at the Paul Hall Center in Piney Point, Md., which can help you make the transition from passenger ships to cargo vessels.

On a personal note, I thank each and every Seafarer for your professional, mature conduct in the face of the layoffs. As disappointed as we all felt upon hearing the reorganization news, that didn't stop the SIU crews from completing your respective voyages and then departing the ships with class and dignity. You have my thanks and admiration.

Just as it will take time, patience and hard work to win the war on terrorism, so too will America need sustained, strong efforts to restore our work force. We have no other choice but to succeed.

## In Praise of the RRF

The ceremonies for the Ready Reserve Force's 25<sup>th</sup> anniversary (see page 3) brought lots of encouraging words from high-ranking officials from the government and military. Clearly, there is recognition, at top levels, of the importance of U.S. sealift capability. That includes the need to maintain a strong pool of qualified shipboard manpower—American crews for American ships, supporting our nation in times of war and peace.

While the praise for the RRF is well-deserved, it's time to step up efforts to revitalize the U.S. fleet. As I said during the ceremonies, there are indications that our industry stands on the verge of a manpower shortage that could threaten our national sealift capacity. The SIU is doing everything possible to prevent such problems, but we're not in this alone.

America learned many lessons on and after September 11. One of them is we can't afford to ignore warning signs. That goes for the health of the U.S. Merchant Marine—a sound, smart investment for this country's security.

# American Classic Voyages Files Voluntary Petition for Chapter 11 Reorganization

SIU-contracted American Classic Voyages, the largest U.S.-flag cruise company, on Oct. 19 announced that it has filed a voluntary petition for reorganization under Chapter 11 of the U.S. Bankruptcy Code in Wilmington, Del. The move was driven by the terrorist attacks of Sept. 11, which have harmed the tourism, entertainment and transportation industries more than any others (see story, this page).

Seafarers will continue to sail aboard the *Delta Queen* riverboat, and the company also announced it is working to reintroduce the *Mississippi Queen* next year. As this issue of the *Seafarers LOG* went to press, work had been suspended on the two 1,900-passenger Project America cruise ships being built at Northrop Grumman's Ingalls Shipyard in Pascagoula, Miss. "Northrop Grumman will continue its efforts with the U.S. Maritime Administration to obtain guaranteed funding for Project America," the shipyard said in an Oct. 25 new release. "Ongoing work on the program [is] subject to Project America's ability to secure immediate financing for the balance of the contract."

American Classic is the parent company of United States Lines, The Delta Queen Steamboat Co., American Hawaii Cruises, and Delta Queen Coastal Voyages. The company said it believes the Chapter 11 process "will allow us to rebuild our business in the aftermath of the Sept. 11 terrorist attacks and continue our proud tradition as America's cruise line."

For now, the reorganization includes shutting down many of the company's vessels—the *ms Patriot* and *Independence*, *American Queen*, *Mississippi Queen* and *Columbia Queen*, and the *Cape May Light*. The result is approximately 2,150 layoffs, including roughly 1,700 shipboard jobs. SIU crew members from those vessels may call the following toll-free number for information on benefit continuation: 800 252-4674.

"We will work with the company in every way possible to get those ships back in operation and to help ensure the continued construction of the new deep-sea cruise ships," said SIU Vice President Contracts Augie Tellez. "For the SIU members who were laid off, this union offers many other opportunities to work aboard ship, especially in the deep sea division."

Tellez added that the Paul Hall Center's safety school in Hawaii will remain open.

"The tragic events of Sept. 11 dealt a devastating blow to our business that has made it impossible to continue our full operations," said Phil Calian, CEO of American Classic Voyages. "We will continue to operate on a much reduced scale to focus on our Mississippi River cruises, which have been the historic core of our company."

In August, the company had reported increasing per diems and occupancy on its Hawaii ships, profitable performance on its Delta Queen vessels and that it had successfully reached an agreement with Northrop Grumman on the continuation of construction of the Project America cruise ships. In the four weeks subsequent to the Sept. 11 terrorist attacks in New York and Washington, D.C., the company said its gross bookings declined 50 percent, its cancellations increased 30 percent and it faced a weakened cash position with no prospects for additional capital at this time.

The company has established a customer information hotline (800 856-9904) and additional information is available on the company's web site at [www.amcv.com](http://www.amcv.com). Individuals with reservations on future American Classic cruises other than the *Delta Queen* steamboat should contact their travel agent, their travel insurance company or their credit card company for information about obtaining refunds.

## U.S. Layoffs Top 528,000

The United States economy is experiencing an accelerated downturn in the wake of the Sept. 11 terrorist attacks.

Hundreds of thousands of workers have lost their jobs, consumer confidence has plummeted, sales are down at major retailers and companies are scaling back on new investments.

Little is expected to change in the immediate future, according to Federal Reserve Chairman Alan Greenspan, who testified Oct. 17 before the Joint Economic Committee of Congress. The Fed chairman indicated that while the fallout from the attacks currently has the economy in a depressed state, he believes the resulting damage will only be short-term and that the country should recover once it gets over the initial shock of being attacked.

"The terrorist attacks have significantly heightened uncertainty in an economy that was already weak," stated a Federal Reserve Board news release, which was circulated shortly before Greenspan's appearance before the committee. "Nonetheless, the long-term prospects for productivity growth and the economy remain favorable and should become evident once the unusual forces restraining demand abate."

Meanwhile, workers across the country—many of them union members—continue to suffer. As of press time for the *Seafarers LOG*, announced layoffs nationwide had exceeded 528,000. Published reports suggest there are more than 140,000 aviation workers who face current or

future layoffs. AFL-CIO research shows more than 260,000 in the transportation and hospitality industries, and another 66,000 in aerospace will join the ranks of the jobless.

In New York City, an estimated 108,500 jobs were lost within one month of the Sept. 11 terrorist attacks, according to the Fiscal Policy Institute.

While Congress and the administration floated the idea of a \$75 billion economic stimulus package for the national economy, the New York City comptroller estimated Oct. 4 that the attack could cost New York City alone \$105 billion in damages and lost revenue.

By sector, the figures in the box at right show layoffs, which have either been carried out or are projected.

Sector	U.S. Layoffs
Hospitality tourism, entertainment	132,545
Transportation	128,094
Manufacturing	99,153
Aerospace	66,535
Communications & utilities	39,840
Service	33,996
Finance, insurance, real estate	15,764
Public administration	7,033
Retail trade	4,968
Other	775
<b>Totals</b>	<b>528,703</b>

## From Front Page to Poster Prints Available to SIU Members

Based on suggestions and requests from the membership, the front page of the October issue of the *Seafarers LOG* is being turned into a poster, with minor variations. The main artwork from last month's front page (a painting by freelance artist Bill Brower, who has worked with the SIU for many years) is the poster's centerpiece. The top features the words, "These Colors Don't Run!" The bottom includes a message about the Seafarers Political Action Donation (SPAD).

SIU members who would like to receive a print of the new SPAD poster should send their name and home address to the *Seafarers Political Action Donation*, 5201 Auth Way, Camp Springs, MD 20746.

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The SIU on line: [www.seafarers.org](http://www.seafarers.org)

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# 25 Years of Reliable Service

## Ready Reserve Force Praised as 'High-Value Sealift Asset'

High-ranking representatives of government, the military, maritime labor and U.S. ship operators on Oct. 18 cited the Ready Reserve Force (RRF) as a key, cost-effective component of America's national defense capabilities.

U.S. Transportation Secretary Norman Mineta served as keynote speaker during RRF 25<sup>th</sup> anniversary ceremonies sponsored by the U.S. Maritime Administration (MarAd) aboard the SIU crewed RRF vessel *Cape Wrath* in Baltimore. Also weighing in with their support for the RRF were Rear Adm. David Brewer, commander of the U.S. Military Sealift Command (MSC); Rear Adm. Edward Fahy, director, plans and policy directorate, U.S. Transportation Command (TRANSCOM); Acting Maritime Administrator Bruce Carlton; SIU President Michael Sacco, who also serves as president of the AFL-CIO Maritime Trades Department (MTD); Capt. Timothy Brown, president of the Masters, Mates & Pilots; and Richard du Moulin, chairman, president and CEO of Marine Transport Corp.

In addition to those from the *Cape Wrath*, a number of other SIU members attended the celebration. Seafarers crew several RRF ships based in Baltimore, as well as cable ships and tugboats. Unlicensed apprentices from the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., also attended.

### 'We Know They Stand Ready'

Mineta recognized unions' and merchant mariners' contributions

to the RRF's accomplishments. "The key to the success of the Ready Reserve Force is its use of experienced American ship operating companies which manage the ships, and the skilled and dedicated professionals from maritime labor organizations who crew them," he stated. "America's merchant marine, maritime industries and merchant seafarers have come through for us every time our nation has needed them. We know they stand ready to do so again, whether tomorrow, next week, next year or in the distant future."

The secretary said the RRF particularly proved its worth 10 years ago during the Persian Gulf War, when the merchant fleet reliably supplied American military forces for Operations Desert Shield and Desert Storm. "The *Cape Henry* and the *Cape Inscription*—the first RRF ships to arrive in Saudi Arabia—along with their sister ships, helped ferry nearly one-quarter of the 3.2 million short tons of dry cargo needed to support allied forces in the Persian Gulf."

He also noted the effective cooperation that helps spearhead the RRF's viability. "Our industry and labor partners make the Ready Reserve Force a reliable, cost-effective source of sealift," Mineta declared.

He thanked MarAd employees for their "stellar efforts in service to our nation, especially today, in support of the Ready Reserve Force program."

Mineta concluded, "The RRF has served America well. President Bush, Vice President Cheney



Acting Maritime Administrator  
Bruce Carlton



U.S. Transportation Secretary  
Norman Mineta



SIU and MTD President  
Michael Sacco



Rear Adm. David Brewer,  
commander, MSC



MM&P President  
Capt. Timothy Brown



Marine Transport Corp. President  
Richard du Moulin

and I are proud of your accomplishments and determined to give you the tools to continue your exemplary record of service and success."

### Steel Bridge

Brewer pointed out that the RRF has proved its worth many times since the Persian Gulf War, including during missions to Somalia, Haiti, Bosnia and Central America.

But the most vivid image of the RRF he described was that of the "steel bridge" of ships formed by merchant mariners to support U.S. troops during the Persian Gulf War. "During Desert Storm, we literally pushed a steel bridge to the Middle East," Brewer stated. "If you flew over the ocean, you'd see one ship every 50 miles supplying our troops."

"Whatever we do as a nation, we must never, ever burn that steel bridge to democracy," he continued. "I say to the RRF, thank God for your service."

Fahy relayed comments from Gen. Tony Robertson, commander of TRANSCOM: "The success of the RRF rests squarely on the shoulders of MarAd, working with our partners in the maritime industry.... You set the pace for defense transportation.... The highly trained men and women who crew the ships are true unsung heroes."

Fahy himself described the RRF as "one of our treasured national assets."

Carlton noted that everyone involved in the RRF program helps ensure the fleet's readiness by regularly participating in test activations, sometimes unannounced.

He said that some of the challenges faced by mariners activating vessels for the Persian Gulf War provided a valuable lesson,

leading to the establishment of reduced operating status (ROS) crews who maintain the ships. "You cannot 'park' ships and lock them up for 13 years and then expect them to perform," Carlton said. "We aggressively test these ships and ourselves on a no-notice basis."

He added, "As we celebrate the success of our RRF, we stand ready to perform the mission of sealift for our armed forces."

### Shipboard Manpower

Sacco and Brown stated that the nation must back its merchant fleet during peace time to help ensure adequate shipboard manpower for the RRF and other civilian-crewed, military support ships. Both pointed to a recent series of articles in the *Baltimore Sun* which quoted numerous high-ranking officials expressing concern about sufficient manpower for surge sealift.

"The merchant marine is vital to this country's national defense,



Rear Adm. Edward Fahy, director,  
plans and policy directorate,  
TRANSCOM

and it's time America started acting like it," Sacco said. "We must never send our soldiers into battle without knowing—for sure—that we've got the people and the ships to give them every tool they need."

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SIU VP Contracts Augie Tellez (right) presents a *Seafarers LOG* to U.S. Transportation Secretary Norman Mineta following the RRF ceremonies in Baltimore.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Tuesday, December 25, 2001 for the observance of Christmas Day (unless an emergency arises). Normal business hours will resume the following workday.

### Ready Reserve Force Facts

- Fleet includes 76 government-owned, civilian-crewed ships normally kept in reserve by the U.S. Maritime Administration (MarAd) to meet surge shipping requirements for the Department of Defense.
- RRF ships transport materiel to deployed U.S. forces in peace time and war.
- Vessels are maintained at 21 U.S. ports near potential military load-out sites, as well as two overseas ports.
- Ships can be fully crewed and ready to proceed to a loading site in four, five, 10 or 20 days, depending on activation schedule.
- Currently, four RRF ships are in active service as prepositioning ships. Twenty-six others are in reduced operating status (ROS) with four-day activation periods. Twenty-five more have five-day activation schedules; 19 ships have 10-day activations; and two vessels have 20-day activations.
- RRF fleet includes 31 roll-on/roll-off ships, 15 breakbulk vessels, 10 crane ships, nine tankers, seven heavy lift ships, two aviation repair vessels and two troop ships.

Source: U.S. Maritime Administration

# Helping the Heroes

## Seafarers-Crewed USNS Comfort Provides Respite for NY Rescuers

Sooner or later, even the nearly tireless rescue workers in New York City needed recuperation.

When those moments arrived, the Seafarers-crewed hospital ship *USNS Comfort* provided food, shelter and other services to thousands of fellow Americans involved in salvage operations at ground zero.

"I didn't care what we did, just as long as we helped. Whatever we could do to help America," stated AB Joseph Lee. "All the people who came aboard were glad to see us. It was really great just to take part in the relief effort."

Stationed in Baltimore in reduced operating status (ROS), the *Comfort* received activation orders on Sept. 11, following the terrorist attacks on New York and Washington. The ship arrived at New York's Pier 92 on Sept. 14. During the next two-and-a-half weeks, the steward department served 17,000 meals to guests, and the ship accommodated 2,300 overnight visitors.

Also in that time, crew members and medical personnel processed 4,400 pounds of laundry; handled 561 sick-call visits and 14 dental treatments; provided 500 mental-health consultations; hosted 1,359 medical massages given to guests by volunteer massage therapists from the New York area; and gave 227 haircuts.

The shipboard staff included 54 civilian mariners and 335 military personnel.

The *Comfort's* availability and its capacity to dock near the rescue site proved invaluable for many reasons. For one, a lot of the rescue workers had nowhere else to stay, because they had traveled to New York from out-

side the region. Even those who lived nearby would have had difficulty commuting between downtown and the suburbs, because of severe disruptions to the local transportation systems.

Seafarers from the *USNS Supply* and *USNS Spica* also helped in the relief efforts.

*"It brought tears to my eyes, to be honest. The first thing you want is pay-back. Then, you think of the families, and you're just glad you're able to help."*

— Yeoman Storekeeper Robert Allen

### Ahead of Schedule

When news of the attacks reached the *Comfort*, crew members immediately prepared for activation, even before receiving orders. The ship was ready to sail by 10 a.m. the next morning—four days earlier than required.

As with many of the land-based hospitals in the New York area, the *Comfort* initially expected to be utilized for treating patients. The vessel is outfitted with 1,000 beds, 12 operating rooms, 80 intensive-care beds and all the other equipment and

capabilities of a typical large U.S. hospital.

At some point en route to New York, word spread aboard the ship that its mission had changed to that a floating morgue. But, when the vessel docked at the U.S. Naval Weapons Station in Earle, N.J. in the pre-dawn hours of Sept. 14 (to load additional medical supplies and Navy personnel), crew members were informed their mission had been changed to supporting the rescue workers.

"The unlicensed crew did a good job," stated Chief Mate Jim White. "We basically rolled out the red carpet."

### Recalling the Scene

After the *Comfort* returned to ROS in Baltimore, several members of the SIU's Government Services Division shared their thoughts on the mission.

"When we arrived, we could still see smoke off the stern," said Chief Electrician Pat Brown. "That was the first time I'd ever seen the Statue of Liberty. It was eerie, with all the smoke in the city. It put a knot in your throat."

Brown said the crew was "too busy to chat with the rescue workers. We just said hello.... It goes without saying that every American became a real American on Sept. 11. It made everyone realize how precious this country really is."

Engine Utility Shawn Brown joined the *Comfort* in New York, after taking a military flight.

"It was busy, to say the least. We did the engine work, plumbing, lighting, pulling lines, securing the ship. We had it from bow to stern," he recalled.

Shawn Brown said that when Marines came aboard from ground zero, "You could tell by their expressions and the dust, it looked like a rough time.... The rescue workers looked relieved when they saw us. They were very appreciative of the hot meals."

"I felt like a hero since I was actually involved, helping, practically right in the middle of things."

AB Joseph Lee said shaking hands with New York Mayor Rudy Giuliani when he boarded the ship provided a highlight.

"It was good to take part in the relief effort," said Lee. "All of the people were glad to see us. You could tell the ship was a relief for them."

For Yeoman Storekeeper Robert Allen, part of the ROS crew before Sept. 11, arriving in New York proved particularly poignant. Allen resides in Norfolk, Va. but grew up in New York City.

"Personally, whenever I make that trip, I always stand outside (on deck) and look at the Statue of Liberty," Allen noted. "It was a sad experience. A lot of thoughts run through your head—that it can happen to anyone, anywhere at any time. It brought tears to my

Continued on page 8



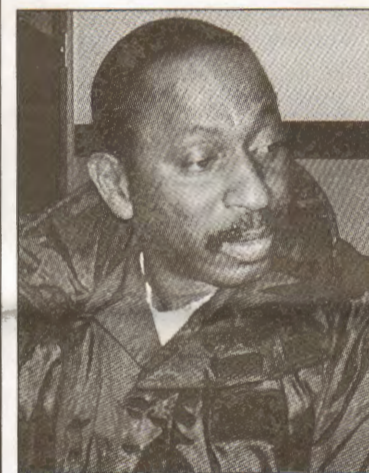
The *Comfort* returned to Baltimore following its mission in New York.



Chief Electrician Pat Brown



Yeoman Storekeeper Robert Allen



AB Joseph Lee



Engine Utility Shawn Brown

## Letter Offered to Help CIVMARS, Soldiers With Late Fees Due to Mail Curtailment

Even before last month's episodes involving anthrax, the head of the military's mail system distributed a letter asking creditors to exempt overseas soldiers and civilians from late fees on payments delayed by the reduced flow of military mail to and from Europe. The letter is signed by Maj. Gen. Kathryn G. Frost, executive director of the Military Postal Service Agency.

Soldiers, as well as civilians employed by the military (including CIVMARS), can obtain a copy of the letter at Army post offices, consolidated mailrooms and battalion S-1 sections. They may enclose the letter in correspondence or payments to their creditors.

Mail services to Europe already were sharply curtailed following the Sept. 11 terrorist attacks in the United States. Services further were disrupted after the anthrax incidents.

U.S. military officials caution that the letter itself does not automatically exempt personnel from the late fees. That, they say, is the decision of the creditor. Rather, the letter explains to creditors that the late payment is the result of delays in military mail, and asks the creditor to exempt the soldier or civilian from the fees.

