



The

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Volume 63, Number 3

March 2001

Seafarers Log

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

Message at MTD Meetings

Stronger Merchant Marine = Stronger United States!

Speakers Cite National Defense Role



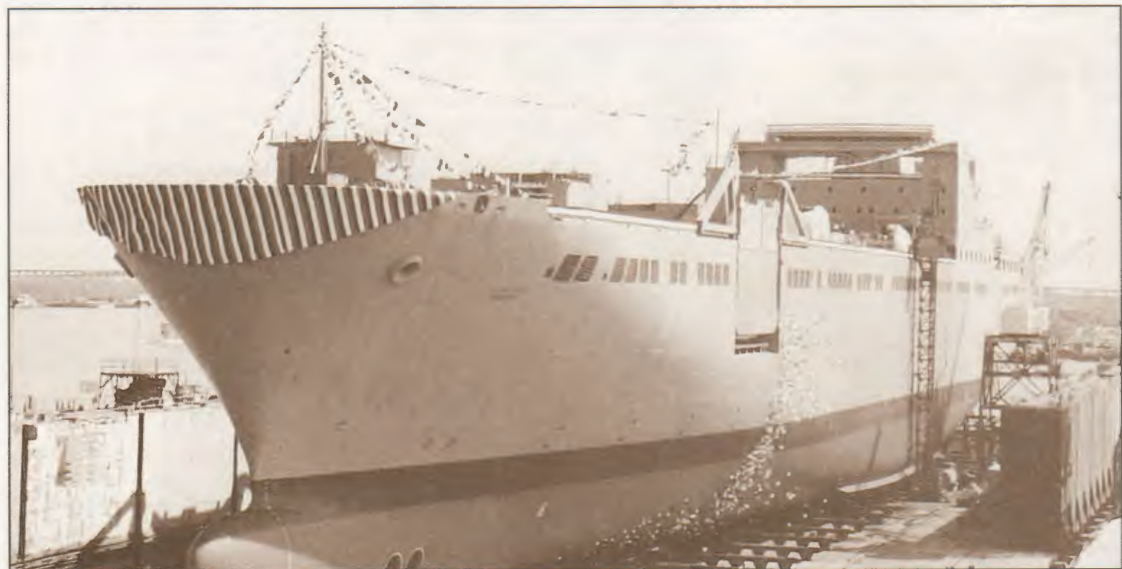
Audience members at last month's meeting of the Maritime Trades Department, AFL-CIO executive board applaud pro-maritime comments by U.S. Rep. Neil Abercrombie (center, photo at right). During the Feb. 8-9 gathering in Los Angeles, speakers representing labor,

government, domestic shipbuilding and more cited key reasons why America needs a strong U.S.-flag merchant marine. Pictured with Abercrombie are MTD (and SIU) President Michael Sacco (right) and MTD Vice President Jack Stewart. Pages 3, 6, 7.

STCW Guide for Seafarers

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Steward Dept. Seafarers Crew USNS Mendonca



The USNS Mendonca officially joined the U.S. Military Sealift Command (MSC) fleet on Jan. 30. SIU members are crewing the steward department. Page 3.

Lott, Breaux Urge President to Back Maritime Industry

Page 3

Guam Apprentices on the Job



Part of the Paul Hall Center's entry training program involves working aboard SIU-contracted vessels. Refining their skills aboard the LTC Calvin P. Titus in Guam are Unlicensed Apprentices Jerald Martinez (left) and Christopher Dionio—both of whom, coincidentally, are part of the first class ever at the school which included citizens of Guam. Page 9.

President's Report

Shipyards' New Era

The revitalization of the U.S. merchant marine depends upon many things.



Michael Sacco

Recognizing that our national and economic security requires a strong U.S.-flag fleet.
Maintaining a qualified pool of mariners.
Sustaining a strong U.S. shipbuilding base.
Upgrading America's ports for the challenges of the new century.

Working to ensure continued support from Congress and the administration.

Publicizing the merchant marine's vital role throughout the nation's history, right through to the present.

The SIU, of course, is concerned primarily with shipboard manpower. We pride ourselves on providing the best-trained, safest and most efficient crews in the world.

But, look at the third point listed above. This crucial aspect of our industry's revival was highlighted last month at the winter meetings of the Maritime Trades Department executive board. Namely, domestic shipbuilding.

Ron McAlear, president and CEO of the unionized Kvaerner-Philadelphia Shipyard, gave an excellent presentation on his yard's rebirth, its strategies and its mission.

When the rebuilding of the former Philadelphia Naval Shipyard was completed last November, Kvaerner-Philadelphia primarily set its sights on building medium and large commercial vessels for the U.S. trade—containerships, RO/ROs, tankers, car carriers and more. It was a bold step.

To its credit, Kvaerner-Philadelphia throughout this rebirth has focused on training local workers in modern shipbuilding methods. Utilizing new equipment both here and abroad, the workers prepared themselves to meet the shipbuilding demands of the new century.

This is exactly the type of vision and dedication needed to build America's merchant marine so that it readily can protect the national interest. Kvaerner-Philadelphia is using cutting-edge technology and a skilled, motivated work force to build U.S. commercial vessels.

At the MTD meetings, McAlear talked about fostering a "partnership" between labor and management to put out a good product.

He hit the nail on the head. Cooperation in the U.S. maritime industry—labor, management, government (including the military)—has been central to its survival. Every day, it seems, we're under attack by foreign-flag interests who would love to cripple our fleet. But, by working together, the various maritime components have claimed plenty of victories. All you have to do is look at the unionized shipyards around this country. They are building new cruise ships, dredges, double-hulled tankers, containerships, military support ships, tugs and other vessels.

Kvaerner-Philadelphia deserves our continued support. Last spring, they started construction on what will be a U.S.-flag containership. The first section was completed in December. The vessel is scheduled for delivery next year.

That is music to the ears of U.S. mariners. Kvaerner-Philadelphia is proving—as we've known all along—that American yards can be competitive with their foreign counterparts.

It is my hope and belief that Kvaerner-Philadelphia represents a new era for U.S. shipyards. They are using a winning formula: teamwork with employees, investment in technology, a commitment to the U.S.-flag commercial fleet.

Their example is just one more reason why I'm convinced that our merchant marine is headed toward an even brighter future.

Mariner Survey Measures Database Accuracy, STCW Compliance, Sealift Strength Confidentiality Assured for DOT Study

By late February, some Seafarers probably began receiving a brief questionnaire from the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS).

The random poll of U.S. mariners includes 15 questions, all but one of which simply require those surveyed to answer by marking a corresponding square.

According to the U.S. Maritime Administration (MarAd), which is coordinating the survey for the BTS, the questionnaire is designed to be completed in fewer than 10 minutes. It comes with a postage-paid envelope addressed to the BTS.

MarAd pointed out that, as specified in the Privacy Act of 1974, "the respondents' names will not be released or related to their responses."

Additionally, survey recipients who have questions about the poll itself may contact the BTS via the email address or the toll-free telephone number provided.

The survey has three main objectives:

- Measure the accuracy of key information in the U.S. Coast Guard's merchant mariner licensing and documentation database.

- Gauge U.S. mariners' progress toward complying with the 1995 amendments to the STCW convention.

- Verify the U.S. merchant marine's capability to respond to sealift needs.

The SIU encourages Seafarers who receive the survey to complete and return it in timely fashion.

Runaway-Flag Ultra Container Rams SIU-Crewed Liberty Spirit Bosun Gibbs Provides Firsthand Account

Bosun **Ralph Gibbs** already knew about the everyday dangers associated with runaway-flag shipping, but he and the other Seafarers aboard the *Liberty Spirit* recently got an unwelcome reminder.

The bow of the Maltese-flagged *Ultra Container* on Dec. 3 struck the *Liberty Spirit*'s starboard side, at the No. 4 hatch, while the ships were in Haifa, Israel. No injuries were reported, but a substantial quantity of cargo was lost.

Gibbs provided the following description, along with the photos accompanying this story:

"We were coming to the entrance buoy close to starboard when this ship (the *Ultra Container*) coming from astern on our starboard side tried to squeeze between us and the buoy. When he saw he couldn't make it—no overtaking signal was sounded—he went left as if to go around our stern, as he was doing about eight or nine knots.

"He succeeded only in getting the bow on to us. It appeared as if the ship couldn't back down. No one was on the bow of the ramming vessel and no one made an attempt to drop anchor. He struck us amidships, No. 4 hatch, and ripped a hole with his bulbous bow about 18-by-10 feet. As a result, the cargo got wet and was a loss, and the incident caused about 18 days' delay getting [repairs].

"We proceeded to the dock

and discharged our cargo of soybeans and corn and then to a lay dock for temporary repairs, then on to Greece for permanent repairs.

"This is just another case of improperly trained people doing the wrong thing in these flag-of-convenience ships."

A runaway-flag or flag-of-convenience (FOC) ship is one that flies the flag of a country other than the country of ownership. Shipowners who participate in the FOC scam typically do so to avoid taxes and regulations while employing cheap, often unqualified labor.

Very often, mariners who sail aboard runaway-flag ships are denied the most basic rights. It is not uncommon for FOC ships to sail with a shortage of stores, and crew members often need ITF assistance just to secure their wages. Unsafe working conditions, inadequate medical attention and very low wages also are prevalent.

The International Transport Workers' Federation (ITF), to which the SIU is affiliated, runs a global campaign against runaway flags. The SIU actively supports that effort.