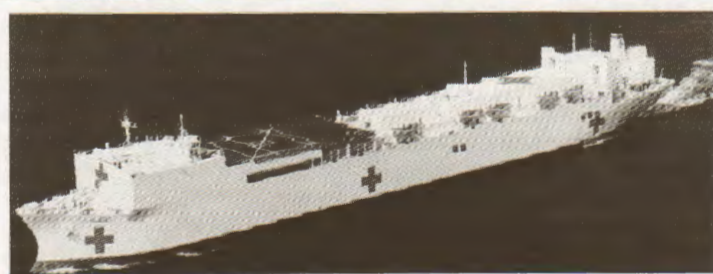
"The resumption of mail movement is very slow and in some cases has not resumed," the letter says. "We know that this interruption of mail movement has significantly delayed correspondence between you and our military and civilian Department of Defense personnel."

### Notice

The Military Sealift Command (MSC) and the National Oceanic and Atmospheric Administration (NOAA) have announced the approval of wage adjustments for civilian mariners in their respective fleets at the rate of 3.83 percent.

Mariners should have seen the increase in their "leave and earning" statements in mid-October. The increase was effective July 1, 2001 and is applicable to base wages and premium pay. MSC West Coast mariners started receiving their increase in August.

MSC and NOAA are working on payroll procedures to make sure mariners receive their retroactive pay about eight weeks from the time they receive their initial increase.



## USNS Comfort In NY Relief

- Ordered to activate Sept. 11. Ready to sail less than 24 hours later.
- Loaded supplies and personnel in Earle, N.J. Sept. 14. Arrived NY Pier 92 same day.
- From Sept. 15-30, served 17,000 meals to guests. Housed 2,300 overnight guests.
- Handled 561 guest sick-call visits and 500 mental-health consultations (among other services).
- Processed 4,400 lbs. of laundry for guests.

### Vessel Data:

- Crewed by members of SIU Government Services Division
- Length: 894 feet
- Beam: 105 feet, 9 inches
- Design draft: 32 feet, 9 inches
- Full load displacement: 69,360 long tons
- Speed: 17.5 knots
- Total hospital bed capacity: 1,000
- Comprehensive surgical capability

# AFL-CIO Depts. State Case for Opening ANWR

## MTD, BCTD Urge Senate to Okay Energy Policy

The AFL-CIO's Maritime Trades Department (MTD) along with the Building and Construction Trades Department (BCTD) last month called upon the Senate to pass national energy policy legislation that includes the opening of the Arctic National Wildlife Refuge to environmentally safe oil exploration and drilling.

The departments pointed out that in these uncertain economic times, such a national energy policy which includes ANWR exploration would mean hundreds of thousands of good-paying jobs for American workers. Estimates range between 250,000 and 750,000 jobs would be created, affecting all parts of the country. The BCTD and MTD realize these new positions would be a tremendous boost for the American economy.

In a joint news release, the departments stated, "ANWR can

be safely explored and drilled by American workers. The oil will be moved through U.S.-built pipelines. It will be carried aboard U.S.-flag tankers with American crews. It will be refined and distributed in American facilities. And, American consumers will use it. On top of all this, American workers will staff, maintain and service the production facilities in Alaska.

"Thanks to improvements in technology, today's workers will be able to explore and drill for oil in a far more environmentally safe fashion than when Prudhoe Bay was opened nearly 30 years ago. The BCTD and MTD remain committed to protecting ANWR's ecosystem and using the least invasive measures possible in its development.

"Presently, about 58 percent of America's oil needs come from

foreign sources. Within a decade without any changes, estimates show that figure could grow to 70 percent. The BCTD and MTD believe development of domestic oil reserves is needed. Exploration of the 2,000 acres within 1.5 million acres set aside in ANWR for development as provided in the House of Representatives bill would permit access to one of the nation's largest domestic sources of untapped oil. This would greatly reduce America's dependence on foreign oil, thus helping to make the nation more secure.

"The Building and Construction Trades Department, AFL-CIO and the Maritime Trades Department, AFL-CIO jointly believe developing ANWR can be done in a way that adds good American jobs, protects the environment and assists the growth of the American economy."



During an Oct. 2 conference in Washington, D.C., SIU President Michael Sacco (speaking), who also serves as president of the MTD, describes some of the potential benefits of opening ANWR for exploration and development. Also pictured are (first row, from left) Energy Secretary Spencer Abraham, Teamsters Rep Jerry Hood, Interior Secretary Gale Norton, (second row, from left) MEBA Secretary-Treasurer Bob McFeeters, IUOE Pres. Frank Hanley, UA Pres. Martin Maddaloni and Laborers President Terence O'Sullivan.

## Labor Federation Warns Of Fast-Track's Perils

AFL-CIO President John Sweeney early last month urged the top officials of national and international unions to mobilize in force to defeat "fast track" trade legislation making its way through Congress.

Tagging the legislation as "completely inadequate," Sweeney said that while the Bipartisan Trade Promotion Authority Act of 2001 (H.R. 3005) mentions the words "labor" and "environment," it falls well short of ensuring that any enforceable standards will be incorporated into future trade agreements. Further, Sweeney said, the bill fails to adequately address any of the key concerns that have been raised during the trade debate over the last several years.

Sponsored by Chairman of the House Ways and Means Committee, Rep. William Thomas (R-Calif.), the legislation was referred to Congress Oct. 3 in the wake of the Sept. 11 tragedies in New York, Washington and Pennsylvania. Supporters of the bill at that juncture said it was needed to help build and maintain the international coalition against terrorism and to help stimulate our struggling economy. Without fast track, they maintained, countries

would refuse to negotiate seriously with the United States because Congress could change any pact.

"We strongly support stimulating the U.S. economy and responding to the tragedies of Sept. 11, but fast track does nothing to achieve either of these aims," Sweeney said following the legislation's debut in the U.S. House of Representatives. "Fast track was controversial prior to the recent tragedies, and it would not have passed in the Congress.

"Pursuing the Thomas fast track approach at this time will erode the sense of cooperation and spirit of bipartisanship that we want to see our country and its leaders continue to take—not only on this issue, but on other issues as well," the labor president said.

Under fast track, the president negotiates trade agreements and sends them to Congress for approval, but Congress can only vote "yes" or "no" on the overall pacts within a specified period. It can not amend them.

Meanwhile, the House Ways and Means Committee on Oct. 10 approved the bill by a 26-13 vote. Undoubtedly, this development has set the stage for an intense and potentially disruptive debate in the House. The same panel earlier rejected a fast track bill offered by Rep. Charles Rangel (D-NY), Rep. Sander Levin (D-Mich.) and Rep. Bob Matsui (D-Calif.) by a 26-12 vote.

In a related development, the AFL-CIO on Oct. 21 launched a television ad campaign calling on members of Congress to vote "no" on the fast track legislation, saying it will be divisive and a further drain on the faltering American economy. In addition to the television spots, the 13 million-member AFL-CIO has organized a grassroots campaign including tens of thousands of telephone calls to members of Congress, an "e-activism" campaign, and member-to-member contact throughout the country. The ads are part of the AFL-CIO's continuing educational outreach program to mobilize America's working families around issues central to their lives.

At press time for the *Seafarers LOG*, some lawmakers were pushing for an immediate vote on the controversial legislation. The same type of legislation was defeated in 1997 and 1998 when groups pointed out that despite including hundreds of pages of protections for business interests, the legislation did not include enforceable protections for workers rights and the environment.

The so-called North American Free Trade Agreement (NAFTA) was passed under previous fast track negotiating authority, which expired in 1994. NAFTA has cost U.S. workers hundreds of thousands of jobs; in Mexico, wages have actually fallen and poverty has increased; and the wages of Canadian workers have dropped below U.S. standards.

## Support Given to RRF at 25



Left: Unlicensed apprentices from the Paul Hall Center represented the school during the observance.

Below: SIU members from other ships and apprentices from the Paul Hall Center attended the festivities. Pictured (from left) are SIU VP Contracts Augie Tellez, Chief Steward McKinley Jones Jr., SIU Pres. Michael Sacco, Chief Steward James Kidd and Baltimore Port Agent Dennis Metz.



Continued from page 3

"A good first step would be expanding the Maritime Security Program," he continued.

"Another would be opening the Arctic National Wildlife Refuge (ANWR) for development, which will boost the American-flag tanker fleet. We also must maintain the Jones Act and our cargo-reservation laws. And we must do whatever it takes to eliminate unfair competition from flag-of-convenience vessels, which have been called floating sweatshops."

He added that in addition to providing billets for mariners, the RRF "also helps keep commercial ship operators involved in the 'fourth arm of defense.' It involves longshore workers who load the vessels, and shipyard workers who repair them. In short, the RRF is a winner."

Brown called for "our nation's maritime programs, policies, tax and regulatory frameworks to be adapted to today's shipping environment. To successfully accomplish this, maritime labor, management and the government must come together to support innovative policies and programs that will increase the pool of trained, loyal, active American mariners and that will keep and attract merchant vessels to the United States flag."

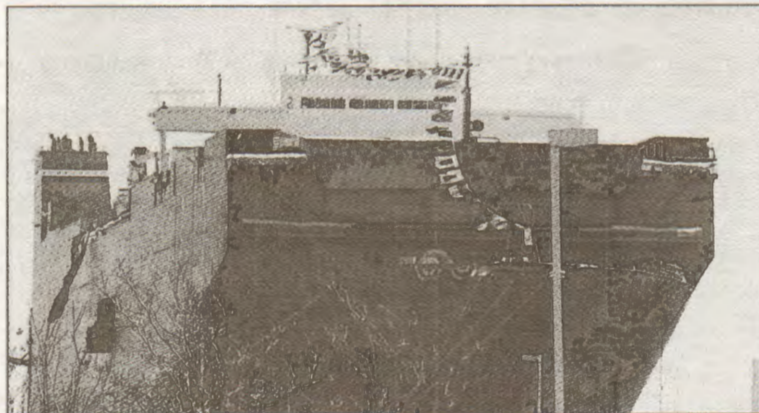
The final speaker, du Moulin, described the merchant marine's important role throughout U.S.

history, right up to the aftermath of the Sept. 11 terrorist attacks. Mariners helped evacuate survivors from Manhattan, an operation described by du Moulin and others as "another Dunkirk."

"Like our respect for the rescue workers, we must focus on the

mariners who sail our merchant vessels," he said.

He also noted the "effective cooperation of industry, labor and government" in helping drive the RRF. "Of course, that cooperation goes much further back" than just the past quarter-century.



The SIU-crewed *Cape Wrath*, based in Baltimore, hosted ceremonies commemorating the RRF's 25th anniversary. Pictured below are some of those in attendance.



# SEATU Triennial Convention Identifies Organizing, Political Action as Priorities

During their second triennial convention, held Oct. 15 in Piney Point, Md., members of the SIU-affiliated Seafarers Entertainment & Allied Trades Union (SEATU) met to discuss their plans and goals for the next three years, chief among them, organizing new members.

SIU President Michael Sacco (who also serves as president of SEATU) welcomed the delegates and noted how far the union has come since its inception six years ago.

"When this union gained its charter in November 1995," he stated, "we represented the crew of one small vessel in Alton, Ill. By the time of our first convention, in 1998, we were up to 2,000 members. Today, 3,000 members are covered by SEATU contracts."

He noted that while achieving

a 50 percent membership growth in the past three years is a great beginning, there is more to be done to expand and grow. Continuing to diversify is one way to keep the union strong, according to Sacco.

One point he stressed to the delegates was that SEATU enjoys the solid backing of the SIU. Its affiliation with the Seafarers International Union gives SEATU members many benefits; chief among them are enhanced political strength, training opportunities and wide-ranging maritime job opportunities for SEATU members.

Valerie Lilja, Union Privilege representative, informed those assembled about the cost-saving programs offered by her organization, which was established by the AFL-CIO to offer union members and their families

attractive rates on various goods and services. The Union Privilege programs serve as a good example of how there is strength in numbers. Included in the offerings are low-interest credit cards, free and discounted legal services, a scholarship program, student loans, and more.

James Hanson, safety director at the Paul Hall Center for Maritime Training and Education (which hosted the convention), talked about the training available to SEATU members both at the school and at on-site locations aboard the gaming vessels. In the past year, he stated, he and other instructors from the school have held training sessions on everything from basic and advanced fire fighting to general safety and first aid awareness to newer classes on ergonomics and bloodborne pathogens. He said he and his staff are working on their schedule for the next year and plan to start with two trips per year on each gaming vessel beginning in March.

In addition to the safety and health programs, job-specific training courses were held on-site for shop stewards and delegates and have proven very valuable for members who are taking a more active leadership at work through their union.

Leslie Tarantola, SEATU general counsel, spoke about this



Michael Gale, boat delegate from Sioux City, Iowa, presented the reports of the credentials and resolutions committees.



SEATU Delegate John Benjamin read the report from the auditing committee to the officials and delegates at the convention.



The report from the convention arrangements committee was read by Lawrenceburg delegate Justena Duvall.



Valerie Lilja, Union Privilege representative, informed convention participants of cost-savings programs available to them.



Left: James Hanson, safety director at the Paul Hall Center, talked about safety training available to SEATU members.

Below: Following the triennial meeting, SEATU delegates and officials posed for a group photo.



## Unions from Here and Abroad Vow Support for Trico Mariners

Representatives of Brazilian maritime and petroleum worker unions and U.S. seafaring unions put into effect a bilateral solidarity pact last month in Rio de Janeiro pledging international cooperation to promote fairness, justice and a voice at work for mariners working on U.S.-flag vessels of Trico Marine Services, Inc. In addition, maritime unions throughout Latin America pledged to work in concert to legally convince Trico to cease its anti-union campaign and allow its mariners in the Gulf of Mexico to have a union.

First announced in the United States on Aug. 22, 2001, the solidarity pact states, "The Brazilian and U.S. unions call peacefully and lawfully on the customers of Trico not to engage in any further contracts with Trico from this day forward until Trico ceases its anti-union activities and, upon demonstration of majority support, recognizes the OMU as the Union representing mariners working on the company's U.S.

Gulf of Mexico fleet and negotiates in good faith a collective bargaining agreement providing these workers all the protections of union representation."

Trico Marine operates a fleet of nearly 100 vessels worldwide. The company's primary markets are the U.S. Gulf of Mexico, the North Sea and Brazil. Mariners in the North Sea and Brazil enjoy the protection of a union contract.

Four U.S. maritime unions formed the Offshore Mariners United (OMU) to assist U.S. mariners in their struggle for dignity and respect. Trico Marine operates approximately 15 vessels in the Brazilian offshore market. Most of the vessels are under contract with Petrobras.

"Trico operates in Brazil with union crews. Trico operates in the North Sea with union crews. But Trico refuses to allow its crews in the Gulf of Mexico to have a union," David Heindel, secretary-treasurer of the SIU, said in Rio at the pact's announcement. Heindel signed the accord on behalf of the

following four U.S. seafaring unions: SIU; American Maritime Officers (AMO); International Organization of Masters, Mates & Pilots (MM&P); and Marine Engineers' Beneficial Association (MEBA).

"For over a year, Trico mariners have sought a union. Trico has responded by firing union supporters, blocking union representatives from visiting ships... and finding all manner of ways to prevent their mariners from being able to communicate with our unions," Heindel said. "Further, Trico has run a strong campaign of harassment, intimidation, interrogation and pressure to scare mariners away from their aim of having a union."

"We live in a globalized world," said Severino Filho, president of the Brazilian Confederation of Maritime and Aviation Transport Workers, Fishermen and Port Workers, which represents more than 200 unions with a combined membership of 1,000,000. "We accept that companies will operate freely all over the world. But we believe in the rights of workers as well

and this is a very strong feeling. Therefore it is impossible to accept that Trico will expand in Brazil when it will not recognize the rights of their North American mariners to be in a union.... One of our basic trade union principles is solidarity and we in Brazil will do everything possible to assist the workers of Trico in the United States."

The agreement was signed during a meeting of the International Transport Workers' Federation (ITF) for Latin American affiliates. The conference brought together trade union officials from close to 40 unions representing dock workers, seafarers

and other maritime trades workers in 15 Latin American nations.

At the conference, the Latin American union representatives adopted unanimously a resolution to "support OMU and the Bilateral Solidarity Pact by taking steps to persuade Trico Marine to end its campaign of intimidation, including any and all steps sanctioned by applicable law which would have the effect of limiting Trico's ability to expand its operations anywhere in Latin America, until such time as Trico Marine recognizes the rights of its employees to organize and bargain collectively through the representatives of their choice."



SIU Secretary-Treasurer David Heindel signed the solidarity pact on behalf of four U.S. seafaring unions during a recent meeting in Rio de Janeiro.

# 13 Bosuns Attain Recertification

## Seafarers Like What They See in SIU, School

Thirteen of the SIU's newest recertified bosuns addressed their brothers and sisters and accepted completion-of-training certificates Oct. 8 during the membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Finishing the four-week class, considered the top curriculum available for deck department Seafarers, were Tom Arriola, John Baker, William Bratton, Herbert Charles, Emanuel Gazzier, William Henderson, John Nichols, Ron Paradise, Eric Perez, George Perry, Henry Peterson, Fadel Saleh and Thor Young.

In addition to their hands-on exercises and classroom work at the Paul Hall Center, the recertified bosuns met at the union's headquarters building in Camp Springs, Md. with representatives from all departments. Through discussions with them about the health and benefits plans, contract negotiation and enforcement, and the *Seafarers LOG*, the deck department upgraders enhanced their understanding of the many facets that must come together to make the union strong.

Besides making complimentary remarks during the meeting about the instruction they received and the training center's staff and facilities, the bosuns collectively lauded the SIU leadership and offered words of encouragement to the audience's unlicensed apprentices and upgraders.

Arriola sails from the port of Houston and has been going to sea for more than 30 years. He challenged the trainees to be professional in all their dealings and to always put safety first.

"Strive to be professional at all times," he said. "You can never go wrong by respecting others. I also ask you to be safety-conscious on the job; be especially alert while docking."

After thanking the union officials and membership for his opportunity to attend bosun recertification training, Arriola offered the trainees one final piece of advice: "Keep gossip and rumors to a minimum. There's no room for either of them in our profession."

Baker claims several home ports, having regularly sailed out of Los Angeles, Tacoma, Wash., Hawaii, Piney Point and Jacksonville, Fla. No stranger to Piney Point, Baker has upgraded six times since starting his SIU career in 1982.

"I want to say thanks to all Seafarers who made it possible for me to stand up here today. This thanks is not just to the bosun selection committee," he said, "but also to those who built this union and this school."

Baker urged apprentices and upgraders to continue taking advantage of all training opportunities available to them. "You as Seafarers will continue to build this union and this school," he said.

Bratton hails from the port of Norfolk, Va. and joined the SIU in 1990 in Houston. He joined his classmates in their common



Thirteen bosuns completed recertification training Oct. 8 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Shortly after graduating, they joined SIU VP Contracts Augie Tellez (front row, third from left), SIU Asst. VP Contracts George Tricker (front row, far right) and SIU Plans Administrator Lou Delma (second row, far left) for this photo. Pictured are (in alphabetical order) Tom Arriola, John Baker, William Bratton, Herbert Charles, Emanuel Gazzier, William Henderson, John Nichols, Ron Paradise, Eric Perez, George Perry, Henry Peterson, Fadel Saleh and Thor Young.

assessment of the valuable training they underwent and collective words of encouragement they offered to fellow Seafarers.