"The ITF believes there should be a genuine link between the real owner of a vessel and the flag the vessel flies in accordance with the United Nations Convention on the Law of the Sea (UNCLOS)," noted the federation. "There is no genuine link in the case of FOC registries. These registries have poor safety and training standards, and place no restriction on the nation-



Bosun Ralph Gibbs says the ramming of the *Liberty Spirit* by a runaway-flag ship "is just another case of improperly trained people doing the wrong thing in these flag-of-convenience ships."

ality of the crew. This results in seafarers not being able to communicate effectively with other crew members, as they do not share a common language. With so many accidents occurring at sea each year, lack of communication can determine whether a ship is lost or saved.

"In many cases these registers are not even run from the country concerned. A good example of this is the Liberian register. All its paperwork is done by a private company in the U.S., while the Cambodian registry is based in Singapore."

The following countries have been declared FOCs by the ITF's Fair Practices Committee (a joint committee of ITF Seafarers' and Dockers' sections), which runs the campaign against runaway flags: Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, Burma/Myanmar, Cambodia, Canary Islands, Cayman Islands, Cook Islands, Cyprus, Equatorial Guinea, Germany (second register), Gibraltar, Honduras, Lebanon, Liberia, Luxembourg, Malta, Marshall Islands, Mauritius, Netherlands Antilles, Panama, Sri Lanka, St. Vincent and The Grenadines, Tuvalu.



This photo shows one view of the gash on the *Liberty Spirit*.

Volume 63, Number 3

March 2001

The SIU on line: www.seafarers.org



The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998 and at additional offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way Camp Springs, MD 20746.

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

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Merchant Marine's Role in U.S. Security Underscored to Maritime Trades Dept.

MTD

Whether supporting United States military operations, carrying commercial cargo or transporting passengers, the U.S. merchant fleet remains crucial to America's national and economic security, said speakers at the winter meeting of the Maritime Trades Department, AFL-CIO (MTD) executive board last month in Los Angeles.

Board members, hailing from the 30 unions and 23 port maritime councils that compose the MTD, heard from a wide range of speakers representing labor, government, domestic shipbuilding and more. The board okayed 13 policy statements covering topics such as cabotage laws, shipbuilding, runaway flags, the Maritime Security Program (MSP) and labor issues when it met Feb. 8-9. MTD President Michael Sacco opened the gathering by highlighting recent progress seen throughout the U.S. maritime

industry. New ships are being built or are on order in all segments of the trade, he pointed out.

Sacco, who also serves as president of the SIU, told the board members and guests, "The unions of the MTD helped make it happen, by providing skilled workers in the yards and on the vessels, by emphasizing the importance of sealift ... by defeating the constant attacks against this nation's cabotage laws."

He added that, as always, the MTD unions will work together to help ensure that Congress and the administration understand the importance of having a strong U.S.-flag sealift capability.

"In the coming months, I see great opportunities for our industry," Sacco stated. "As I'm sure you know, President Bush during last year's campaign made a very strong show of support for the U.S.-flag fleet, U.S. shipyards and our national maritime infrastructure."

"Several of his cabinet appointments seem to support that position, including those of Chief of Staff Andrew Card, Transportation Secretary Norman Mineta and Labor Secretary Elaine Chao," he continued.



MTD and SIU President Michael Sacco welcomes AFL-CIO President John Sweeney to last month's meeting of the MTD executive board in Los Angeles. Board members and guests (photo below left) heard from speakers representing labor, government, domestic shipbuilding and more.

"Overall, I think the new administration will afford a fair amount of stability in terms of our industry's direction."

Addressing the executive board were (in alphabetical order) U.S. Rep. Neil Abercrombie (D-Hawaii), U.S. Rep. Xavier Beccerra, U.S. Rep. Norm Dicks (D-Calif.), BP Regional President Robert Malone, Kvaerner-Philadelphia Shipyard President/CEO Ron McAlear, Federal Maritime Commissioner John Moran, U.S. Rep. Ed Pastor (D-Ariz.), U.S. Navy Vice Adm. James Perkins (retired), SIU Representative Jessica Smith, AFL-CIO Building and Construction Trades Department

President Ed Sullivan, and AFL-CIO President John Sweeney.

National Defense

Many of the speakers emphasized the merchant marine's role in national defense.

"Part of the national security interests of this country is to see to it that we're able to ship our heavy goods that need to back up our people overseas when they deploy," said Abercrombie.

More coverage on pages 6-7.

Perkins, retired head of the U.S. Military Sealift Command, who now works for a maritime think-tank, stated, "The maritime industry is critical to our nation's security, and this industry is also critical to our nation's economy.... When it gets down to the heavy lifting and it gets down to sustaining troops in combat, it goes by sea. We must have an effective United States merchant marine, an effective sealift. And every American needs to know this."

Sweeney conveyed the labor federation's support for the U.S. maritime industry. He vowed that the AFL-CIO will continue to back the MSP, the cabotage laws, domestic shipbuilding, port development, dredging and more.

Moran said that, despite the turnover on Capitol Hill, "In the Congress, there is strong biparti-

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Steward Dept. Seafarers Crew USNS Mendonca



The USNS Mendonca represents new jobs in the steward department for SIU members.