He used his time at the podium, however, to reflect on the tragic events of Sept. 11 and how they affected his class as a whole. In short, he said the events were crimes against all humanity, and he labeled the perpetrators as insane, malicious and cowardly.

Charles, one of the two recertified bosuns who sails from Jacksonville, became a Seafarer in 1987. He has upgraded once before at Piney Point.

"I'd like to thank everyone involved in the bosun recertification program," he offered. "Your collective efforts have made it a great success."

Charles told the apprentices the SIU has the only school of its kind for mariners in the world and that it affords great chances to develop skills.

"The opportunities here are tops," he said. "I urge you to continue taking advantage of them to develop and refine your skills."

Gazzier currently sails out of Mobile, Ala. This upgrading trip to Piney Point was his fourth since joining the SIU in 1979. Gazzier last attended the school in March for STCW training.

"This union offers everyone the opportunity to make higher pay and secure better benefits," he said, "and I would like to say thanks to everyone who made all of these things possible. God Bless America and the SIU."

To the apprentices, Gazzier said that the school provides a great opportunity to receive valuable training. "Take advantage of it now," he said.

Henderson is the second member of the class who sails from the port of Norfolk, the location at which he joined the SIU.

"I'd just like to thank the SIU leadership and port officials in Norfolk for the opportunity they have provided me to be here," Henderson said. "I really enjoyed the training because I learned a great deal about how the union works...everything from contracts to our pension."

He told the apprentices that continuous upgrading is the key to a successful SIU career. "Everyone should take full advantage of the training and skills that are being offered here," he said.

Nichols' home port is Houston. He joined SIU there in 1990 and has upgraded at Piney Point three times.

Besides being pleased with the bosun recertification course and all it taught him, Nichols was impressed with both the union officials and school staff.

"I can't say enough about how knowledgeable and dedicated the leadership and staff are," he said. "They taught me a lot, especially about union history, contracts and the working relationships between the Military Sealift Command and shipping companies."

Nichols said he thoroughly enjoyed being at Piney Point again. "My wife and I, as well as my children, have always enjoyed coming here," he said. "The atmosphere is relaxed and very conducive to learning. In addition, there are many extracurricular activities and historical sites nearby."

Paradise is the third class member who ships out of Norfolk. He joined the SIU in 1975 in Piney Point and since then has upgraded six times at the school.

"I'm proud to be in this union and glad to have met so many good friends over the years," Paradise said. "I'd like to thank the staff and all the good people I have met here this time and those I am going to meet when I come back."

He said he learned a great deal about the political ramifications associated with the workings of the union. "I was very impressed with the talks we had with the union leadership about contracts and the amount of effort it takes to sustain our medical plans, vacation plans, pay and so on."

To the apprentices, Paradise advised, "Keep upgrading your skills because you can do anything you want to...the opportu-

nities are out there and they are yours for the taking."

Perez sails out of San Juan, P.R. and joined the SIU in the same port in 1988. Attending the bosun recertification class was his third trip to Piney Point for upgrading.

"To all my brothers and sisters, I just want to say thanks," he said. "I'm real proud to get recertified. And I realize that it was because of you that this was possible for me."

Perez, like many of his classmates, also was pleased to become better informed about the union's contracting process and what it takes to maintain and improve Seafarers' benefits. He encouraged apprentices to seize the training opportunities available at the school and noted "upgrading gives you better skills to be more professional and productive on your job."

Perry joined the SIU in Norfolk and currently sails out of Jacksonville. The class marked his second upgrading trip.

"This [bosun recertification training] is an achievement that I have worked very hard for over the years," he told those in attendance. "I started with the SIU in 1983 and today I'm getting recertified."

"I've sailed with a lot of peo-

ple and had a lot of ups and downs," Perry continued. "And I now see what President Sacco means about [the importance of] upgrading. I thank everyone for the help you have given me. I could not have done it without your assistance."

Peterson resides in St. Louis, the same location in which he joined the SIU in 1987. "Bosun recertification is the pinnacle of my sailing career," he said, "and I thank the SIU for helping me get there."

For those in the audience who had never gone to sea, but look forward to it, Peterson said, "When you go out to a ship, you may meet all kinds of people.... Stay focused and keep going," he said. "Take pride in what you do, take pride in the SIU and take advantage of upgrading opportunities every time they present themselves."

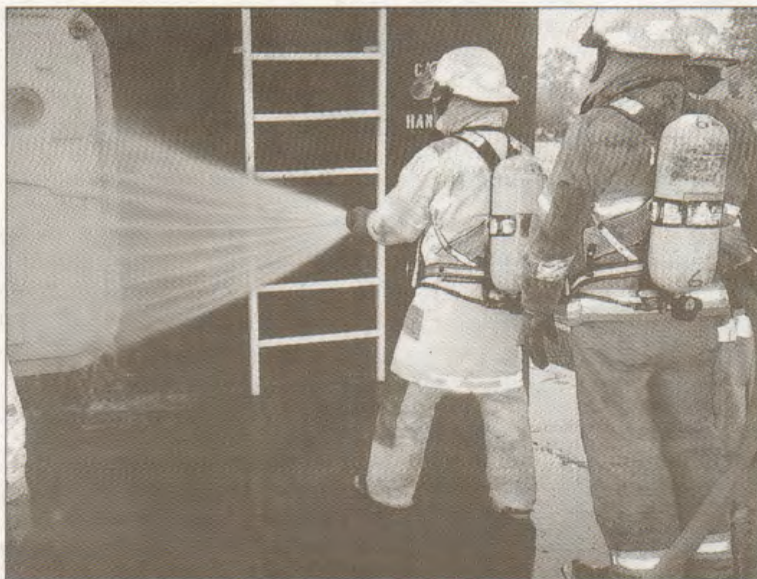
Saleh, whose home port is Tacoma, joined the SIU in Seattle.

Being selected for the recertification class was the greatest thing that ever happened to him, Saleh said. "I have been sailing since 1975 and it has always been the union that has provided me with employment opportunities through their hard work in the political arena," he said. "I want to personally thank President Sacco and the union leadership for all of their efforts, and the members who have stood ready to answer the call by their show of unity in political action. We can all be thankful for the bright future we will enjoy as a result of our being able to upgrade here at Piney Point."

Young also calls Norfolk his home port. This marked his second trip to Piney Point for upgrading since joining the SIU in 1987.

"I'm very proud to be here," he said. "I want to say thanks to the leadership and all my instructors. I learned about many things that go on behind the scenes that I never knew about, especially that our officials are really headstrong about us keeping our jobs—that's their number one priority and I very pleased about that," Young asserted.

Young had a special message for the apprentices. "Treat this union, your career, and the shipping life with the utmost respect and professionalism," he said. "Know your union history, where we came from and where you are going. There are a lot of guys out there—and in here—who went to bat for us, and you ought to know that and never forget it."



The bosuns took part in all aspects of firefighting during their recertification training. Above, class members battle a blaze at the Joseph Sacco Fire Fighting School.

# Seafarer Slater Featured In AFL-CIO Magazine

SIU member Kirk Slater, a captain for NY Waterway passenger ferries, is featured in the October issue of the AFL-CIO magazine *America@work*. Slater is profiled on page 17 of the publication, which features extensive coverage of union members involved in rescue and relief operations stemming from the attacks of Sept. 11.

Seafarers aboard NW Waterway boats transported more than 158,000 people from Manhattan during the first 13 hours following the attacks. A few of the boats operated long past midnight, providing help for emergency crews. (For more detailed coverage, see page 3 of the October issue of the *Seafarers LOG*, or visit the *LOG* section of [www.seafarers.org](http://www.seafarers.org).)

Slater told the federation's magazine that he and other mariners aboard the ferries lately have been keeping an eye out for their regular customers. "You get to know people by their faces. They take the same boat every day. I can't help but wonder about the people I took over there that morning, how many were in those buildings. We're all looking for familiar faces," he said.



Seafarer Kirk Slater is profiled in the AFL-CIO magazine *America@work*.

# Seafarer-Turned-Artist Credits School, Union For Solid Foundation

Whether an individual Seafarer makes a career of the sea or utilizes the merchant marine as a springboard to a new vocation, the Paul Hall Center for Maritime Training and Education stands ready to help students increase their knowledge while boosting their earning potential.

Despite that basic tenet, former Seafarer James B. Carter made an atypical move when he left the industry. Carter is one of very few students from the Piney Point, Md. facility to switch from sailing to earning a living as an artist.

Carter graduated from the Paul Hall Center's entry training program in 1978. He sailed for five years, starting in the engine department before switching to the deck and upgrading to AB.

But along the way, he had stumbled on another trade that intrigued him. Working with Bud Adams, who heads up the school's arts and crafts department, Carter developed his previously untapped talent. He made all kinds of jewelry and also continued his education, eventually earning multiple art degrees. Additionally, he taught classes at the University of West Florida.

Those activities were precursors to Carter's biggest step—becoming a self-employed, popular and profitable artist. He is a "studio goldsmith," specializing in cloisonné enamel technique.



"Most of my customers are collectors who collect this type of work," he explained. "It's creativity on demand."

Carter, who lives in Florida, credits the Paul Hall Center and the SIU with helping him become more responsible and focused. "The union straightened me out and took care of me, and I know it has helped others," he recalled. "I didn't have two nickels to rub together when I went to the school...."



Left: Former Seafarer James B. Carter says the union "straightened me out and took care of me." A sample of his artwork (an 18 KT gold and sterling silver brooch) is pictured above.

"Another thing the union did, it gave me so many opportunities to see the world. Russia, Egypt, West Africa.... Plus, I picked up a lot of self-discipline."

Adams said that Carter's success in disparate fields didn't surprise him because "the basis of what we teach is abstract thinking and problem-solving, and those are things you utilize in many different occupations."

For his part, Carter never will forget his days as a Seafarer. "I really enjoyed the time," he said. "When I had the chance to go to Piney Point in 1978, I just said, 'Thank God.' I sailed a lot during my time with the union, and it was great."

# Coast Guard Port Security at 'All-Time High'

The U.S. Coast Guard last month reported that it has implemented "an unprecedented number of maritime safety and security measures."

"We continue to be at a heightened state of alert and awareness," said Lt. Cmdr. Brendan McPherson, a spokesman with the Coast Guard's Atlantic Area headquarters in Portsmouth, Va.

The agency stated that among the most recent safeguards put in place to maintain port safety and security in more than 360 ports, along 95,000 miles of U.S. shoreline are:

- 94 security zones, an all-time high, have been established nationwide.
- Most commercial vessels bound for U.S. ports are required to provide 96-hour advance notice of arrival information to the Coast Guard's new National Vessel Movement Center. Reporting to the center will streamline the notification process while the longer advance notice will allow the Coast Guard and other U.S. law enforcement agencies more time to review the information.
- Armed Coast Guard boardings of commercial ves-

sels, at the discretion of the local captains of the port.

- The escort of cruise ships and certain U.S. naval ships in and out of a number of U.S. ports.
- Joint interagency boardings and maritime security operations with local, state and federal law enforcement agencies.

As an example of the heightened security, the Coast Guard reported that in a typical 24-hour period last month, the agency conducted more than 340 maritime security patrols, conducted 52 vessel escorts and completed 30 air surveillance patrols within the Atlantic region, an area covering 40 states east of the Rockies.

Other regulations and security measures implemented since the Sept. 11 attacks include: Naval vessel protection zones that provide a 500-yard security zone around U.S. naval vessels; Authority to control the anchorage and movement of any vessel in U.S. waters; and Recalled more than 2,700 reservists to active duty, and approximately 28,000 Coast Guard volunteers are helping out in non-law enforcement roles, thereby freeing up Coast Guard personnel for those duties.

# Charleston 5 Head to Trial this Month After Release from House Arrest

Five union dockworkers, known as the Charleston 5, have been released from more than a year-and-a-half of house arrest.

In early October, South Carolina Attorney General Charlie Condon removed himself from the case against the Charleston 5 after attorneys for the dockworkers demanded that he be disqualified for gross misconduct. The case was transferred to a local prosecutor, Walter M. Bailey Jr., solicitor of the First Judicial Circuit, near Charleston. The removal of Condon from the case cleared the way for lifting the curfew. On Oct. 15, with Bailey's consent, Judge Vic Rawl signed the order releasing the men.

On Jan. 20, 2000, about 150 members of the AFL-CIO International Longshoreman's Association locals 1422 and 1771 in Charleston, S.C. assembled for a legal informational picket to protest the use of a non-union crew to unload a Danish freighter. The dockworkers were attacked by 600 police officers in riot gear.

That night, eight dockworkers were arrested and charged with misdemeanors, mainly trespassing, by Charleston municipal police and prosecutors. State Attorney General Condon, an announced candidate for governor, intervened and raised the charges to rioting and conspiracy

to riot, which are felonies, and took over the prosecution of the Charleston 5. Although a Charleston judge dismissed these charges for lack of evidence in preliminary hearing, Condon secured felony indictments against the men from a secret grand jury.

While they were under the curfew, the dockworkers were prohibited from leaving their homes between 7 p.m. and 7 a.m. unless they were working or at a union meeting. Travel restrictions prohibited them from leaving the state.

The Charleston 5 are still scheduled to go on trial the week of November 12.

# SIU-Crewed Comfort Aids NY Rescuers

Continued from page 4

eyes, to be honest. The first thing you want is payback. Then, you think of the families, and you're just glad you're able to help."

Allen credited the crew with a

calm, determined performance. "The officers did a great job, and the crew really jelled," he said. "We weren't worried at all. Whenever there's a crisis and you work for MSC, that's where you go."



The *Comfort* is a fully equipped, floating hospital, featuring modern tools like the diagnostic equipment pictured above.



Steward Rudy Vicia prepares lunch for the ROS crew.



Steward Utilities Gerald Filkins, Jr. (left) and Gardner Powell put away stores.



# Upgrading: The Key Ingredient

At the Paul Hall Center for Maritime Training and Education, plenty of upgrading opportunities are available for steward department members. The school, located in Piney Point, Md., offers courses in galley operations, advanced galley operations, and certified chief cook/chief steward, among others. The classes are structured so that students may complete certain components or modules in any order, which allows for flexibility in scheduling.

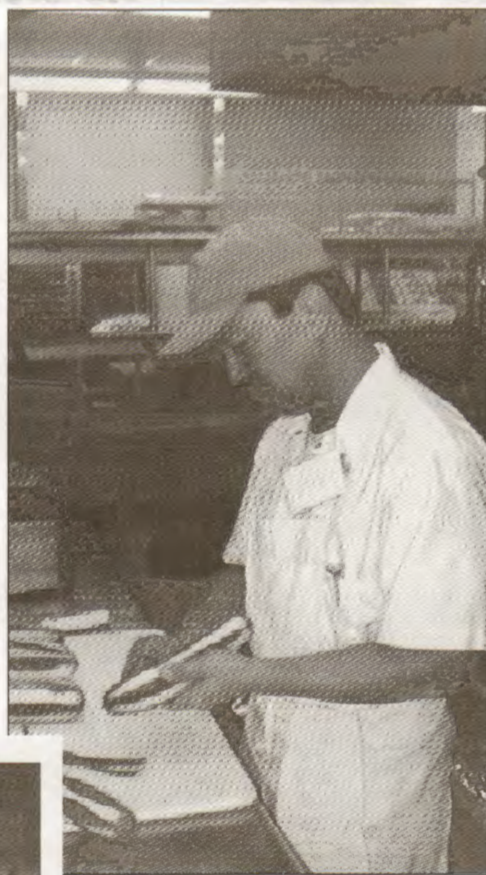
Upgrading is an essential part of any Seafarer's career. It helps students stay on top of the latest trends and technology in the maritime industry, and it helps boost individual earning power, too.

For more information about the school and upcoming courses, turn to page 21, visit [www.seafarers.org/phc/index.html](http://www.seafarers.org/phc/index.html), or call the school at (301) 994-0010.

## Recipe for Success



Cook/Baker Cleto Lingong displays some of his doughy creations, including a culinary tribute to the Statue of Liberty.



ABOVE: Upgrader Elston Yu keeps a close eye on his work.



Post-meal cleanup is part of the day's work for Unlicensed Apprentice Abdul Ali.



HOLD THE ANCHOVIES? Christopher DeLuca slices a tray of delicious pizza.



LEFT: Robert Johnson gets into the Halloween spirit.

# Returning to Sea *by Walter Karlak*

In the September 2001 issue of the *Seafarers LOG*, Walter Karlak wrote about catching his first ship in 1951, the *SS Greeley Victory*, which was headed to the Persian Gulf. What follows is a continuation of his learning experiences aboard ship and of his seafaring adventures.

After many weeks on the beach, it was time to ship out again. Besides, my friends were already tired of my sea stories.

Each day, I would be at the Beaver Street hall before 9 a.m. and would leave at 4:30 or 5 p.m., thinking possibly I could get a pierhead jump (meaning a member gets off a ship at the last minute).

As I rode the subway to the hall, I continually thought about how lucky I was to be a Seafarer. Once aboard a ship, there's no hurrying to get to work, no paying for rent or meals, and I got to visit many places I otherwise would never have seen—and get paid. And at the hall, I was among veteran seamen, including some who sailed in World War II. I felt I was among the best—and was proud of it.

As each job was called, I'd throw in my shipping card, only to be beaten by full book members—which is the way it should be.

Day after day I threw in for jobs as a wiper. And then I finally got one, aboard the *North Platte Victory*. It was going—where else—but the Persian Gulf.

I packed my gear and was ready to go. At that time, there were 32 to 40 crew members, and we had to wait in a long line until our turn to sign the articles (an agreement to sail aboard the ship and return with it).

With gear in hand, I boarded

the ship in Brooklyn (at 59<sup>th</sup> Street) and reported to the chief engineer. Two wipers showed me to my bunk (there were three wipers in one room with double bunkbeds). First, I made it a habit of knowing where my fire and lifeboat station was so I would know where to go and what to do when the monthly drills occurred. I then set out doing my routine work in the engine department, assisting the engineers in whatever they were doing. I liked learning how to use all the tools and taking broken machinery apart and putting it back together in working condition.

After loading tanks, trucks and other military cargo, we left for Leonardo, N.J. There was a very long pier there, loaded with ammunition. Marine Guards made sure no one smoked to and from the ship, and all lighters and matches were put in a box before leaving the ship and returned when reboarding.

When I later thought about it, I realized that credit was seldom given to the longshoremen who loaded the ships. They worked very hard in the holds, securing the heavy cargo, piece by piece. Just think what would have happened if they didn't know their jobs—tanks might break loose in bad weather, most likely going through the ship's side. No telling what the results might

have been.

After a few days, we sailed for Naples, Italy.

No sooner had we left the States than we three wipers were ordered to paint the entire engine room. The first engineer had a



specific color code for each system. Yellow was for lube oil, red was for hot water and the steam lines were aluminum. Even the water cooler was painted—pink. It wasn't too bad when we started, but once we passed through the Suez Canal, it was hot, hot, hot, and in the Persian Gulf, it was even hotter.

The bilges had to be cleaned out before we painted them, which meant crawling over and under hot pipes.

This period at sea was also the time when the playing cards came out. I was introduced to games I had never heard of. Even the officers played. There must have been three or four games going at one time in the crew messhall. One guy would record the losses of each player, and the winner would be paid whenever there was a draw

(advance on salary) or at payoff. This continued the entire trip while at sea. But when in port, no one thought about cards anymore.

When we arrived in Naples, I went ashore to take pictures. I recall a medieval fort and was awed by how old it was and the fact that it was still standing after all the fighting it had been a part of.

Here I was, a kid from Brooklyn, seeing what I'd read about in history books, all because the SIU accepted me as a member.

After unloading Army cargo and containers of household goods for American service personnel, we left Naples and headed for a small port in Turkey. I and a few crew members took a long train ride to Istanbul. It wasn't too bad a trip. One of the train's crew borrowed a guitar from a passenger, and he sang and played western songs. He was actually pretty good. After the weekend in Istanbul, we returned to the ship and set sail for Port Said, Egypt.

It was a short trip to the long breakwater, where we dropped the hook and waited for more ships to form a convoy before entering the canal. As usual, no sooner had the anchor been dropped, than the bumboats pulled up alongside to sell their wares. An OS named Pete, who was making his first trip, bought a bottle of "whiskey," which turned out to be anything but.

Once I heard the high whin-

ing of the turbines, I knew we were on our way to Karachi, Pakistan. It was music to my ears because it meant we'd get a nice sea breeze instead of the hot, dry weather that the canal offered.

Work involved painting, painting, painting all the way. Before we reached Karachi, we stopped at Aden for bunkers (fuel oil). And then, after hitting all the Persian Gulf ports, we headed back for the States, with only port holes and wall fans to cool us off.

While in the Gulf, some of the suppers were held on deck. The steward department really did a wonderful job. One engineer said it was so hot, he could fry an egg on deck. Sure enough, in one Gulf port, the eggs were sizzling.

Three weeks later we paid off in New Jersey. Shipping was terrific because of the Korean conflict, so I thought I'd make another trip.

The first assistant engineer had me take fuel oil soundings with a reel as the ship was taking on fuel. I would drop the weight into a hold and measure how deep it went in. I did it many times and the rod went down easily. But then one time it happened—I could feel something went wrong. I reeled in the weight. When it cleared the opening, oil came bubbling out. I tried to recap it. The oil was warm and thin at first. Then it thickened. By that time the side of the ship as well as the Army trucks and part of the dock had been coated in it.

No doubt you figured out I didn't make the next trip. But it was all a great learning experience. And every time I returned from a foreign port, it didn't take much for me to remember what a great country we live in.

## Everyone Performs Aboard the Performance



Performance crew members thanked Chief Cook Richard Hicks for the great food he and his department prepared and served during the voyage.



Left: Taking a break prior to docking the *Performance* in Malta are Chief Electrician Rex Bolin and QMED Sammy Montana.



At the gangway in Algeciras, Spain are AB Sherman Hudson (left) and Bosun J.R. Wilson.

Right: GSU Ali Abdulla always has a smile for everyone aboard the U.S. Ship Management Co. vessel.



AB Tim O'Brien (left) and AB Bennie Spencer wait at the gangway of the ship before disembarking in Algeciras, Spain.

# Memo Reflects Merchant Crew's Bravery

## Captain Recalls Efforts to Scuttle Ship, Rather than Allow Capture by Enemy

*Editor's note: The following text, forwarded to the Seafarers LOG from retired West Coast VP George McCartney, is from an undated memo written by the late Orel Pierson, master of the SS President Harrison at the dawn of America's involvement in World War II. It tells the gripping tale of how the crew—caught in the Far East as Pearl Harbor fell under attack—tried to scuttle the ship so it wouldn't be captured. A much more detailed account of the President Harrison's saga is told in the book "Captives of Shanghai," published in 1989.*

AMERICAN PRESIDENT LINES  
INTER-OFFICE MEMORANDUM

TO: Operating Manager –  
American President Lines  
FROM: Master (Ex.) – SS President  
Harrison  
SUBJECT: Loss of Harrison, December 8,  
1941

This report is necessarily vague as to exact time and dates as I do not have at hand any data from which I might extract same.

Some time late in November 1941 we arrived at Manila P.I. from the Pacific Coast via Honolulu, Suva and the Torres Straits. Here we were informed that we would proceed to Hong Kong without discharging cargo and outfit as a transport and proceed to Shanghai to aid in evacuating the U.S. Fourth Marines to the Philippines. Aided in this operation by the SS *President Madison* we removed the Marines and all their equipment and landed them at Olongapo. On December 3<sup>rd</sup>, we made a rendezvous off the north end of Formosa with four U.S. submarines, and with machine guns mounted ready for instant action and escorted by the subs, we delivered this unit successfully at its destination. At this time, it was apparent to all that war was imminent. We noted, and reported, that Japanese Naval units and transports were steaming south in large numbers.

On December 4<sup>th</sup>, we were at Manila once more and on that date were again ordered back to North China, this time to Chingwangtao to evacuate the Peking and Tientsin Legation Guard. The vessel was chartered by the U.S. Navy on a day-to-day basis for this purpose. We were under direct orders of Admiral Hart and were "on the drum" of the Cavite Naval Radio. In other words, we were in constant contact, on a specified frequency and a secret call letter. The only actual orders I ever received were verbal "to proceed to Chingwangtao and bring out the Marines."

From the time we left Manila we were entirely on our own, and any subsequent actions taken were entirely of my own volition aided and abetted by my officers and crew who gave me their fullest cooperation, and I have nothing but the highest praise for their assistance.

Consider now the situation in the Far East. Tension was mounting, war or the possibility of it was on every man's tongue, the destination of the *Harrison* (though it was supposed to be a deep dark secret) was the talk of every hotel and bar

room in Manila. The Japanese most certainly knew where we were going and for what reason, or else I have formed a great misconception of their intelligence during the years I have been in contact with them. In fact, I was later informed by the Captain of a Japanese destroyer that "they knew all about our movements."

All American ships bound for Chinese ports had been ordered to Manila, and to my certain knowledge all British ships in North China waters as early as December 2<sup>nd</sup> had been ordered to proceed at full speed to Singapore.

Proceeding north from Manila, we again noted heavy Japanese shipping moving to the south. On the night of December 6<sup>th</sup>, just after dark, we were approached by some sort of a craft which flashed, "stop!" We stopped but as this craft did not come alongside and we were an American ship proceeding upon a peaceful mission, I decided to ignore him entirely and proceed upon our way. As we were faster than this craft we soon outdistanced him. Long afterwards while in a camp in Japan, I learned that this was a small Japanese Naval craft who had stopped the *SS Elsie Moeller* just before dark and then seeing us coming up on the horizon had left the "Elsie" and proceeded in our direction. The Captain of the *Elsie* had left Chingwangtao with a load of coal for Shanghai but had been ordered to make all speed for Singapore instead. He had been told we were bound there and that no doubt he would meet up with us somewhere along the way. Being a China coast skipper and knowing our ships he recognized us.

About 2:30 a.m. on the morning of December 7<sup>th</sup>, we passed the North Saddles and set course for Shawsheishan on the north side of the Yangtze estuary. Somewhere about 3:30 I received a mes-

sage from Cavite that Pearl Harbor had been attacked. The show was on.

The vessel was in ballast without a pound of cargo in her. We were in hostile waters, surrounded on all sides by Japanese-held territory or Japan proper. The vessel was completely outfitted for the carriage of troops and if she fell into Japanese hands, could have been loaded and used for that purpose within a matter of hours against our forces in the Far East. I was bound and determined to use every means in my power to prevent this.

What to do? I have given some thought to the matter after leaving Manila. The first and obvious thing of course was to try and escape with the ship. Even though this might prove to be a hopeless move, we turned off immediately to the southwest hoping by some miracle we might work our way out through the islands south of Van Dieman Strait, make for the extreme north Pacific and eventually back to some Pacific Coast port. After informing the officers and crew as to what had happened, we started to paint out the stack and superstructure hoping to get on as much grey paint as possible before we met up with any Japanese craft.

Being able to make about fifteen-and-one-half knots, we had not made many miles when daylight came and with it a Japanese plane with her bomb racks full. She signaled us to stop with a burst of machinegun fire and then after circling us flew off towards another ship that was coming up on the horizon. This ship turned out to be the *Nagasaki Maru*, a fast twenty-two knot mail boat on the Japan-China run. Apparently, he had been told to tail us and keep us under surveillance while he reported our whereabouts to the naval authorities in Shanghai. I knew this ship well and realized the futility of trying to escape from her. We were in no way afraid of her and as soon as we recognized her we got under way, but try as we would, could not lose her. As often as we changed course, she did the same and stayed on our heels. I thought at one time of ramming her, but she was smart enough to keep well clear of us while still keeping guard over us.

Now the problem arose what to do next. I called all my officers together and explained the situation. I pointed out that, as I thought then and still think, with a vessel in a ballast condition and the system of bilge lines and drains, we would never get enough water into the ship to scuttle her in the limited time we would have available. Most of the tanks we could not flood throughout the ship would give her enough buoyancy to keep her afloat, and it would be a simple matter to tow her into port and pump her out. I then pointed to the chart of the China Coast and showed them the many wrecks strewn

up and down in this vicinity and pointed out that few of them when once high and dry in these waters were ever floated. My plan, to which they all agreed, was to run for the beach and send the ship up as high as possible at full speed, hoping to accomplish this before any further ships made their appearance. We had nothing to worry about as far as the *Nagasaki Maru* was concerned (other than her following us) as she was unarmed. We started in the direction of Shawsheishan as this was the nearest land and as we approached it I conceived the idea of sending the ship over the edge of it and ripping her bottom out completely. If we could achieve this, the vessel would go down completely and most surely be a total loss. We had provisioned all the lifeboats and had them swung out and the crew standing by for any emergency that might arise.

As we approached the island we sighted a Japanese destroyer making toward us under forced draft and the plane again returned overhead. He did not open fire or drop his bombs—the reason, I learned later, they wanted the ship intact. The Captain of the destroyer also informed me that his orders were that if we did not surrender to open fire and sink us so the loss of the *Harrison* was inevitable, and at best all we could hope to do was to create as much damage as possible.

It became a race as to whether we could make the island before the destroyer could intercept us. The *Nagasaki Maru* had by now turned off as we were getting into shoal water and the destroyer was approaching. Five minutes before we struck, we ordered the engineers out of the engine room, leaving the plant wide open. They had agreed to stay on the job until the very last minute if I would give them time enough to get out before we crashed. The co-operation of Mr. J.C. Smith, Chief Engineer, and his engineers and men made this possible.

Shortly after 1 p.m. and making around sixteen knots, we struck the edge of the island in the vicinity of Number One Hatch on the port side. Being thoroughly familiar with the construction of these ships and their sturdiness I knew it would be useless to take the ship in head on. She would only have banged up her bow and most likely backed off and still floated. Several accidents in the past have proved this on vessels of this type. The island is rounded and steep on the side we approached it from. She rode along the edge of the island for a considerable distance, then heeled away over to starboard and rolled off. It turned out later we had ripped a hole in her 90 feet long but, unfortunately, she rolled off before reaching the engine room spaces.

Not knowing exactly how much damage we had done and whether or not a boiler explosion would shortly occur, I deemed it advisable to get the crew off the ship into the boats. As there were no men in the engine spaces, we shut the steam off by use of the boiler stops on the boat deck and shortly thereafter sent the boats away except for my own with orders to make for the island. We had kept our radio silent until close in, then I gave the operator orders to open up and get a message away as to what we were doing. This message was received and acknowledged, I believe, by a San Francisco shore station. As the boats were getting away I went back to the radio shack and we kept the set going until the power finally died and we had to quit for the lack of power to transmit any further. By now the plane had opened up with his machine gun and was strafing the ship presumably to stop us from using the radio.

As there was nothing further we could do, we launched the last remaining boat and made for the island. The tide was running strong ebb, the vessel filling fast forward and listing badly to starboard, and at the time we cleared her side both propellers dead in the water. The plane made no attempt to strafe the boats in the water making for the island. The destroyer, run-

*Continued on page 13*



# APPLY NOW FOR 1 OF 8 SCHOLARSHIPS TO BE AWARDED IN 2002



Filling out the coupon below is the first step toward pursuing your hopes, dreams and goals for a higher level of education.

All Seafarers and their spouses and children who plan to attend college next year are encouraged to send away for the 2002 SIU Scholarship Program booklet. It contains eligibility information and procedures for applying. It also contains a copy of the application form.

Eight monetary grants will be awarded next year 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.

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

No one can be awarded a scholarship without filling out an application and mailing it to the Scholarship Program by April 15, 2002. Do it today!

**FILL OUT THE COUPON**

**BELOW AND MAIL IT**

**TO THE ADDRESS LISTED**

**TO GET YOUR COPY OF**

**THE 2002 SIU SCHOLARSHIP**

**PROGRAM BOOKLET.**



Please send me the 2002 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 Health and Benefits Plan,  
5201 Auth Way, Camp Springs, MD 20746

11/01

## Scholarships Available Through 'Union Plus'

SIU members, their spouses, and dependent children (as defined in IRS regulations) are eligible to apply for college scholarships available through Union Privilege, an AFL-CIO entity.

The Union Plus scholarship program, in its 11<sup>th</sup> year, is open to students attending or planning to attend a four-year college or university, a community college, or a technical college/trade school. As noted by Union Privilege, "Applicants are evaluated according to academic ability, social awareness, financial need and appreciation of labor. Applications are judged by a committee of impartial post-secondary educators.... Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities."

Since its inception, the program has awarded more than \$1.5 million to union members and members of their families who want to begin or continue their secondary education. Last year, 115 students, representing 31 AFL-CIO unions, received \$151,000 in scholarships. The program's top \$4,000 awards went to 12 students, while 79 students attending four-year institutions received awards ranging from \$500 to \$2,000. Additionally, 24 others attending community colleges and trade schools received scholarships ranging from \$500 to \$1,000.

The application deadline for the 2001-02 school-year scholarships is Jan. 31, 2002. The scholarship application is avail-

able for download at:

[www.unionprivilege.org](http://www.unionprivilege.org).

To receive an application by mail, send a postcard, with your name, return address, telephone number and international union name clearly printed on it, to: Union Plus Scholarship Program, P.O. Box 34800, Washington, DC 20043-4800.

Letters will be sent to winners on May 31, 2002. Due to the volume of applications, only those receiving scholarships will be notified. However, if you would like to receive confirmation of your application's receipt, include a self-addressed stamped postcard with your application.

Seafarers and their dependents are eligible to apply for the scholarship benefit because of the union's participation in Union Privilege's Union Plus credit card program. Having a Union Plus credit card is not a requirement, but one year of continuous good standing union membership is required when the award is made. In addition, the recipient must be accepted into an accredited college or university, community college or recognized technical or trade school when the award is issued. Graduate students are not eligible.

The scholarship program is funded and administered by Union Privilege and Household Credit Services. The Union Plus credit card program offers a no-annual-fee MasterCard with a low variable annual percentage rate. More than 2 million union members carry the Union Plus credit card, which is issued by Household Bank (Nevada), N.A., an equal-opportunity lender. For more information about the card, call 1-800-472-2005.

## Revised Tax Laws Offer Options for College Savings

In this tumultuous market, the idea of paying for college may be enough to concern any parent—especially as the average cost of tuition rises at a rate almost double that of inflation. Fortunately, the U.S. government earlier this year created some potential relief by amending section 529 of the Internal Revenue Service of 1986.

Essentially, the amendments allow for a tax-free way to invest for a child's higher education expenses while maintaining complete control over the money and

reducing your taxable estate. Each state's 529 plan is different and each has highly customized requirements, investment options, contribution maximums and state income tax treatments. However, certain key components of the savings plan are the same.

Participants may contribute up to \$50,000 per child up front and not be subject to gift tax. A couple that files jointly may make a tax-free donation of up to \$100,000 per beneficiary. This contribution is deducted from your taxable estate. Not only does the account grow tax-deferred, when monies are used for higher education related expenses, the funds are distributed tax-free.

Typically, any accredited post-secondary institution is eligible. This includes out-of-state and private institutions as well. Monies may be used for room, board, tuition, books and equipment. The beneficiary may be changed at any time, but the new beneficiary must be related to the previous beneficiary. If the donor(s) choose to take back the money, they must pay a 10 percent penalty on the earnings. The remainder of the earnings are then taxed as ordinary income.

Unlike a "Uniform Gift to Minor's Account" (UGMA), 529

donors maintain control over the assets. With a UGMA, once the beneficiary reaches the age of majority (usually 18), the youngster has complete control over the account.

Additionally, the advantage a 529 plan has over an Education IRA is much greater contribution allowances. Donors may contribute up to \$250,000 to a 529 plan while the Education IRA's current contribution limits are \$500 per year, slated to rise to \$2,000 per year in 2002. Also, there is no limit on the number of people who may contribute to an individual's 529 plan.

There are several investment firms that offer the 529 CollegeBound plan. Some are more thorough than others, offering the most investment choices and being the most lenient regarding which expenses and institutions qualify.

In any case, the 529 plan is a tremendous benefit.

*Editor's note: This article was submitted by former Seafarer Peter Jablonski, currently a financial advisor at the headquarters of UBS PaineWebber in New York City. He may be reached at 800 635-1983 or by email at: peter.jablonski@ubspainewebber.com. This article is not meant as an endorsement of the 529 plan by the SIU. Individuals should check with their own advisors for more details.*

# Sumner Assists Relocation Of Japanese Fishing Vessel

The Seafarers-crewed USNS Sumner last month supported the U.S. Navy's relocation of the Japanese fishing vessel *Ehime Maru*.

The fishing boat sank south of Honolulu Feb. 9 after being struck by the U.S. submarine USS *Greenville* during routine operations.

An oceanographic research craft, the *Sumner* acted as the eyes and ears of the relocation operation's primary salvage vessel, the *Rockwater 2*. Arriving several months

before the operation commenced in the deep water recovery site (DWRS) where the *Ehime Maru* rested, the *Sumner* crew conducted a complete bathymetry study (depth measurement) of the entire vicinity.

This analysis commenced June 17 and continued in various phases until Aug. 17. During this period, the crew surveyed the route along which the submerged ship would be moved during the relocation; took conductivity

temperature depth measurements of the area; and collected bottom samples at both the DWRS and shallow water relocation sites (SWRS)—the location where the vessel rested as well as the one at which it would be relocated. In addition, the crew deployed current monitors at both relocation sites to stay abreast of conditions. Finally, they tested an instrument called an Acoustic Doppler Current Profiler to measure the area's water currents from the surface to the bottom.