The USNS Mendonca officially joined the U.S. Military Sealift Command (MSC) fleet on Jan. 30, with SIU members crewing the steward department.

American sealift capability gets a boost with the addition of the 950-foot vessel, built at Avondale in New Orleans. It is part of a surge sealift program that calls for 20 large, medium-speed, roll-on/roll-off (LMSR) ships—15 new builds and five conversions.

According to MSC, the Mendonca carries a crew of 30 civilian mariners in full operating status and 12 in reduced operating status. The ship can travel at 24 knots, has a beam of 106 feet and a 34-foot draft. Its displacement is 62,069 long tons.

Like all but one other vessel in the program, the Mendonca is named for a Medal of Honor recipient. U.S. Army Sgt. LeRoy A. Mendonca—at age 19—was killed in action in Korea in 1951. "Sgt. Mendonca's platoon was attacked at night by an overwhelming enemy force," MSC noted. "He voluntarily remained exposed to enemy fire while his platoon withdrew, firing his weapon and hurling grenades into enemy positions. His ammunition eventually exhausted, Sgt. Mendonca fought the enemy in hand-to-hand combat with his bayonet until he was mortally wounded. A report credits Mendonca with an astounding 37 enemy casualties."

The LMSR program resulted from a study of U.S. sealift capacity that followed the Persian Gulf War. LMSRs were developed to transport oversized combat materiel.

The Mendonca will carry gear for the U.S. Army.

Sens. Lott, Breaux Urge Pres. Bush To Enhance U.S. Maritime Industry

Letter Reflects Bipartisan Support for Merchant Marine

Two prominent United States senators recently encouraged President Bush to fully support the U.S. maritime industry.

Trent Lott (R-Miss.) and John Breaux (D-La.) jointly authored a Jan. 23 letter to the president that reads as follows:

"For more than two decades, we have worked with other Senators and Representatives in a bipartisan effort to maintain and

grow the U.S.-flag merchant marine and U.S. shipbuilding industry. We were pleased when both the Bush and Gore campaigns put forth strong statements recognizing the value of the maritime industry to our economy and national defense.

"Without a vital U.S. merchant marine and shipbuilding capacity, our military power would depend on foreign interests to build and

repair our nation's military vessels and provide the sealift required to mobilize its military forces. You've noted the importance of reducing our dependence on foreign sources of energy. Maintaining and independent capability to transport our military equipment overseas is critical to our national security.

"We must continue to fully fund the Maritime Security Program and increase funding for the Title XI shipbuilding loan guarantee program to historic levels. We must preserve existing programs such as the Jones Act and cargo preference. We look forward to working with you to develop new ideas to revitalize the industry. We can assure you that ensuring our nation has the port and waterway infrastructure, shipbuilding and ship repair capacity, U.S.-flag ships, and U.S. crews it needs would be a bipartisan effort.

"We look forward to working with you to preserve and enhance our maritime and national security."



Senator John Breaux (D-La.)



Senator Trent Lott (R-Miss.)

Busted!

USNS Persistent Makes First Narcotics Seizure

The SIU-crewed *USNS Persistent* recently was involved in a drug bust off the coast of Cuba. The U.S. Military Sealift Command (MSC) issued the following statement:

"A high-speed boat chase off the coast of Cuba ended with the U.S. Coast Guard opening fire on a suspected drug runner's boat and the first narcotics seizure for

Military Sealift Command ocean surveillance ship *USNS Persistent*, operating as a platform for a U.S. Coast Guard law enforcement detachment, was on joint drug interdiction patrols with three U.S. Coast Guard patrol vessels in the Caribbean.

"The interdiction began on Jan. 9 when a Navy P-3 Orion

surveillance aircraft's radar detected a speedboat headed north toward Florida. Coming from the direction of Jamaica, the suspect boat was cruising north in Cuban waters to evade law enforcement in international waters. The P-3 alerted the Coast Guard detachment aboard *Persistent* which was patrolling the Caribbean area with three 110-foot U.S. Coast Guard patrol boats. The Coast Guard patrol boats positioned themselves north of the speedboat's expected route, and when it emerged from Cuban waters the 'wolf pack' was waiting.

"Upon spotting the Coast Guard, the speedboat turned back into Cuban waters, and the drug interdiction team of ships continued tracking and repositioning. When the speedboat emerged again and tried to outrun the patrol boats, Coast Guard law enforcement officials fired warning shots over the bow, and in



Photos courtesy MSC
U.S. Coast Guard officials load captured contraband aboard *USNS Persistent* for transport to Miami.

one attempt hit and disabled the speedboat's engines with M-16 rounds.

"Cornered and disabled, the drug smugglers began throwing their contraband cargo overboard. *Persistent's* Coast Guard detachment was embarked with two deployable high-speed pursuit boats which they used to retrieve the contraband from the water.