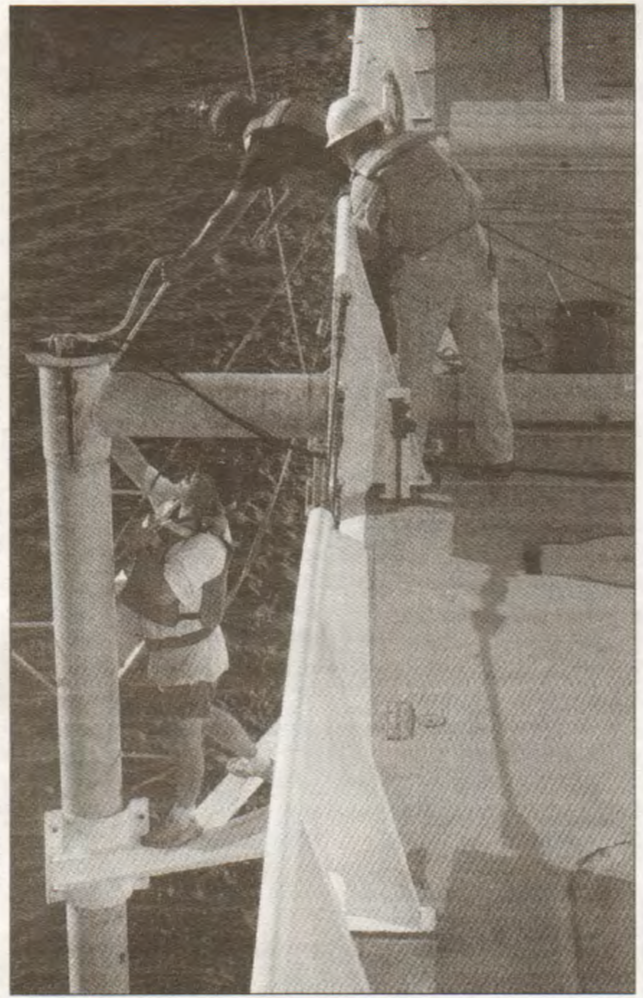
The foregoing analysis and assessments were conducted as many times as were necessary to collect the desired data. It would later be used to assure "smooth sailing" for the *Rockwater 2* during the actual Oct. 12 relocation.

Arriving at the DWRS, the *Rockwater 2* deployed cable lines over its sides to be attached to a lifting plate, which previously had been positioned underneath the *Ehime Maru*. Once the lines were attached, the *Rockwater 2* used its linear winches to

raise the sunken vessel some 90 feet from its deep-water resting place. It remained at this elevation—or very close to it—during the transit to the SWRS. And this is where the most vital part of the USNS *Sumner*'s mission took effect.

The *Sumner* took the point for a convoy of vessels, which accompanied the *Rockwater 2* along its transit route from the DWRS to the SWRS. By referring to its previously collected data, complemented by fresh inputs gathered during the actual transit, the *Sumner* provided the *Rockwater 2* with real-time information about prevailing ocean conditions (bottom profile, depth and current conditions). Armed with this information, the *Rockwater 2* could raise or lower the *Ehime Maru* to match inclines associated with the ocean's bottom profile, and in the process virtually eliminate hazards associated with sudden load shifts or vessel rolls.

Although several stops were made along the way, the 14-mile transit went off without a hitch. The final relocation of the *Ehime Maru* was completed Oct. 14. For its very significant role in the relocation effort, the USNS *Sumner* and its crew received a thanks for



Bosun Art Cross (on frame), AB Collins Agyemang (center) and Chief Mate Charlie Reina deploy the ship's ADCP transducer assembly.



USNS Sumner (T-AGS 61)

- Length: 328 feet, 6 inches
- Beam: 58 feet
- Draft: 19 feet
- Displacement: 4,762 long tons
- Speed: 16.0 knots

a job well done from Capt. Bret Marsh, supervisor of Diving and Salvage, U.S. Navy Sea Systems Command.

The USNS *Sumner* is

one of the seven Oceanographic Survey Ships that is part of the 29 ships in the Military Sealift Command's Special Mission Ships Program.

## President Harrison in WWII

Continued from page 11

ning into shoal water, was feeling her way in to anchor. I landed on the island with my boat crew, including the stewardess, thinking that all was well and all safely ashore. There I found that one boat had gone under the quarter and that the port propeller was still slowly turning over, due to steam within the engine itself not being fully exhausted, and that the boat had been capsized, the crew thrown into the water and three of the men lost. All the others had been picked up by the other boats including Mr. J.L. McKay, Chief Steward, who had sustained several broken ribs. The Chief Engineer was suffering from a dose of fuel oil and from the shock of being immersed in the icy water. All others were apparently all right.

All of the men had climbed to the top of the island where the lighthouse is and the light keepers (Chinese) had turned one of the buildings over to them and they had set up a snack bar and were feeding the men. Just as dark came on, which is early at this time of the year in these parts, a Japanese Naval Landing Unit (which is the same as our Marines) from the destroyer landed on the island and made their way to the top, bristling with guns and bayonets fixed.

I do not know what they expected to find, but as we had done all we could (however good or bad it was) there was nothing left to do but get rid of our guns (we threw the few revolvers we had into the bushes) and surrendered. First they destroyed the lighthouse radio

station and then lined us all up and searched us for weapons—we had none—but anything we had such as money or papers were thrown on the ground and left. The entire crew was then placed under guard on the island and I was taken off to the destroyer where I spent the night.

I was taken into the wardroom where I found the officers in a jubilant mood with the radio going full blast, and as I soon learned reports coming in of the sinking of the *Prince of Wales*, the various ships in Pearl Harbor, etc. Of course, the radio was in Japanese but several of the officers spoke excellent English and they certainly laid it on. They treated me very kindly, however, and later the Commander made his appearance and, after telling me how easy it would be for Japan to lick the world, broke out a bottle of Johnnie Walker Black label and treated everybody in the wardroom including myself. Later I was given coffee and rice cakes, a bed was made up for me on one of the settees and I was made as comfortable as possible. In the morning I was fed the usual Japanese food and they even went so far as to find me a knife and fork to eat with.

Around 7 a.m. I was taken on deck—a boat launched and I was told we would return to the island. The boat, halfway to the island, was ordered back to the ship by a signal—the officer went on board and shortly after returned. From that moment on their attitude towards me changed entirely—they were curt and abusive, and I spent the bet-

ter part of the next ten days under guard with an officer over me, armed night and day. I am still at a loss to know the reason for their complete about-face unless they realized when daylight came that the *Harrison* was not the easy prize they expected it to be. As we left the destroyer, she was clearly visible a half-mile away way down by the head and with about a heavy list to starboard. When we got to the island the Japanese officer ordered the entire crew into the boats and back to the ship. Resistance being useless, we carried out his orders and after a hard row boarded the vessel. We found No. 1 hold partly flooded - Nos. 2, 3 and 4 flooded into the Upper Tween Deck, No. 5 partly flooded and 12 feet of water in the engine room. After hatches were dry, we were able to relight the fires and get up steam and two men volunteered to relight the fires. Two men volunteered to dive into the icy water and open and close the necessary valves to pump out the engine room. We were solidly aground forward but afloat aft.

After trying to work the ship off with the engines (which would have no doubt caused her to sink in deeper water) and after breaking a couple of wires trying to pull her off with the destroyer, we suggested the possibility of lightening the ship by stripping her and throwing everything overboard. The Japanese agreed to this and we passed the word to sabotage everything possible.

We threw at least a hundred thousand dollars worth of equipment over the side including motion picture equipment, pianos, furniture, stores, tarpaulins, hatches and even the strong hooks. When we suggested

unshipping the booms and putting them over, however, they apparently decided it had gone far enough and put a stop to it. Realizing by now that they could not float her without assistance they sent to Shanghai for divers and salvage equipment—at one time they had twelve divers on the job.

Then they sent to Japan for the Nippon Salvage Co. and they arrived with a complete salvage unit including a salvage master—a Japanese born in Portland, Oregon and thoroughly familiar with salvage work. He went at the job in a more scientific manner and after 43 days of diving, patching and plugging they managed to get number one and two holds tight enough so that the heavy pumps could hold the water down. Then by flooding the after holds on the high tide of the month, she floated off and was taken into Shanghai where she was placed alongside the dock and the divers, working in-between in the slack water plugged the holes enough to eventually get her to Japan and into a dry dock.

While on the rocks we fared fairly well for food, but after entering Shanghai the ship's food ran out and the Japanese took over the feeding. We went on very short rations then and I never did get a really full meal again until the war ended in 1945. We lived on the *Harrison* until the middle of March when the crew was released in Shanghai and the officers sent to a detention camp at Honkew Park. None of the officers were ever released and sixteen of the crew died in Shanghai before the war ended.

I was taken to Japan the first of April 1942 to attend, as they

said, a prize court. I was confined along with quite a few China Coast men in the Sasabro Naval Hall and until the middle of August, no person asked me a single question concerning the *Harrison* (Japanese I mean) and then one day the Court, consisting of one man and his interpreter, made his appearance and asked me a series of routine questions. They informed me that they thought it would go very bad for me for the damage we had caused. At this time I was the only person in the camp except for four Filipinos and I spent the six longest weeks of my life in virtual solitary confinement, being allowed out of doors only one hour per day. At the end of this time, they returned and asked me the same questions over again, apparently to see if they could trip me up. A few days later I was taken under guard and blindfolded (part of the time) to Zentsuji War Prison Camp on the Island of Shikoko. This was a military prison and I was sent there apparently because I held a Lt. Commodore's commission in the U.S. Naval Reserve.

I arrived at Zentsuji on November 5, 1942 and remained there until June 23, 1945 when the camp was broken up and we were transferred to Nokoroshi Camp in the mountains of western Honshu. The story of my years in prison camps closely parallels that of any American held by the Japanese with all the heartaches, abuses, uncertainties and slow starvation accorded to them in the military prisons. I lost 85 pounds, need I say more.

Respectfully,  
Orel A. Pierson  
Master, SS *President Polk*

## Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

### Upgrader Thanks Fellow Students

I would like to thank (fellow Seafarers) Brenda Littlefield and Ray Johns for all the help they gave me in my class work at the Paul Hall Center for Maritime Training and Education. I also would like to thank my wife, Linda L. Hoffman, for all the support she has given me and to wish her a happy birthday, which we celebrated Aug. 15 at the school.

Lester C. Hoffman  
Piney Point, Md.

### Hats Off to Health Plan

I want to thank the ladies of the Seafarers Health and Benefits Plan for all their help in getting my hospital bills paid. I am a retired seaman, and I hope the membership will join me in taking our hats off to the personnel and management of the Plan. They deserve appreciation.

Larry D. Rust  
Houston, Texas

### Seafarer Shares Lessons Learned

I wish to share with my brothers and sisters of the SIU some lessons I learned, so that no one else has to endure the expense and anguish I experienced. It has to do with avoiding conflicts when on shore leave.

While on shore leave in Pusan, (S. Korea), I allowed myself to get into a shoving match in a bar. Although the other guy started it and escalated the problem, I now realize I should have walked away. Hanging around came back to haunt me in ways I didn't foresee.

For one thing, it is not a pleasant experience being on the receiving end of a Coast Guard investigation. Don't count on a plea of self-defense getting you out of it cleanly, because chances are it won't. Plus I had to spend a small fortune ... money I could have put to better uses than giving it to lawyers.

So, when you go ashore, don't have an attitude—and don't carry any tool that could be construed as a weapon, even if it's something you may use as a matter of routine in your job.

John Cooke  
Houston, Texas

## 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.

## WILL YOU BE SAILING ON FEB. 1, 2002?



Yes, I have completed the required STCW training.



No, I have not completed the required STCW training.

Without STCW Basic Safety Training (BST) and a 1995 STCW certificate, the following unlicensed Seafarers will not be able to sail after Feb. 1, 2002: Bosuns, ABs, QMEDs and FOWTs. (Steward department personnel are not required to possess a certificate.)

Also, all unlimited and limited license holders with a near-coastal and ocean endorsement need a '95 certificate. All Seafarers sailing on deep sea or near-coastal vessels must complete BST.



**Don't wait any longer. Sign up today for your STCW training. Please contact the Paul Hall Center for Maritime Training and Education at this toll-free number: 1-800-732-2739.**

# Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	2	1	1	1	0	0	0	2	3	1
Baltimore	4	2	3	5	1	1	0	7	4	2
Guam	0	2	4	1	1	1	0	2	2	3
Honolulu	13	4	5	11	6	3	3	13	9	10
Houston	28	6	6	19	16	4	6	45	10	12
Jacksonville	31	19	6	22	11	3	11	62	32	13
Mobile	16	3	5	9	4	4	3	21	9	4
New Orleans	22	14	7	19	10	9	5	37	24	13
New York	21	15	11	19	12	5	9	38	23	21
Norfolk	14	11	7	11	11	3	4	24	19	15
Philadelphia	2	5	3	3	2	2	0	7	8	2
Piney Point	4	4	3	2	2	1	0	4	7	3
Puerto Rico	9	4	2	8	5	0	3	17	11	5
San Francisco	16	11	1	18	9	2	7	38	11	2
St. Louis	1	1	4	1	3	4	0	1	1	5
Tacoma	24	13	12	19	12	8	10	50	9	17
Wilmington	20	12	13	18	9	3	13	50	21	19
<b>Totals</b>	<b>227</b>	<b>127</b>	<b>93</b>	<b>186</b>	<b>114</b>	<b>53</b>	<b>74</b>	<b>418</b>	<b>203</b>	<b>147</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	1	1	0	1	0	0	0	0	1	0
Baltimore	6	5	2	5	5	0	3	7	5	2
Guam	0	1	1	1	0	0	0	0	1	2
Honolulu	5	3	2	4	4	4	0	10	6	7
Houston	14	6	10	12	4	5	2	24	11	11
Jacksonville	23	15	6	18	2	0	9	38	24	12
Mobile	5	5	0	8	2	0	3	10	7	1
New Orleans	11	7	4	12	7	2	4	13	15	6
New York	11	13	3	5	11	1	5	24	16	8
Norfolk	4	9	1	4	6	1	2	11	11	3
Philadelphia	2	6	0	3	1	1	0	3	8	0
Piney Point	3	3	0	5	0	0	0	3	7	4
Puerto Rico	8	2	1	6	2	0	3	6	4	1
San Francisco	4	10	2	7	7	3	3	6	13	2
St. Louis	3	1	0	0	3	0	0	3	2	0
Tacoma	7	12	7	11	4	7	6	12	20	10
Wilmington	6	7	5	3	9	3	2	12	14	7
<b>Totals</b>	<b>113</b>	<b>106</b>	<b>44</b>	<b>105</b>	<b>67</b>	<b>27</b>	<b>42</b>	<b>182</b>	<b>165</b>	<b>76</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	0	1	0	0	0	0	0	0
Baltimore	3	0	1	2	0	0	0	4	0	1
Guam	1	1	0	0	0	1	0	1	1	0
Honolulu	13	4	16	7	1	0	2	20	10	42
Houston	13	3	0	9	1	0	4	25	3	2
Jacksonville	24	6	3	17	3	5	16	33	12	2
Mobile	4	2	2	0	0	1	0	10	4	3
New Orleans	7	8	0	9	4	1	6	10	10	0
New York	13	3	6	11	2	2	6	23	9	6
Norfolk	5	4	3	4	6	3	1	12	9	6
Philadelphia	5	2	0	5	0	0	3	6	2	0
Piney Point	3	3	1	3	3	0	1	5	2	2
Puerto Rico	0	0	0	1	0	0	2	2	1	0
San Francisco	21	7	1	15	2	0	8	38	8	2
St. Louis	0	0	0	0	0	0	0	0	0	1
Tacoma	17	0	1	17	0	0	6	35	3	2
Wilmington	17	4	0	10	3	0	3	37	7	3
<b>Totals</b>	<b>146</b>	<b>47</b>	<b>34</b>	<b>111</b>	<b>25</b>	<b>13</b>	<b>58</b>	<b>261</b>	<b>81</b>	<b>72</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	0	0	0	0	0	0	1	0
Baltimore	1	6	3	1	5	3	0	0	5	2
Guam	0	1	4	0	2	1	0	0	1	10
Honolulu	6	21	111	1	4	33	0	13	59	251
Houston	1	18	18	1	10	2	0	4	21	27
Jacksonville	2	17	16	1	5	11	0	3	24	31
Mobile	0	6	2	0	5	1	0	1	12	6
New Orleans	4	9	11	3	9	7	0	6	15	14
New York	5	24	26	2	16	11	0	10	50	55
Norfolk	0	12	10	1	8	6	0	0	15	22
Philadelphia	0	2	0	0	0	0	0	1	3	0
Piney Point	2	16	5	0	3	13	0	2	24	11
Puerto Rico	4	6	3	1	2	2	0	7	10	10
San Francisco	6	11	8	5	4	3	0	10	20	14
St. Louis	0	2	0	0	1	0	0	0	4	1
Tacoma	5	15	13	1	8	5	0	9	30	37
Wilmington	6	13	15	1	7	6	0	13	23	26
<b>Totals</b>	<b>42</b>	<b>180</b>	<b>245</b>	<b>18</b>	<b>89</b>	<b>104</b>	<b>0</b>	<b>79</b>	<b>317</b>	<b>517</b>
<b>Totals All Departments</b>	<b>528</b>	<b>460</b>	<b>416</b>	<b>420</b>	<b>295</b>	<b>197</b>	<b>174</b>	<b>940</b>	<b>766</b>	<b>812</b>

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

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

## December 2001 & January 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: December 3, January 7
Algonac	Friday: December 7, January 11
Baltimore	Thursday: December 6, January 10
Boston	Friday: December 7, January 11
Duluth	Wednesday: December 12, January 16
Honolulu	Friday: December 14, January 18
Houston	Monday: December 10, January 14
Jacksonville	Thursday: December 6, January 10
Jersey City	Wednesday: December 19, January 23
Mobile	Wednesday: December 12, January 16
New Bedford	Tuesday: December 18, January 22
New Orleans	Tuesday: December 11, January 15
New York	Tuesday: December 4, January 8
Norfolk	Thursday: December 6, January 10
Philadelphia	Wednesday: December 5, January 9
Port Everglades	Thursday: December 13, January 17
San Francisco	Thursday: December 13, January 17
San Juan	Thursday: December 6, January 10
St. Louis	Friday: December 14, January 18
Savannah	Friday: December 7, January 11
Tacoma	Friday: December 21, January 25
Wilmington	Monday: December 17
	Tuesday: January 22*

\* (change created due to Martin Luther King Jr. birthday)

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

### LOG-A-RHYTHM

#### At Sea

by Albert W. Austin Jr.

Thought . . .	Yes . . .
I'd go a sailing.	I would do it over.
Had . . .	Each and everyday!
Nothing more to do.	
I was . . .	Why . . .
Young at the time.	Would one do it?
My . . .	You . . .
Age was seventeen.	Have to go to know.
Just . . .	The ocean . . .
A young man.	Is a way of life.
New . . .	The only . . .
In the Merchant Marine.	Life I know.
Sailed . . .	Through . . .
On every kind of	All the ups and downs.
ship.	Both . . .
Since . . .	Good and bad.
That day back then.	A seaman's life . . .
Doing . . .	A good life.
One trip at a time.	Best . . .
And . . .	I ever had!
I'd do it all again!	AB Albert W. Austin
The lifetime . . .	wrote this poem in August
That I have spent.	while aboard the <i>Global</i>
The years . . .	<i>Mariner</i> as it headed to
I've been away.	Singapore.

## Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,  
Vice President Lakes and Inland Waters

Dean Corgoy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Kernett Mangram,  
Vice President Government Services

René Lloeanjie, Vice President at Large

Charles Stewart, Vice President at Large



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

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

### HONOLULU

600 Kalia St., Honolulu, HI 96819  
(808) 845-5222

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

### NEW YORK

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

### 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  
Sanjurjo, PR 00907  
(787) 721-4033

### ST. LOUIS

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

### SAVANNAH

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

SEPTEMBER 2001

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	10	2	0	11	11	0	5	0	0	0
Houston	7	1	0	3	0	0	3	34	3	0
Harvey, LA	4	0	0	2	0	0	2	12	2	1
New York	10	1	4	6	0	1	5	109	39	11
Norfolk	3	0	0	6	0	0	0	4	0	0
San Pedro	10	0	0	6	0	0	17	16	11	1
Savannah	0	1	0	7	0	0	1	9	2	0
Tacoma	5	0	0	0	0	0	9	15	2	0
<b>Totals</b>	<b>49</b>	<b>5</b>	<b>4</b>	<b>41</b>	<b>11</b>	<b>1</b>	<b>42</b>	<b>199</b>	<b>59</b>	<b>13</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	1	0	0	0	0	0	0	0	0	0
Houston	2	1	1	2	0	0	2	7	3	3
Harvey, LA	1	1	0	2	0	0	2	2	3	0
New York	5	1	4	4	0	0	2	107	89	13
Norfolk	1	0	0	1	0	0	0	0	0	0
San Pedro	2	0	0	6	0	0	5	25	30	9
Savannah	2	2	0	1	0	0	2	8	2	1
Tacoma	2	0	0	2	0	0	3	11	1	0
<b>Totals</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>160</b>	<b>128</b>	<b>26</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	8	0	0	5	7	0	3	0	0	0
Houston	6	0	0	0	0	0	2	19	1	0
Harvey, LA	0	0	1	1	0	0	2	2	1	0
New York	8	0	0	5	0	0	3	1	13	3
Norfolk	2	0	0	0	0	0	0	1	0	0
San Pedro	3	0	0	3	0	0	4	5	1	14
Savannah	1	0	0	0	0	0	1	2	1	0
Tacoma	1	0	0	1	0	0	1	1	1	0
<b>Totals</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>18</b>	<b>17</b>

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	3	0	30	0	3	0	0	0	0	0
Houston	4	5	4	3	0	0	7	11	16	14
Harvey, LA	0	1	0	1	0	1	1	5	2	2
New York	3	2	7	1	1	0	4	111	94	92
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	6	1	0	4	0	0	9	8	37	16
Savannah	2	2	3	0	0	0	1	1	5	5
Tacoma	0	3	2	0	0	0	4	0	38	2
<b>Totals</b>	<b>18</b>	<b>14</b>	<b>46</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>136</b>	<b>192</b>	<b>131</b>

Departments	112	24	56	83	22	2	100	526	397	187
<b>Totals All</b>										

## PIC-FROM-THE-PAST

This photo, originally printed in the May 14, 1954 issue of the *Seafarers LOG*, was taken aboard the new *Peninsula Mariner* (Waterman Steamship Corp.), one of 35 high-speed freighters contracted by the government.

A unique feature of the *Peninsula Mariner* was a specially designed deck structure for carrying aircraft. In the photo at right, Bosun Jim Finnell (left) explains how it works to deck department members (from left) AB Andy Anderson, AB Johnny Johnston, OS John Owens, AB Jimmy Crawford, DM Bo Anderson, OS Jimmy Waldrop and AB Ray Vaughan.

The steel framework created a new challenge for the deck department since it had to be lifted from the accordion-type hatch covers, section by section, before loading cargo.

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







A captain, a master and a recertified steward are among the 19 Seafarers announcing their retirements this month.

Captain Antonio Colon and Master George T. Decker controlled the helms of vessels in their respective divisions for nearly a half-century, while Recertified Steward Gene Sivley completed the highest level of training available to members of the steward department at the SIU's training school in Piney Point, Md.

Including the recertified graduate, 11 of the retirees sailed in the deep sea division. Three plied the Great Lakes, and the remaining five navigated the inland waterways. Seven of the retirees worked in the deck department, four shipped in the engine department and eight sailed in the steward department.

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

#### DEEP SEA



**THOMAS E. ARNOLD, 65**, started his career with the Seafarers in 1969 in the port of Houston. The Georgia

native's initial sea voyage was aboard the *Sabine*, operated by Ship Operators Corp. Brother Arnold upgraded his skills in 1982 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md. A member of the deck department, he last sailed on the *Sea-Land Hawaii*. Brother Arnold resides in Ringgold, Ga.

**JORGE E. BERMEO, 57**, was born in Ecuador. He started his SIU career in 1969, joining in the port of New York. Brother Bermeo first sailed on Delta Steamship Lines' *Del Valle*. A member of the engine department, he upgraded his skills at the SIU's training school in Piney Point, Md. in 1976 and 1984. Brother Bermeo last shipped on the *Expedition*, operated by CSX Lines. He lives in Englewood, N.J.

**RICHARD N. HATT, 65**, started his career with the Seafarers in 1987 in the port of Seattle. Brother Hatt served in the



U.S. Navy from 1959 to 1984. The Massachusetts native first shipped aboard the *USNS Vindicator*. The steward department member last went to sea aboard Dyn Marine Services' *USNS Pathfinder*. Brother Hatt makes his home in Seattle.



**LARRY A. JORDAN, 50**, was born in Charleston, W. Va. He started his SIU career in 1968, joining in the port of New York.

Brother Jordan's initial voyage was aboard Waterman Steamship Corp.'s *Iberville*. The deck

department member last shipped on Liberty Maritime's *Liberty Sea*. Brother Jordan is a resident of Picayune, Miss.

**JOSE A. LOPEZ, 55**, launched his career with the SIU in 1970 in the port of New York. Brother Lopez first sailed



aboard an Intercontinental Bulk Corp. vessel. Born in Puerto Rico, the steward department member frequently upgraded his skills at the SIU's training school in Piney Point, Md. Brother Lopez last worked on Puerto Rico Marine Management's *Elizabeth*. He lives in Pembroke Pines, Fla.



**CHARLES MOLL, 59**, began his career with the Seafarers in 1967 in the port of New Orleans. Born in Florida,

Brother Moll served in the U.S. Army from 1964 to 1966. His first ship was Venore Transportation Co.'s *Chilore*. The deck department member last worked on Waterman Steamship Corp.'s *Robert E. Lee*. Brother Moll makes his home in Destin, Fla.

**GEORGE E. OBERLE, 66**, started his SIU career in 1967 in the port of Baltimore. The deck department member was born in Maryland. He first shipped on a vessel operated by Interocean Management Corp. Brother Oberle upgraded his skills at the SIU's training school in Piney Point, Md. in 1975. He last sailed aboard the cable ship *Global Mariner*. Brother Oberle calls Baltimore home.

**OLE E. POULSEN, 68**, hails from Copenhagen, Denmark. Brother Poulsen started his SIU career in 1961, joining



in the port of San Francisco. The engine department member initially shipped aboard a Colonial Steamship Co. vessel. He makes his home in Federal Way, Wash.

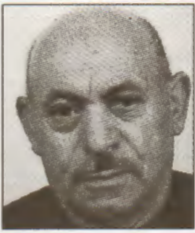


**ANTONIO QUINTANA, 66**, is a native of Puerto Rico. He started his career with the Seafarers in 1977, joining in the

port of New York. Brother Quintana first went to sea aboard the *Overseas Joyce*, operated by Overseas Carriers, Inc. The steward department member last shipped on Crowley American Transport's *Ambassador*. Brother Quintana now calls Kissimmee, Fla. home.

**ALI SALEH, 63**, started his SIU career in 1966, joining in the port of Baltimore. Brother Saleh first

sailed on the *Young America*, operated by A.L. Burbank Co. The engine department member upgraded his skills in 1987 at the SIU's training school in Piney Point, Md. Brother Saleh last went to sea aboard Waterman Steamship Corp.'s *Robert E. Lee*. He currently lives in San Francisco.



**GENE C. SIVLEY, 64**, is a native of Alabama. He started his career with the SIU in 1967 in the

port of Seattle. Brother Sivley served in the U.S. Navy from 1953 to 1957. He first sailed on a vessel operated by Anchorage Tankships, Corp. A member of the steward department, Brother Sivley completed the steward recertification program at the SIU's training school in Piney Point, Md. in 1985. He last worked on the *Sea-Land Reliance*. Brother Sivley makes his home in Seattle.

#### INLAND

**JAMES R. AMBROSE, 54**, was born in Virginia. Boatman Ambrose started his career with the Seafarers in 1976. The steward department member spent his entire career working aboard vessels operated by Allied Towing Co. Boatman Ambrose resides in Hayes, Va.



**ANTONIO COLON, 57**, started his career with the Seafarers in

## 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.

#### GREAT LAKES

**HADDI AHMED, 66**, began his SIU career in 1969, joining in the port of Detroit. Born in Arabia,



Brother Ahmed first sailed aboard Tomlinson Fleet Corp.'s *G.A. Tomlinson*. The steward department member last worked on American Steamship Co.'s *H. Lee White*. Brother Ahmed makes his home in Dearborn, Mich.

**MICHAEL J. KORNMEIER, 55**, hails from Ohio. He started his career with the Seafarers in 1967, joining in the port of Detroit. Brother Kornmeier served in the U.S. Navy from 1964 to 1969. He shipped in both the Great Lakes and inland divisions, first sailing on an American Steamship Co. vessel. The deck department member upgraded his skills at the Harry Lundberg School of Seamanship in 1993. He last shipped aboard a Great Lakes Towing Co. vessel. Brother Kornmeier makes his home in Toledo, Ohio.



**MOHAMED MADHIGI, 64**, began his SIU career in 1989 in Algonac, Mich. Brother Madhigi's first voyage was

aboard the *Paul H. Townsend*, operated by Inland Lakes Management, Inc. Born in Yemen, he shipped in the steward department. Brother Madhigi upgraded his skills at the SIU's training school in Piney Point, Md. in 1997. He last worked on American Steamship's *Sam Laud*. Brother Madhigi is a resident of Dearborn, Mich.

1976 in his native Puerto Rico. Boatman Colon spent his entire SIU career working aboard Crowley Towing and Transportation vessels. A captain, Boatman Colon upgraded his skills in 1984, 1985 and 1995 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md. He makes his home in Catano, PR.

**GEORGE DECKER, 51**, began his SIU career in 1975 in the port of New Orleans. Born in Louisiana, his initial voyage was aboard a Dixie Carriers operated vessel. A master, Boatman Decker frequently upgraded his skills at the SIU's training school. He last worked aboard a vessel operated by North American Trailing Co. He lives in Pearl River, La.



**JAMES E. JOHNSON, 59**, joined the Seafarers in 1982 in St. Louis. Boatman Johnson first shipped aboard a Delta

Queen Steamboat Co. vessel. Born in Missouri, he sailed in the steward department and sailed in both the inland and deep sea divisions. Boatman Johnson upgraded his skills at the SIU training school in Piney Point, Md. in 1987. He last sailed on the *USNS Denebola*, operated by Bay Ship Management, Inc. Boatman Johnson calls Sea Level, N.C. home.

**EDGAR OCKMAN, 48**, was born in Louisiana. He started his career with the Seafarers in 1979 in the port of New Orleans. Boatman Ockman shipped as a member of the engine department. He spent his entire career working aboard vessels operated by Crescent Towing and Salvage Co., Inc. Boatman Ockman resides in Belle Chasse, La.

Reprinted from past issues of the *Seafarers LOG*

#### 1949

Certified by the NLRB as collective bargaining agent for nine Cities Service Oil Company tankers, the SIU immediately called upon the company to enter negotiations for a contract covering the company's unlicensed personnel. The contract will culminate two years of effort by the SIU to obtain union wages, conditions and security for CS seamen. The company began firing crew members by the shipload at the end of each voyage, as the election drew near, but the replacements hired recognized the need for union representation and voted for the SIU. The company's attitude was scored by the NLRB: "... it ill behooves the employer to file objections stemming principally from its own recalcitrance."

**1954** With appropriate fanfare in welcoming ceremonies, the SIU in Baltimore formally opened the finest union hall in the Atlantic and Gulf District and one of the best of its kind in the country on November 10. Opening ceremonies before the throng of sev-

eral hundred Seafarers and their wives and other guests got under way with a special membership meeting at which Mayor Thomas D'Alesandro, Congressman Edward Garmatz and others extended their congratulations to the men of the SIU for

## THIS MONTH IN SIU HISTORY

making the new building possible. The new building features a modern hiring hall and meeting hall, union offices, cafeteria, bar and dance floor, barber shop, parking lot, pool room and game room, television rooms,

shower room and piped music and public address system.

#### 1991

Supporters of a comprehensive energy bill which includes exploratory oil drilling in the Arctic National Wildlife Refuge (ANWR) will continue to press for the legislation after a vote early last month was unable to prevent a filibuster on the legislation. On November 1, supporters of the bill fell 10 votes short of the 60 needed to stop an announced filibuster....

U.S.-flag shipping interests, including the SIU, have been seeking an opening of ANWR to exploration.

# Final Departures

## DEEP SEA

### CLARENCE ANDERSON



Pensioner Clarence Anderson, 58, passed away Aug. 20. He joined the SIU in 1964 in the port of Baltimore. His first ship was an Atlantic

Carriers Inc. vessel. Brother Anderson briefly left the Seafarers to serve in the U.S. Army from 1965 to 1967 during the Vietnam conflict. Born in Kentucky, Brother Anderson shipped in the engine department. He last worked on the *LTC John U.D. Page*. Brother Anderson started receiving his pension in 1999. He made his home in West Virginia.

### CARMELO ASTE

Pensioner Carmelo Aste, 78, died July 28. Born in Italy, he started his career with the Marine Cooks & Stewards (MC&S) in San Francisco. The steward department member began receiving his retirement salary in 1978. Alameda, Calif. was his home.

### SAMUEL BARNETTE



Pensioner Samuel Barnette, 74, passed away June 1. Brother Barnette joined the SIU in 1953 in San Francisco. A native of Tennessee,

he first sailed aboard a Michigan Tankers vessel. Brother Barnette shipped in the steward department and last worked aboard the *Jeb Stuart*, a Waterman Steamship Corp. vessel. He began receiving his retirement compensation in 1995. Brother Barnette made his home in Sunnyvale, Calif.

### HORACE BEASLEY

Brother Horace Beasley, 44, died July 15. He began his career with the SIU earlier this year. Before becoming a Seafarer, Brother Beasley served in the U.S. Marine Corps. Born in Elizabeth, N.J., he shipped as a member of the engine department. Maersk Line's *SSG Edward A. Carter Jr.* was the only vessel on which Brother Beasley sailed during his career. He made his home in Gretna, Va.

### EARL J. BRANNAN



Pensioner Earl J. Brannan, 72, passed away July 14. Brother Brannan started his career with the Seafarers in 1963 in the port of New York. The Alabama

native served in the U.S. Army from 1951 to 1953. His initial sea voyage was aboard Alcoa Steamship Co.'s *Alcoa Pegasus*. The deck department member last sailed on the *Sea-Land Express*. He began receiving his retirement pay in 1994. Brother Brannan was a resident of Benton, Wash.

### HENRY DELL ORFANO



Pensioner Henry Dell Orfano, 80, passed away July 24. He started his SIU career in 1944 in Boston. The engine department member

started receiving his retirement compensation in 1971. Brother Dell

Orfano made his home in Geneva, Fla.

### WHIRL L. GARDNER



Pensioner Whirl L. Gardner, 72, died June 16. The Alabama native joined the Seafarers in 1973 in the port of San Francisco. He served in the U.S. Army

from 1950 to 1951. Brother Gardner first went to sea aboard Delta Steamship Lines' *Santa Mariana*. The steward department member last shipped on a Michigan Tankers, Inc. vessel. Brother Gardner started receiving his pension in 1981. He resided in Fairfield, Ala.

### JAMES GARNER

Brother James Garner, 56, passed away June 29. He started his SIU career in 1977, joining in the port of Norfolk, Va. A native of Columbia, Mo., Brother Garner served in the U.S. Navy from 1963 to 1972. The steward department member shipped in the deep sea as well as inland divisions during his career. Brother Garner first sailed aboard an Allied Towing Co. vessel. His last voyage was on the *SPC 5 Eric G. Gibson*, operated by Crowley American Transport, Inc. Brother Garner lived in Norfolk.

### GILES GLENDENNING

Pensioner Giles Glendenning, 72, died June 9. Brother Glendenning started his SIU career in 1956 in the port of Baltimore. The Maryland native served in the U.S. Navy Reserve from 1947 to 1953. Brother Glendenning shipped in both the deep sea and inland divisions during his career with the Seafarers. He first shipped aboard a Coyle Lines, Inc. vessel. The steward department member last sailed on the *Santa Magdalena*, a Delta Steamship Lines vessel. Brother Glendenning started receiving his retirement income in 1987. He made his home in San Francisco.

### MATTHEW GOLDFINGER



Pensioner Matthew Goldfinger, 83, passed away June 23. He joined the Seafarers in 1959 in the port of San Francisco. Brother

Goldfinger, a World War II veteran, served in the U.S. Army from 1941 to 1945. A native of Buffalo N.Y., his first voyage was on Suwanne Steamship Co.'s *Company Sentry*. The steward department member last sailed on the *USNS Mt. Vernon*. Brother Goldfinger started receiving his retirement pay in 1983. Buffalo, N.Y. was his home.

### EZEKIEL HAGGER



Pensioner Ezekiel Hagger, 66, died Aug. 4. Brother Hagger joined the SIU in 1967 in the port of Houston. Born in Garland, La., the steward department

member last went to sea on the *Champion*, operated by Kirby Tankships, Inc. Brother Hagger started receiving his pension in 1998. He resided in Beaumont, Texas.

### KENNETH HALL

Brother Kenneth Hall, 54, passed away June 15. The Florida native joined the Seafarers in 1965 in the port of New York. Brother Hall's

initial voyage was aboard the *Ezra Sensibar*, operated by Construction Aggregates. He shipped in both the steward and engine departments. Brother Hall last went to sea aboard an American Service Technology, Inc. vessel. He called Bricktown, N.J. home.

### JOSEPH HICKS



Pensioner Joseph Hicks, 83, died Aug. 8. Brother Hicks joined the Seafarers in 1978 in the port of San Francisco. Born in Louisiana, he first

sailed aboard a States Steamship Co. vessel. A member of the steward department, Brother Hicks last worked on the *Sea-Land Developer*. He began receiving his pension in 1986. Brother Hicks made his home in San Francisco.

### LEONARD KARALUNAS



Pensioner Leonard Karalunas, 81, passed away July 19. Brother Karalunas started his SIU career in 1947 in the port of Philadelphia.

The Pennsylvania native first went to sea aboard Waterman Steamship Corp.'s *Mobilian*. He shipped as a member of the deck department. Brother Karalunas' final voyage was aboard Penn Tankers' *Ogden Challenger*. He started receiving his pension in 1986. Brother Karalunas resided in Kingston, Pa.

### DAVID KENDRICK

Pensioner David Kendrick, 63, died June 21. The Ohio native started his career with the Seafarers in the port of Baltimore in 1960, after serving in the U.S. Navy from 1955 to 1957. His first ship was the *Marore*, an Orc Navigation Corp. vessel. Brother Kendrick worked in the engine department and last sailed on the *Sea-Land Freedom*. He began receiving his retirement income in 1985. Brother Kendrick lived in Retsil, Wash.