"U.S. Coast Guard cutter Tampa apprehended the three drug smugglers. The interdiction yielded a total of 5,000 pounds of marijuana and 300 pounds of hashish oil. *Persistent* transported the suspects and the cargo

back to Miami and has returned to her Caribbean counter-narcotics surveillance operations.

"*USNS Persistent* is one of two of MSC's ocean surveillance ships, formerly used for submarine detection that are now serving as operating platforms for counter-narcotics operations. Sister ship *USNS Vindicator* operates out of San Diego also supporting the U.S. Coast Guard.

"The U.S. Navy has been augmenting the Coast Guard and U.S. Customs Service in drug interdiction since the 1980s. *Persistent* joined the counter-narcotics mission in early calendar year 2000."



The SIU-crewed *USNS Persistent* works in counter-drug operations for MSC. The ship is 224 feet long.

U.S. Merchant Fleet Crucial To Security of United States

Continued from page 3

san understanding of the importance of the maritime industry and strong bipartisan support for efforts to revitalize the U.S. maritime industry."

Dicks was one of several speakers who voiced backing for the Jones Act, the law which demands that cargo moving between domestic ports be carried on U.S.-crewed, U.S.-built, U.S.-owned vessels.

"Without the impact of the Jones Act, we simply would not have the stable shipbuilding industrial base, the sealift capability or the cadre of qualified seafarers that we need in the commercial sector," he noted. "An estimated 75 percent of the oceangoing vessels in the Jones Act fleet have military utility under defense department criteria."

Many other topics were discussed, including the campaign to organize Gulf Coast mariners, the surge in domestic shipbuilding, the possible exploration and development of the Arctic National Wildlife Refuge (ANWR), and more.

Altogether, the MTD's member unions (including the SIU) represent approximately 8 million members.

2 Coast Ships Debut this Year

The second in a new fleet of SIU-crewed passenger ships—the *cv Cape Cod Light*—was christened just five months after the shipyard launch of her sister ship, the *cv Cape May Light*.

Both ships, operated by Delta Queen Coastal Voyages (a subsidiary of American Classic

Voyages Co.) are named for historic lighthouses and are designed to resemble the classic coastal ships of the late 1800s.

The 226-passenger coastal vessels, each of which is 300 feet long, are currently under construction at Atlantic Marine, Inc., in Jacksonville, Fla.

The *Cape May Light* will enter service May 5 on an inaugural series of seven-night journeys between Norfolk, Va. and Philadelphia, and the *Cape Cod Light* will debut Aug. 4. They also will travel along the East Coast, Great Lakes and Canadian Maritime Provinces.

When in service, these two ships will join four other passenger vessels operated by another American Classic Voyages subsidiary, Delta Queen Steamboat Co. Those ships are the *American Queen*, *Columbia Queen*, *Delta Queen* and *Mississippi Queen*.

Correction

On page 4 of the February issue of the *Seafarers LOG*, a caption listed the wrong titles for two Seafarers. It should have read, Mate Rob Torres and Captain Sean Taylor.

Clarification

On page 3 of the February issue of the *Seafarers LOG*, in the article about the SIU elections, one of the amendments was listed as "payment of dues." This amendment pertains to an increase in officials' working dues.

Maritime Briefs

Cocaine Reportedly Found On Royal Caribbean Vessel

A crew member on a Royal Caribbean Cruise Lines ship was arrested last month on drug-smuggling charges, according to published reports.

U.S. customs officers reportedly stated that 27-year-old Peter Westman Campbell from Jamaica was caught possessing a laundry bag containing 17.6 kgs of cocaine onboard Royal Caribbean's *Vision of the Seas*. A further investigation on the vessel revealed an additional 8.5 kgs of cocaine and 3,000 "ecstasy" tablets hidden in the ship's beauty salon.

The saga didn't end there. News reports indicated that federal agents found another 60 kgs of cocaine in a later search when the vessel arrived in Miami.



Capt., Crew Arrested In Island Tanker Spill

The captain and 13 crew members of a tanker which in late January spilled a reported 185,000 gallons of fuel in the Galapagos Islands remained in custody late last month.

Captain Tarquino Arevalo and 13 mariners from the Ecuadorian tanker *Jessica* are detained on a military base on Guayaquil. The captain is awaiting formal charges for his role in the *Jessica's* accidentally discharging its fuel cargo after running aground Jan. 16 just off San Cristobal Island. The crew's potential liability, if any, is uncertain.

The captain has admitted misguiding his entry into the tiny San Cristobal harbor—the result of mistaking a signal buoy for a lighthouse—according to published reports. Some of those same reports indicate the *Jessica* was not seaworthy even before leaving port.

Its cargo, owned by a state-controlled entity, was supposed to be carried by the Ecuadorian Navy tanker *Taurus*. The *Jessica* reportedly was substituted even though it had been out of service for 44 days and only recently had obtained a pro-

visional monthly permit to sail.