### OLAF LEFSAKER



Pensioner Olaf Lefsaaker, 82, passed away June 21. He joined the Seafarers in 1944 in the port of New York. Born in Norway,

Brother Lefsaaker sailed on a number of deep sea vessels, among them the *St. Louis*, *Transindiana* and *Charleston*. The engine department member started receiving his retirement salary in 1981. Brother Lefsaaker lived in his native country.

### ANDREW LESNANSKY

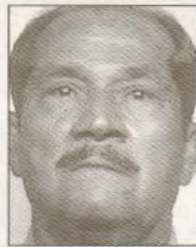


Pensioner Andrew Lesnansky, 78, died Aug. 23. Brother Lesnansky started his SIU career in 1959 in the port of New York. The

Mingo Junction, Ohio corps served in the U.S. Army Air Corps from 1942 to 1949. His first ship was Calmar Steamship's *Losmar*. Brother Lesnansky sailed in the deck department and last worked aboard the *USNS Antaras*. He began receiving his pension in 1987. Brother

Lesnansky called Keystone Heights, Fla. home.

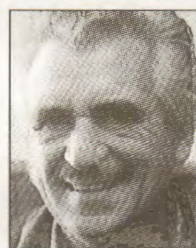
### FELIX MUNIZ



Pensioner Felix Muniz, 89, passed away July 10. Brother Muniz joined the Seafarers in 1944 in the port of New York. Born in Puerto Rico, he first

sailed aboard A.H. Bull Line's *Suzanne*. A member of the deck department, Brother Muniz last shipped on the *H. Atlantic*, operated by Hydromar Corp. of Delaware. He started receiving his retirement compensation in 1976. Brother Muniz was a resident of New Windsor, N.Y.

### MATTIA OCCHIPINTI



Pensioner Mattia Occhipinti, 84, died July 17. A native of New Jersey, he started his SIU career in 1970 in the port of San Francisco.

Brother Occhipinti first shipped aboard the *President Fillmore*, an American President Lines' (APL) vessel. A member of the steward department, he last went to sea on the *President Grant*, another APL vessel. Brother Occhipinti began receiving his pension in 1982. He lived in Daly City, Calif.

### HENRY OWEN



Pensioner Henry Owen, 78, passed away July 5. He joined the Seafarers in 1951 in the port of New York. The Norfolk,

Va. native first sailed aboard Alcoa Steamship Co.'s *G.H. Pendleton*. Brother Owen shipped in the engine department, last working on Delta Steamship Lines' *Del Sol*. He started receiving his retirement pay in 1988. Brother Owen resided in Reno, Nev.

### JOSEPH POZZUOLI



Pensioner Joseph Pozzuoli, 78, died Aug. 22. Brother Pozzuoli started his SIU career in 1943 in the port of Baltimore. The New York

native first sailed on the *Steel Architect*, operated by ISCO Inc. Brother Pozzuoli shipped in the deck department and last went to sea aboard the *Northern Lights*, a Puerto Rico Marine Mgmt. vessel. He began receiving his pension in 1988. Brother Pozzuoli called Baltimore home.

### ALEXANDER PULLES



Brother Alexander Pulles, 91, passed away Aug. 11. He joined the Seafarers in 1961 in the port of Baltimore. Born in Estonia,

Brother Pulles first went to sea aboard Orear Corp.'s *Orearm*. The deck department member last sailed on a Michigan Tankers Inc. vessel. Brother Pulles resided in Baltimore.

### MARCELINO REQUISO

Brother Marcelino Requiso, 81, died



April 13. Born in Hawaii, he joined the SIU in 1962 in the port of San Francisco. His first ship was the *Mankato Victory*, operated by Victory

Carriers, Inc. Brother Requiso sailed in the engine department, last shipping on the *Sea-Land Patriot*. Brother Requiso served in the U.S. Coast Guard from 1940 to 1946. He called San Pedro, Calif. home.

### PETER SABAN

Pensioner Peter Saban, 91, passed away July 20. Brother Saban started his career with the MC&S in San Francisco. The steward department member started receiving his pension in 1975. Brother Saban made his home in Oakland, Calif.

### FRANCISCO SANTANA



Brother Francisco Santana, 68, died July 20. He joined the Seafarers in 1970 in the port of Houston. Brother Santana

first sailed aboard the *Sea-Land Oakland*. Born in Puerto Rico, he shipped in the steward department. Brother Santana last sailed on Delta Steamship Lines' *Del Sol*. He resided in San Francisco.

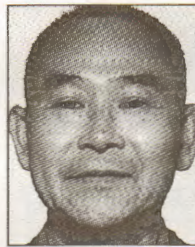
### HARVEY SHERO



Brother Harvey Shero, 76, passed away July 14. A native of Buffalo, N.Y., Brother Shero started his SIU career in 1950 in the port of

New Orleans. His first trip was aboard Delta Steamship Lines' *Del Santos*. The deck department member last sailed on the *Falcon Lady*, operated by Seahawk Management. Brother Shero started receiving his pension in 1986. He was a resident of Houston.

### AH YOU SOON



Pensioner Ah You Soon, 88, died Aug. 3. Brother Soon joined the SIU in 1951 in the port of San Francisco. Born in China, the

steward department member last shipped aboard the *Sea-Land Mobile*. Brother Soon began receiving his retirement pay in 1978. San Francisco was his home.

### GEORGE THORESON

Brother George Thoreson, 41, passed away June 12. He joined the Seafarers in 1987. Brother Thoreson first sailed on the *USNS Persistent*. He shipped as a member of the deck department. He last worked aboard the *USNS Stalwart*. Brother Thoreson resided in North East, Penn.

### JOHN VORCHAK

Pensioner John Vorchak, 76, died Aug. 6. Brother Vorchak started his career with the Seafarers in 1959, joining in Seattle. A veteran of the U.S. Navy, the Pennsylvania native sailed in all three departments. His final voyage was on the *Sea-Land Endurance*. Brother Vorchak began receiving his pension in 1990. He lived in Corona, Calif.

Continued on page 20

# Digest of Shipboard Union Meetings

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

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

**ENTERPRISE** (CSX Lines), July 21—Chairman **Jay C. Dillon**, Secretary **Franchesca Rose**, Educational Director **Dann G. Manthei**, Deck Delegate **Mohsin A. Ali**, Engine Delegate **John E. Coleman**, Steward Delegate **William E. Smith**. Chairman read and discussed minutes from last ship's meeting. He noted receipt of wage increase but requested clarification on budget change by company. He also reminded all members to have TRBs signed. Secretary urged everyone to upgrade at Paul Hall Center in Piney Point, Md. and take necessary STCW courses for compliance by Feb. 1, 2002 deadline. Educational director talked about STCW and fire fighting certificate renewals. Treasurer announced \$10 in ship's fund. Some beefs reported in engine and steward departments related to travel arrangements and hotel allowances. New ice machine requested for crew's laundry room.

**EXPEDITION** (CSX Lines), July 18—Chairman **Norberto Prats**, Secretary **Larry Ewing**, Deck Delegate **Joseph A. Osorio**, Steward Delegate **Jose Jorge**. Chairman announced payoff July 20 in Jacksonville. He thanked all departments for working well together and talked about merger of SIU and NMU. He also reminded crew members of importance of contributing to SPAD and of getting required STCW training by Feb. 1, 2002. Secretary noted everything going well and thanked members for helping keep ship clean, including separation of plastic items. Educational director stressed need to upgrade skills at Piney Point facility. Some disputed OT reported by deck delegate. Steward department given vote of thanks for very good job.

**LIBERTY SUN** (Liberty Maritime), July 29—Chairman **Joseph W. Moore**, Secretary **Douglas A. Neubauer**, Educational Director **Samuel M. Addo**, Deck Delegate **Donald L. Davis**. Chairman stated that after room inspection, those leaving in Malta during ship layup should turn in safety gear along with room key. He also added that company will not pay for extra luggage. Educational director advised crew members to attend upgrading classes at Paul Hall Center and get required STCW endorsements. No beefs or disputed OT reported. Cost of living allowance received aboard ship. Thanks given to steward department for job well done.

**SGT. MATEJ KOCEK** (Waterman Steamship Corp.), July 29—Chairman **Angelo J. Urti Jr.**, Secretary **Stephen W. Roth**, Educational Director **Morris A. Jeff**, Engine Delegate **Robert C. Hines Jr.**, Steward Delegate **Clarence C. Robinson**. Chairman announced payoff Aug. 2 in Jacksonville. Following discharge in Newport News, vessel will enter shipyard for approximately four weeks. Bosun reminded everyone to practice safe working habits during offload and while in shipyard. Secretary said small stores order, including fresh milk, to be received prior to shipyard period. Educational director suggested

everyone needing basic safety training to comply with STCW be persistent in trying to get into classes at Paul Hall Center. Classes are full, but sometimes an opening appears at last moment due to no-shows. No beefs or disputed OT reported. Suggestion made to increase pension days for all union members aboard Navy vessels. Request made for information about any new changes to insurance policy for members and dependents. Everyone asked to leave room keys on desk, strip beds and have fresh linen in rooms when disembarking at layoff. Vote of thanks given to steward department for job well done.

**USNS STOCKHAM** (Amsea), July 30—Chairman **Andrew Barrows**, Secretary **Stephen Avallone**, Educational Director **Joseph Jenkins**, Deck Delegate **William Bratton**, Engine Delegate **Robert E. Lee**, Steward Delegate **Debra Gardiner**. Chairman praised entire crew for fulfilling their jobs throughout shipyard and cargo-loading period. He talked about arrival in Durban, S. Africa and urged crew members to use caution in port. Educational director led discussion about STCW 95. He reviewed ways to obtain necessary training and stressed its importance for those who wish to continue sailing. Treasurer reported \$275 in ship's fund and asked for suggestions as to how to spend the money. Some disputed OT reported in deck department. Suggestion made to set up gym on board ship.

**ENDURANCE** (U.S. Ship Management), Aug. 6—Chairman **Romco L. Lugtu**, Secretary **Russell B. Beyschau**, Educational Director **Kenneth Smith**. Bosun reported smooth trip and wished everyone a nice vacation. He brought up issue of coveralls. Crew report they are too hot to work in and may be possible safety problem. Requested union officials send letter to company regarding this matter. Secretary stated great trip with good teamwork in galley. Educational director reminded crew of upcoming STCW deadline. Ship has movie fund from which movies are purchased each trip. Some disputed OT reported in engine department. Crew discussed new contract and requested some clarifications. Proposal made for second dryer in crew laundry room and new chairs for crew mess and lounge. Thanks given to steward department for good food and service. Next port: Long Beach, Calif.

**GUAYAMA** (NPR, Inc.), Aug. 19—Chairman **Joseph C. Osorio**, Secretary **Gina G. Lightfoot**, Steward Delegate **Ossie D. Statham**. Chairman announced inspection Aug. 20 with payoff in Jacksonville the following day. Educational director encouraged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Clarification requested regarding GSU and wiper jobs. Suggestion made to open slop chest aboard ship. Crew members asked to keep noise down on crew deck. Next ports: Jacksonville; San Juan, P.R.

**GUS DARNELL** (Ocean Shipholding Inc.), Aug. 12—Chairman **Michael A. Presser**, Secretary **Kevin Marchand**, Educational Director **Chris E. Chambers**, Deck Delegate **Charles J. Pomraning**, Engine Delegate **Jacob Teiko**, Steward Delegate **Sonia N. Felix**. Secretary noted ship due in Charleston Aug. 14 for payoff. Coast Guard inspection and fire drills will take place in port. Educational director reminded everyone to get STCW training by first of year. Classes at Piney Point are pretty full, so contact school as soon as possible. No beefs or disputed OT reported. Request made for copies of contract with OSI. Highlights of new contract covered, including vacation time and new benefits coverage for dependents. Clarification requested on rotating out after 75 days. New VCR to arrive in Charleston, S.C. to replace broken one in lounge. New exercise equipment bought by captain apparently off-limits to unlicensed crew.

**ITB NEW YORK** (Sheridan Transportation), Aug. 18—Chairman **Stephen J. Argay**, Secretary **Virgilio A. Donghit**, Educational Director **C. Price**, Deck Delegate **Ron Webb**, Steward Delegate **Brian C. Schmeer**. Continuing problem noted with TV reception. Chairman thanked crew members for helping out with separation of garbage, trash and plastic items. Educational director encouraged everyone to upgrade skills at Paul Hall Center and not to wait until last minute before applying for STCW training. No beefs or disputed OT reported. Suggestion made for option of working 2 months off and 2 months on. Also requested information regarding pension benefit increases. Special thanks given to steward department for good meals. Next port: Jacksonville.

**LNG TAURUS** (Pronav Ship Management), Aug. 20—Chairman **John J. Wells**, Secretary **Ronald E. Aubuchon**, Educational Director **Patrick J. Corless**, Deck Delegate **Frank E. Vogler**, Engine Delegate **Richard Robertson**, Steward Delegate **Brian T. McEleney**. Chairman thanked everyone for safe tour. Everything going smoothly. Secretary reminded crew members to help keep ship clean and set good example. Educational director stressed importance of upgrading skills at Piney Point school. "You have to learn more in order to earn more." He also advised them to get STCW training before Feb. 1, 2002 deadline. Treasurer announced \$1,300 in ship's fund, to be used for videotapes, magazine subscriptions, pool parties and gym equipment. Deck department delegate reminded crew of safety factors when working on deck, including wearing ear protection and safety goggles when mixing paint or chemicals and wearing safety belt when working aloft. Engine department delegate expressed gratitude to deck department for assistance while tying up ship. He also spoke about hazards of throwing aerosol cans into incinerator. No beefs or disputed OT reported. Mail service aboard ship very slow to and from U.S. Crew complimented steward department for maintaining high standards of SIU and thanked steward department for job well done. "It is a hard job for the steward to keep up the morale aboard ship during the four-month tour. Thank you again." Singled out was Chief Cook McEleney, who puts a lot of effort and extras in every meal. Next port: Nagoya, Japan.

**OVERSEAS MARILYN** (Transbulk Carrier Corp.), Aug. 26—Chairman **Juan Castillo**, Secretary

**Mark A. Flores**. Chairman thanked everyone for helping with deck work. He reported payoff Aug. 31 in Lake Charles, La. Secretary noted trip to West Africa was good. Some disputed OT reported by deck department delegate. Suggestion made to look into increased retirement benefits and money for return transportation from foreign trip. Request made

supplied with fresh linen. Educational director urged everyone to upgrade skills at Piney Point and be sure STCW and other shipping documents are up to date. No beefs or disputed OT reported. Suggestion made to increase pension payment. Crew members asked to help keep ship clean—including trash in crew laundry room and gear locker—as well as

## A Credit to the SIU



From J.W. Bert, master aboard the *Ewa* (a Matson vessel), comes this photo of Chief Steward Patrick Briggs with a mahi mahi he caught off the ship's stern. "Not only did he catch it," Bert wrote, "he cleaned it and made ceviche out of it. This guy is a credit to the SIU and professional chefs everywhere." The captain and crew say "Thank you, Pat."

for water filtration system. New washer and dryer on order which should be put aboard in Lake Charles or Houston. Thanks given to steward department for excellent meals.

**PACIFIC** (CSX Lines), Aug. 20—Chairman **Lothar G. Reck**, Secretary **Clancy T. Hennigan**, Educational Director **Keith Jordan Sr.**, Engine Delegate **Knolly T. Wiltshire**, Steward Delegate **Subagio Wibisono**. Chairman announced shipping is good and will only get better. He reported on new contract and advised everyone to read LOG, contribute to SPAD and clean room for next mariner. Secretary recognized Aug. 20 as Paul Hall's birthday. Educational director told crew that time is running out to comply with STCW training requirements. Treasurer announced \$306 dollars in ship's fund and an equal amount in barbecue fund. Some disputed OT reported in deck department. Crew members happy about SIU-NMU merger. It gives union stronger voice to fight foreign-flag shipping. Suggestion made to relocate gym to more suitable space. Crew thanked steward department for outstanding job. Next port: Tacoma, Wash.

**SEALAND FLORIDA** (U.S. Ship Management), Aug. 5—Chairman **Jose F. Caballero**, Secretary **Jose A. Rivera**, Educational Director **Eric D. Bain**, Deck Delegate **Steven H. Ledermann**, Engine Delegate **Seller T. Brooks**. Chairman advised crew members to renew STCW endorsements. After Feb. 1, 2002, you can't ship without them. Secretary thanked all three departments for helping keep ship clean. Educational director urged members to upgrade skills at Paul Hall Center whenever possible. Some disputed OT reported in deck department. Request made that, in future, crew be informed by e-mail of contract negotiation results. Special thanks given to chief cook and SA for excellent work during illness of steward. Next port: Houston.

**SULPHUR ENTERPRISE** (Sulphur Carriers), Aug. 26—Chairman **Michael J. Proveaux**, Secretary **Tran Nee**, Educational Director **Wayne F. Gonsalves**, Steward Delegate **Floyd Bishop**. Chairman announced payoff in Tampa, Fla. Secretary reminded those crew members getting off to make sure rooms are clean and

removing lint from dryer filter. Request made for ice box in each room. Vote of thanks given to steward department for job well done. Next port Galveston, Texas.

**PAUL BUCK** (Ocean Shipholding Inc.), Sept. 2—Chairman **Harry G. Champagne**, Secretary **Paul Sullivan**, Educational Director **Murray W. Roberson**, Deck Delegate **William H. Buhrig III**, Engine Delegate **Roy G. Robinson Jr.**, Steward Delegate **Adolphus C. Young**. Chairman noted dues are to be paid in port of payoff. A member can be pulled off ship for non-payment of dues. He also reminded everyone of upcoming STCW compliance deadline—Feb. 1, 2002. Secretary stated stores received in Houston and thanked everyone for their patience. Educational director led discussion about STCW. Crew members expressed desire for satellite dish. Crew willing to raise funds if company meets them half-way. Treasurer announced \$60 in ship's fund. No beefs or disputed OT reported. New standard agreement received aboard ship. All agreed it looked good and expressed gratitude for pay increase. Suggestion made for change in retirement regulations. Next port: Norfolk, Va.

**SMT CHEMICAL TRADER** (Marine Transport Lines), Sept. 2—Chairman **Raymond A. Tate**, Secretary **Henry Greene Jr.**, Educational Director **Nikolay Entchev**, Deck Delegate **Mary R. Bado**, Steward Delegate **Aristide Langlois III**. Chairman announced payoff Sept. 4. Educational director stressed importance of continually upgrading skills at Paul Hall Center. Treasurer reported \$3,800 in ship's fund. No beefs or disputed OT reported. Communications from headquarters regarding pay-offs, vacation pay, draws and relief read to crew and posted.

**USNS ASSERTIVE** (Maersk Lines Ltd.), Sept. 8—Chairman **Michael R. O'Connell**, Secretary **Jose K. Sialana**, Educational Director **Geoffrey W. Bagley**, Deck Delegate **Walter A. Lichotta Jr.**, Steward Delegate **Marjorie L. Harris**. Chairman stated odor of fuel detected in water system during shipyard period and upon leaving shipyard. Testing found no contamination. No beefs or disputed OT reported. Vessel to go into ROS for two months.

# Paul Hall Center Classes



## Tanker Familiarization/Assistant Cargo (DL)

— Graduating from the tanker familiarization/assistant cargo (DL) course Sept. 28 are (in no specific order) Ashley Nelson, Patrick Kuhn, Jermaine Williams, Angelo Bottoni, Kareem Joseph, Paul Simpson, Brandon Harold, John Herr, Victor Sahagron, David James, Felix Medina, Miguel Hernandez, Daniel Thompson, Jose Cuevas, Christopher Kemper, Brian Manion, Justin Koger, Michael King, Matthew Himes, Oscar Garcia, Delroy Brown, Danny Minor, Hanapiah Ismail, Lester Hoffman and Michael Meany.

See pages 22 and 23  
for additional  
Paul Hall Center  
class photos.



**Welding** — Under the instruction of Buzzy Andrews, this group of engine department members gained welding experience that will help them accomplish basic temporary or emergency repairs while underway on a workboat or barge. Graduating from the course Aug. 10 are (in alphabetical order) Charles Bradshaw, Louis Champa Jr., Richard Grubbs, Mike Kifle, Patrick Maher, Lamar Parker, Ricardo Quinones, Terry Santruce, Christopher Sykes and Vernon White.

**Welding** — Completing the two-week welding course Oct. 5 are (from left) George Lockett, Arnido Sindac, Nestor Martinez, John Gilston and Buzzy Andrews (instructor).



**ARPA** — Upgrading deck department members who completed the ARPA course Sept. 28 are (from left, seated) Scott Dickinson, Robert Bakeman, (second row) Ferdinand Gabuten, Dennis Hurley, Stephen Votta and Michael Daniels.

## Final Departures

Continued from page 18

### INLAND

#### PATRICK COBBS

Boatman Patrick Cobbs, 33, died July 5. He started his career with the Seafarers in 1989. The deck department member sailed primarily aboard Orgulf Transport Co. vessels. Peoria, Ill. was Boatman Cobbs' home.

#### DEFIN RIVAS

Pensioner Defin Rivas, 67, died July 14. Boatman Rivas started his SIU career in 1977, joining in the port of Philadelphia. Born in the Philippines, he served in the U.S. Navy from 1958 to 1977. Boatman Rivas worked primarily aboard Mariner Towing (Maritrans) vessels. A member of the steward department, he started collecting his pension in 1996. Boatman Rivas was a resident of Virginia Beach, Va.

### GREAT LAKES

#### STEVE GOBRUKOVICH

Pensioner Steve Gobrakovick, 86, passed away Aug. 29. The New Jersey native joined the Seafarers in 1956 and spent his entire career



aboard vessels operated by Great Lakes Towing Co. A member of the deck department, Brother Gobrakovich began receiving his retirement compensation in 1984. He lived in Panama City Beach, Fla.

#### PETER JONAS

Pensioner Peter Jonas, 76, died June 16. Brother Jonas started his SIU career in 1964, joining in Frankfort, Mich. He served in the U.S. Navy from 1942 to 1946. Brother Jonas first sailed aboard a Mackinac Transport Co. vessel. The Michigan native worked in the engine department in both the Great Lakes and deep sea divisions. He last shipped on Straits Car Ferry Service Corp.'s *Chief Wawatam*. Brother Jonas started receiving his pension in 1990. He resided in St. Ignace, Mich.

### ATLANTIC FISHERMEN

#### PAUL PARISI

Pensioner Paul Parisi, 77, passed away June 13. The Massachusetts native joined the Atlantic Fishermen's Union in 1944 in Gloucester, Mass., before it merged with the AGLIWD. Brother Parisi spent his entire career working on fishing vessels. The deck department member started drawing his retirement income in 1984. Brother Parisi lived in Gloucester.

**GMDSS** — Earning their GMDSS certificates of completion Sept. 14 are (from left, front row) Bernabe Pelingon (instructor), Horace Wood, Roger Stewart, John Meyers, Donald Bridenstine Jr., (second row) Jose Marrero, Stephen Votta, William Dekker, Howard Hawrey and Brad Wheeler (instructor).



## STCW Medical Care Provider

— Completing the medical care provider course Sept. 28 are (from left, seated) Mark Watson, Emmanuel Wabe, Zeoko Nikolic, (second row) Skip McCray, Tracy Reed, Louis Gratoire, Jose Marrero and Ken Graybill.

## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule through the end 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	Arrival Date	Date of Completion
Able Seaman <i>(including simulator steering assessments)</i>	November 17	December 14
Lifeboatman/Water Survival	November 3	November 17
Radar <i>(simulator)</i>	November 3	November 16
Radar <i>(one-day renewal)</i>	November 16	
Automatic Radar Plotting Aids* <i>(ARPA) (simulator)</i> <i>(*must have radar unlimited)</i>	November 17	November 23
GMDSS <i>(simulator)</i>	November 24	December 8
Bridge Resource Management	November 24	November 30

### Steward Upgrading Courses

Course	Start Date	Date of Completion
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Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Oct. 29.

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 14
Welding	November 24	December 14

### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Government Vessels	November 10 November 24	November 30 December 14
Basic Fire Fighting/STCW Basic Safety	November 10 November 17 November 24 December 1 December 8 December 15	November 16 November 23 November 30 December 7 December 14 December 21
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	November 11	November 24

### 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.



## STCW: The Clock Is Ticking

The deadline for compliance is Feb. 1, 2002.

Don't wait! Sign up today for your STCW training!

## 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.

11/01

# Upgrade at the Paul Hall Center

# Paul Hall Center Classes



## Basic Safety Training Classes Held at Paul Hall Center

Photo above and below: Samuel Addo, William Bles Jr., Johny Bolton Jr., Joseph Crandley Jr., Francisco Diego, Edward Ellis, Billy Epps, Clayton Everett, Florencia Farquhar, Allen Faulks, Keith Grandy, Fernando Guity, Johnny Hammock, Mulai Ismail, Gregory Jarvis, Shaib Juma, Lloyd LaBeach, George Lavender, Erik Lindgren, José Marrero, Mauricio Martinez, William McDonald, Clyde McNatt, Donald Midgette, Elida Miguel, Raymond Naterlin, Angel Perez, Steven Phelps, Delmas Price, Robert Rager, Suzanne Santora, Grant Schuman, William Shelley, Jorge Soler, Thomas Stephens, Roger Stewart, Justin Valencia Rodriguez, Stephen Votta, Roy Warren, Rudy Wattimena, Steve Wells, Michael Wende, Ralph Wical, Paul Wills and Bruce Wright.

James Reily, Everett Watkins, LaRue Wilkinson, Mark Stewart, Mick Hall, Christopher Janics, Don Tagart, Capt. Bill Turner, David Stillis, Jonathan Weaver, Larry Vouga, Greg Tojong, David Vega, Michael Zoabi, J.O. Willis, Marcelo Solano, Wilfredo Rice, Lionel Taylor, Michael Watson, Terry White and Edwin Taylor.



Robert Neal, Alexander Nicholson, Rubin Mitchell, Ralph Moore, John Mensah, Jacob Matthew, Francisco Miranda, Samuel Norteye, Juan Mamaril, William Lowery, James O'Meara, Abad Martinez, Justino Martinez, James Murphy, Bruce Milburn, Ali Mohsin, Eric Manley, Julius Mathias and Rickey Mason.



William Dize, Catalino Diaz, Samuel Bracero, David Claypool, John Day, Benjamine Cruz, Leo Bonser, Todd Desrosiers, Karmell Crawford, Gary Clark, Gray Bruber, Dale Beard and Josef Dudas.

Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.



Ali Amran, Ismael Castillo, Flavio Castillo, Mario Bernardez, Joselito Antonio, Roberto Botin, Romeo Azcarate, Bernard Burns, Gertrudis Arzu, Juan Cantalejo, Anthony Brooks, Carlos Castillo, Alex Cheek, Oscar Castillo, William Buhrig III, Randolph Bolling, Howard Blake, William Bunch, James Atwell and Martin Allred.

Keith Dunnavent, Jeffrey Fields, John Emrich, Hubert Joseph, David Gannoun, Victorino Echague, Macie Grabowski, Greg Johnson, Mark Godbold, Yuano Isril, Oscar Garcia, John Grosskurt II and Edilberto Guerrero.

Robert Pagan Jr., Pablo Lopez, Richard McEvoy, Eduardo Munizaga, James McParland, Nelson Powers, John Lamprecht, Gregory Melvin, George Lockett, Lon Piner, Shane Parrish and Basil Messer.



Weldon Heblch Jr., Melvin Kerns, Carey Heinz, Andy Iliscupidez, Jamal Kassim, Rudolph Lopez, Ronald Kitlas, Timothy Hallett, Justo Lacayo, Julio Guity, Julio Guzman, Darryl Jackson, James Jerscheid, Melvin Guerrero, Muslim Khan, Roderick Hall, Amir Kasim and Gloria Holmes.

# Paul Hall Center Classes



Rubin Casin Jr., Alexander Campbell, Ronald Charles, Jose Clotter, Randall Brown, Nagmadeen Abdo, José Adames, Thomas Frazer, Jeanette Bosworth, Ali Hussein, Larry Adbrous, Stanley Daranda, Robert Albers, James Francis, Terry Bass, Julius Copeland, Albert Alexander, Ngol Allen, Eric Berry, Stephen Castle, John Barcroft, Kenneth Carruth and Lincoln McRae III.

## Basic Safety Training Classes Held at Paul Hall Center



Kenneth Adams, Efrain Collazo, Anthony Bach, Donte Martin, Ardale Crim, Charlie Carlson, Gregory Carroll, Joseph Bonys, Abdo Ashariki, Sterling Adams, Jesley Callum, Victor Chance, Robert Borchester, Blaga Mircea, Adonis Ard Sr., Nestor Agcaoili, Ernie Aguinaldo, Bryan Patterson, Franklin Coburn, Hussan Bouqfa, James Buchowski, Timothy Dally, Roderick Bright, Anthony Brown, Willie Clemmons and Ramon Camacho.



Franklin Futch, Earl Gray Sr., Adelmo Giusti, James Harper, Theodore Hawkins, Leon Hayes, Frank Hedge, Douglas Hodges, Laporte Jasper, Carlacia Jones, Lavell Jones, Paula Kaleikini, David Lane II, Cliff Lattish and Victor Velez.



Raynaldo Ramirez, Louis Robinson, Hussain Saleh, DeJesus Santiago, Gloria Shaprio, Grant Shipley, Arnido Sindac, Glenn Snow, Edward Sosa, Stanley Sporna, David Toves, Gary Truvia, Manuel Uy, Jesus Velazquez, Leroy Woods, Warnie Worthy, Rolf Zurstrassen and Stuart Donovan.

Erik Loret, Billy Love, Jose Macadaan, Michael Meany, Syed Medhi, Ruben Morales, Alejandro Morel, Glenn Naundorf, Domiciano Nonato, Rodolfo Orlanda, Richard Parker, Luis Perez, Nelson Poe, Rafael Prim and George Perry.



Jose Sanchez, Josiah Tucker, Sifrino Sanchez, Charles Sneed, Chaerul Salim, Gordon Smith, Richard Sanderson, Arlie Villasor, Louis Holder Jr., Frank Sanchez, Osvaldo Sanchez, Carlos Valerio, Guy Prescott, Victor Perez, Kenneth Smith, Clive Steward, Ken Stratton, Brian Wagoner, Mack Revis, Antjuan Webb, Van Watler, Andres Watler and Juan DeRivera.



Roberto Nuñez, Joseph Perfetto, James Blanchard, Timothy Olvany, Jackie Jones, James Miller, Arvid Friberg III, Jigarov Mircea, George Legg, Jean Nicastrì, Walter Matt, Lucas Majia, Roger Mosley Jr., Emmett Neathery, Donald Hood, Edward O'Reilly, Chris Pope, George Jenkins, Alice Poree, Dana Naze, Reginald Hunter, James Johnson, Ali Matari, Michael Perez, Donte Martin, Carlos Nuñez, Khalifa Mohamed and Jose Perea.



Steve Ahreans, Obaid Ali, Carlos Aquino, Ismael Ayala, Anderson Azevedo, Rahal Bagchi, Frank Bennett, Fidel Blanco, Dennis Brown, Gery Byrd, Rene Caballero, Rolando Callejas, Dan Davison, Paul Dornes, Ronald Drew, David Dunklin, Thomas Allen, Brian Smith and Oscar Gomez.



Abdulla Quaraish, Jeffrey Fuller, Rudolph Maycock, Charles Kirksey III, Peter Madden, Clyde Luse, Donald Ouellette, Roberto Gonzalez, George Macaluso, Daisy Joseph, Gregory Greene, Larry Halley, Eddie Hall, Alan Nelson, Larry Lopez, Wilfredo Lansangan, Roderick Gordon Sr., Samuel Johnson, Charles Nieves, James Haskins, Michael Johnson Sr., Raymond Johnson, Abdalla Gaafar and Jerald Galletta.



**VETERANS' DAY—Nov. 11**

Remembering all those who served to make us free.

## 'Day of Action' Recognizes Sacrifices Made by Seafarers Around the World

Each year, the International Maritime Organization (IMO) celebrates World Maritime Day, a 24-hour period to focus attention on the importance of shipping safety and the marine environment.

The IMO is the United Nations body whose mandate is to organize cooperation between governments for regulating international shipping and encouraging the adoption of the highest standards of maritime safety.

This year's theme for the Sept. 27 event was "Globalization—The Cost to the Seafarer." Its aim was to celebrate the importance of seafarers and inform the public on the sacrifices they make to help feed, clothe and house the rest of the world.

Activities were planned by International Transport Workers' Federation (ITF) affiliates around the world—from Albania and Australia to the United Kingdom and the U.S.A.

The ITF—a worldwide federation of more than 570 transport trade unions in 132 countries—contributed \$500,000 toward the cost of a memorial to seafarers, which was unveiled Sept. 27 in London, at the headquarters of the IMO.

In Belgium, unions and ship owners arranged a joint press conference to raise their common concerns regarding seafarers and substandard shipping, while in Kenya, seafarers and dockers unions joined together for a rally in Mombasa to highlight the objectives of the IMO.

A seminar was planned in Colombia to highlight the problems faced by seafarers, and in Trinidad & Tobago, the government was informed of the issues relating to employment, safety and training of seafarers.

All over the world, seafaring unions actively participated in some way.

In Washington, D.C., SIU Secretary-Treasurer David Heindel, who also serves as the 2<sup>nd</sup> vice chair for ITF's Seafarers' Section, met at the office of (Acting) Maritime Administrator Bruce Carlton. Along with MTD Executive Secretary Frank Pecquex and congressional and government officials, they talked about the ITF's campaign against flags of convenience and issues pertaining to safety at sea.

### Globalization

The shipping industry, much like regulated air travel, is truly global in its scope. The maritime industry carries most of the world's trade and is crucial to the global economy.

But many people are unaware that every day around the world, seafarers desperate for work put



World Maritime Day in Washington, D.C. was observed in the office of (Acting) Maritime Administrator Bruce Carlton (left). With him (from the left) are Stewart Howard, ITF assistant general secretary; Patrick Wiese, deputy chief counsel, MarAd; David Heindel, SIU secretary-treasurer and 2<sup>nd</sup> vice chair ITF Seafarers' Section; and Frank Pecquex, executive secretary, Maritime Trades Department.

to sea in aged ships, uncertain whether they will arrive in port safely or whether they will be paid or even fed.

Many of the world's 1.2 million seafarers work aboard flag of convenience vessels—ships flying the flag of one country other than that of ownership solely to bypass health, safety and environmental standards as well as decent wages and basic human rights. Some mariners work long days with almost no rest, no training, a lack of medical provisions and the risk of being abandoned without wages if the ship breaks down or gets detained in a foreign port.

The ITF has identified 30 countries as having flags of convenience. Even landlocked nations like Luxembourg have a registry.

Each year, the crews of about 1,500 ships complain to the ITF about non-payment of wages. In the three-year period from 1998 to 2000, no less than \$105 million was recovered through the ITF for crews who had not been paid.

The United Nations Convention on the Law of the Sea (UNCLOS), which was adopted in 1982 and came into effect in 1994, sets out the duties of a flag state and requires that each one should "effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag." It also lays down requirements on factors such as the maintenance of records, legal jurisdiction on board ships, the safety of ships, training, qualifications, conformance with international regulations and the number of people necessary to crew a ship.

It is these duties which many flag of convenience registries fail to carry out, resulting in a loss of protection for many men and women trying to make a decent life at sea.

### Making Life Better for Seafarers

The ITF believes that the following steps would begin to make a dramatic difference to the lives of seafarers:

- Abolition of the flag-of-convenience system;
- Recognition by the public of the vital work which seafarers perform;
- Have ports consider banning ships and flags which do not meet minimum standards set by UN agencies;
- Reward good shipowners and penalize bad ones;
- Fine companies for using substandard ships to deliver their products;
- Shipowners and unions to discuss and implement the reforms proposed by the International Commission on Shipping (an independent commission of experts);
- Increase the number of crew members aboard a ship; and
- Retention of cabotage (protection of coastal trade) to encourage the development of maritime infrastructure and to place maritime transport within an integrated and sustainable transport policy.

### ITF Gains \$53,161 for Mariners on FOC Ship

The International Transport Workers' Federation (ITF) in late July-early August supported a week of action to carry out ship inspections throughout the world.

But inspectors of the ITF are constantly on the lookout for flag of convenience vessels that are fraught with danger, poor working conditions and lack of pay.

So it was on Sept. 5, when ITF inspectors Tony Sacco and Arthur Petitpas were alerted by ITF Inspector/Coordinator U.S. East Coast Ricky Esopa to a bulk carrier that departed Albany, bound for the scrap metal yard in Chesapeake, Va. The crew members aboard this vessel, the *Millenium Africa* (which flies the flag of Malta) had complained about back wages owed.

When Sacco and Petitpas boarded the ship the following day, most of the crew—consisting of 20 Russians, four Ukrainians and two Romanians—were afraid to speak for fear of losing their jobs. The ones who did open up to the ITF inspectors talked about the low wages aboard ship and that they had not been paid in two-and-a-half



ITF inspectors helped crew members aboard the rust-covered, Maltese-flag *Millenium Africa* get back pay and repatriation.

months. A number of them wanted to be paid and repatriated. The captain, however, stated there were no problems.

The company port captain boarded the ship Sept. 10 and said he would contact the owners and make sure the money was wired the next business day, Sept. 11.

The devastation caused by the terrorist attack on America temporarily delayed access to the money, but by Sept. 12, \$30,800 was made available for payoff.

Those crew members who wished to depart, however, had to

wait another week before the airports reopened and they were able to fly home. On this date, Sacco also witnessed the final payment of back wages. Ultimately, the total back wage claim was \$53,161.

After loading its cargo of scrap metal, the *Millenium Africa* was heading to Indonesia and then to the shipyard for repairs. In approximately three months, it is going to New Orleans for a load of grain. Rest assured, ITF inspectors there will be on the lookout for this vessel.



From the left: The captain prepares for a payoff; an AB signs the required form following payment of his back wages; and some of the crew from the *Millenium Africa* wait for repatriation.