The tanker hit bottom about 550 yards off San Cristobal. It began leaking fuel Jan. 19, but released the majority of its cargo in the days that followed as pounding surf caused new ruptures in its hull. The ship was believed to be carrying 243,000 gallons of diesel.

Arevalo remained on the vessel for four days after the grounding and was recovering from dehydration prior to being taken to the Ecuador mainland to face charges of damaging the environment. The captain could face up to five years incarceration if convicted.

The *Jessica* is owned by Acotramar, an Ecuadorian company.



Residence Has Openings For Retired Mariners

Several permanent rooms now are available for retired mariners at the Seafarers Safe Haven, located at the Seamen's House inside Brooklyn's Prospect Park YMCA.

Those interested in applying for the vacant rooms must meet the following eligibility criteria:

- Be retired from active maritime service.
- Have at least 10 years of seetime (not including vacation time) documented by discharges.
- Must be receiving Social Security and/or pension benefits. Income cannot exceed \$28,000 per year.
- Must be "clean, sober and able to cope with semi-congregate living."

New residents may be eligible for financial assistance, according to Seamen's House staff officials. Information on financial aid requirements as well as room application procedures may be obtained by calling Sean Andrews, director of Seamen's House, at (718) 768-7100, extension 122. Written correspondence should be addressed to: Seamen's House, Prospect Park YMCA, 357 9th Street, Brooklyn, NY 11215.

House, Senate Set Subcommittees

Two panels affecting the maritime industry were set last month on Capitol Hill.

The U.S. Senate Commerce, Science and Transportation Committee's Surface Transportation and Merchant Marine Subcommittee has expanded from 14 members in the last Congress to 18 members. It is being chaired by Gordon Smith (R-Ore.).

The subcommittee includes nine Republicans and nine Democrats, reflect-

ing the even political party split in the Senate. Returning to the panel are Republican Senators Ted Stevens (Alaska), Conrad Burns (Mont.), Kay Bailey Hutchison (Texas), Olympia Snowe (Maine) and Sam Brownback (Kansas). Newly assigned Republicans to the subcommittee are Senators Trent Lott (Miss.), Peter Fitzgerald (Ill.) and John Ensign (Nev.).

Democrats returning to the panel are Senators Daniel Inouye (Hawaii), John

Breaux (La.), Byron Dorgan (N.D.), Ron Wyden (Ore.) and Max Cleland (Ga.). Newly assigned Democrats to the panel are Senators John Rockefeller (W. Va.), John Kerry (Mass.), Barbara Boxer (Calif.) and Jean Carnahan.

Also receiving assignments last month were members of the House Transportation and Infrastructure Committee's Coast Guard and Maritime Transportation Subcommittee. Chairing the subcommittee is Rep. Frank LoBiondo (R-N.J.). Rep.

Corrine Brown (D-Fla.) is the panel's ranking member.

Rounding out the subcommittee are Republicans Howard Coble (N.C.), Wayne Gilchrest (Md.), Jim DeMint (S.C.) and Rob Simmons (Conn.), along with Democrats James Barcia (Mich.), Gene Taylor (Miss.) and Peter DeFazio (Ore.).

Rep. Don Young (R-Alaska) is chairing the full committee, while Rep. Jim Oberstar (D-Minn.) returns as its ranking member.

Retired SIU Official John Dwyer Dies at 85

Retired SIU official John Dwyer passed away Feb. 18 in West Palm Beach, Fla. He was 85.

Brother Dwyer worked for the SIU for more than 27 years, from late 1953 through 1980. At various times, he served as the union's business agent in New York, as a representative of the SIU's Welfare and Pension Plans and as an organizer for the SIU-affiliated United Industrial Workers (UIW).

He was on the front lines of some of the SIU's most difficult campaigns, including the Robin Line beef, the Chicago Cabdrivers beef and the Hussman beef.

"When I first knew John, he did a lot of work with our retirees," noted SIU President Michael Sacco. "They couldn't wait to see him. He was a great guy, quiet but very loyal and dedicated."

"Johnny was a fine person, very sincere and loyal," said George McCartney, retired SIU vice president West Coast. "He went out of his way to help people, and he was a lot of fun to be around."

Retired SIU Vice President Contracts Red Campbell recalled, "Johnny wasn't a big guy, but he was a [gutsy] guy. He was one of the original members of the International Brotherhood of Longshoremen (IBL), and later he did some work with the UIW. He was a good organizer for UIW shops."

"I knew him since I was a little kid. Later on he broke me in as a patrolman in New York," said SIU Vice President Contracts Augie Tellez. "He took me on my first Staten Island Public Health (Hospital) run...."

"His partner on the counter was (the late) Pete Loleas. The respect and admiration that the older guys had for them, quickly got transmitted to the younger members," he continued. "John was an easy-going, soft-spoken guy who never really got riled up. There was never a need to, because he never let any situation get out of hand."

"Even though he was tough, he had a heart," recalled SIU Vice President Atlantic Coast Jack Caffey, who worked with Dwyer for 20 years. "He never took any [stuff] from management. He stood by his people. If there was a fight, you would want Johnny there."

"He spent a lot of time handling Welfare Plan business, paying benefits to members at the hospitals," he added.

Brother Dwyer began working as a stevedore in 1935, on Manhattan's West Side. He worked his way up to some of the top jobs on the docks.

He served in the U.S. Navy during World War II. Later, he helped found the IBL in 1953.

"He (Dwyer) was very reticent about his accomplishments and his career with the longshoremen, but he was a very interesting person," observed John Bunker, retired SIU historian. "He was the

basis for the Marlon Brando character in the movie 'On the Waterfront.' He and Paul Hall (the late SIU president) worked closely together. Paul supported him by having some of the 'white caps' come out and march."

Dwyer is survived by his wife and two sons.

John Dwyer is pictured during his early days with the SIU (left) and shortly before his retirement in late 1980.



AFL-CIO Executive Council: Save U.S. Manufacturing Jobs Federation Points to Big Drop in Last 6 Months

The AFL-CIO executive council last month spelled out a list of guidelines aimed at Congress and the administration to reverse the loss of domestic manufacturing jobs.

The council, on which SIU President Michael Sacco serves, met Feb. 13-15 in Los Angeles, where it issued 14 policy statements. The declarations covered topics including cross-border trucking as covered by NAFTA; the steel crisis; energy deregulation; the AFL-CIO investment program, and more.

Although each of the statements has strong merit, the proclamation on manufacturing proved especially compelling, in part because of these gripping statistics: In January of this year, U.S. manufacturing lost 65,000 jobs. Overall, it has lost 254,000 jobs in the last six months.

"America's manufacturing industry is in a deep and long-lasting crisis that threatens the future of American prosperity," reads the executive board statement. "This crisis is not the result of a failure of American manufacturing; it is the result of a failure of economic and trade policy."

The council says manufacturing is "the engine of productivity growth for the American economy, and its higher paying jobs

have been the ladder to the middle class for millions of Americans. But policy-makers have fallen into the trap of thinking that a job is just a job, and have shown complete and total neglect for manufacturing. Worse than that, they have actively undermined manufacturing by encouraging imports and the transfer of manufacturing jobs offshore. The result has been massive loss of manufacturing jobs, stagnation of wages, a worsening of income distribution, destruction of a vital avenue to prosperity for millions of working Americans, and creation of a record trade deficit that exposes our economy to the destructive forces of international financial turbulence."

The council further reports that manufacturing employment during the most recent economic expansion peaked in March 1998 at 18.9 million, but since then it has lost 640,000 jobs and fallen to 18.2 million jobs in January 2001.

"This will be the first economic expansion in modern times in which manufacturing employment does not grow," observes the federation group. "At the end of the last recession, in July 1991, there were 18.4 million manufacturing jobs; today there are 18.2

million manufacturing jobs. Over the same period, total employment rose by 24 million from 108.1 million to 132.1 million."

Examining various industries, the council provides some grim data. For instance, 20 years ago, most clothing sold in the U.S. was produced here. Today, approximately 80 percent of all apparel sold in the U.S. is produced outside the country.

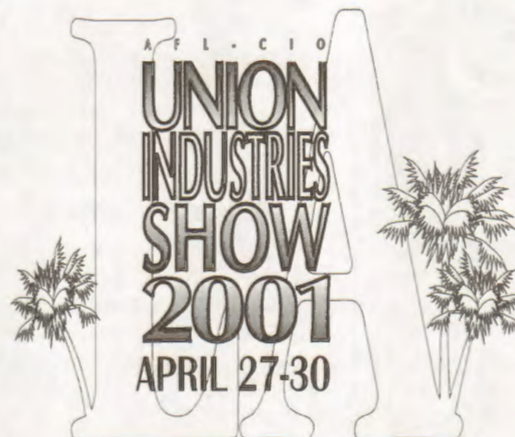
The statement urges numerous actions by Congress and the administration and offers guidelines to maintain U.S. manufacturing jobs, including:

- Vigorously enforce all U.S. trade laws, and where necessary, amend them to ensure fair trade.

- Maintain trade policies that address the concerns of manufacturing workers.

- The negotiation of auto trade agreements must focus on the trade balance as the measure of success, setting firm targets to reduce the deficit.

- Renegotiate NAFTA in many areas, including cross-border trucking, auto trade, apparel import surges, and investment rules, while strengthening the labor and environmental side-agreements.



Come and see how workers and companies cooperate to make good American products. From steelworkers to stagehands, computer technicians to automakers, bakers to bricklayers, see skilled workers in the jobs that produce the best products and services on earth.



L.A. County Federation of Labor, AFL-CIO

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MTD

The Maritime Trades Department, AFL-CIO is composed of 30 international unions and 23 port maritime councils in the United States and Canada representing 8 million working men and women. The SIU is an MTD affiliate. In fact, SIU President Michael Sacco also serves as president of the MTD.

The articles on this page and page 7 are based on remarks presented Feb. 8-9 during the MTD executive board meeting in Los Angeles.



Michael Sacco
President, MTD



Rep. Neil Abercrombie
(D-Hawaii)



Rep. Xavier Becerra
(D-Calif.)



Rep. Norm Dicks
(D-Wash.)

Strong Merchant Marine Is Essential for America

Labor, Industry and Government Officials Promote Continued Progress for U.S. Fleet

Their backgrounds differ, but there was no mistaking the unanimous agreement among the guest speakers at last month's MTD meetings concerning the need for a strong U.S. merchant marine.

Representatives from Congress, the Federal Maritime Commission, Kvaerner-Philadelphia Shipyard and the AFL-CIO stated that a strong maritime capability—shipbuilding, port modernization, well-trained mariners and more—is crucial to America's national and economic security. Vice Adm. James Perkins, retired head of the U.S.

Military Sealift Command (MSC), emphatically agreed.

MTD President Michael Sacco began the session by citing some of the industry's recent gains. He mentioned domestic construction of vessels for the U.S.-flag cruise ship industry, MSC, the Alaskan Jones Act trade, the U.S. Navy and the inland industry. He pointed out that new double-hulled tankers also are on order.

"By providing skilled workers in the yards and on the vessels, and by emphasizing the importance of sealift, MTD unions helped inspire enough trust and confidence for government and

private industry to invest in the American-flag fleet," Sacco stated.

The MTD president also discussed the importance of maintaining the cabotage and cargo preference laws, strengthening the Title XI loan guarantee program, opening the coastal plain of the Arctic National Wildlife Refuge (ANWR) for exploration and development, and ensuring adequate means for dredging the nation's ports and waterways, among other key issues.

The U.S. maritime industry "also may have an opportunity to provide the only viable alternative to projected gridlock along the coasts," he added. "With an expected doubling of exports and imports in the next 15 to 20 years, there's no way the existing highways and railroads in turn can handle the increased freight. They're already near capacity or beyond. But someone has to move those goods, and coastal shipping can be a big part of the solution."

Federation Support

AFL-CIO President John Sweeney said the federation of trade unions (to which the SIU is affiliated) will call upon President Bush and the 107th Congress to fully support the industry.

"We will insist that they continue to uphold the cabotage laws (the Jones Act and the Passenger Vessel Services Act) and find new ways to look to the sea to ease highway and rail congestion in our country," he stated. "We will expect continuing bipartisan support for the Maritime Security Program (MSP)... We will ask them to continue the involvement of the federal government and federal dollars in our national shipbuilding program. We will push them for more transporta-

tion infrastructure funds, so we can do the dredging [the nation requires] and build the ports and roads to ports that we need to build."

Congressional Backing

Four members of the U.S. House of Representatives voiced their continued backing of the U.S. maritime industry: Reps. Neil Abercrombie (D-Hawaii), Xavier Becerra (D-Calif.), Norm Dicks (D-Wash.) and Ed Pastor (D-Ariz.).

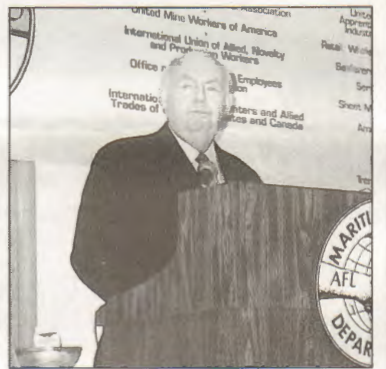
Abercrombie said that the growth in the U.S.-flag cruise ship industry in Hawaii can extend to the rest of the U.S.

"If we can do it in Hawaii, why can't we do it in the whole country?" he asked. "We're trying to [expand] an American-owned, American-flagged, American-crewed and American-home-ported cruise ship industry, like we're doing in Hawaii. We're going to be moving 4,000 passengers a week through Hawaii starting in 2003, and we're going to hire 3,000 people. Three thousand people are going to go to work on a cruise ship that's an American cruise ship, and I want to have that for the whole country."

Becerra stated his support for the MSP, which helps ensure that U.S.-flag commercial ships and U.S. mariners are available for military use.

"The last thing we need is to not have the preparation and the support in the event that we have to" deploy, he said. "We have the slogan, 'Buy American.' Well, we should also have the slogan, 'Ship American.' And I think we have to get out there and talk about it as much as we can so we protect the interests of the shipping industry."

Similarly, Dicks stressed the value of the MSP.



John Sweeney
President, AFL-CIO

"At a time of increasing demands on the defense budget, I truly believe the MSP is the greatest bargain the government has," he stated. "The Maritime Security Program clearly saves us billions of dollars that would be required to build and maintain those ships by the Navy, not to mention the problem of finding qualified crews to operate them."

He called for reauthorization and expansion of the MSP "before it expires in 2005. This should be high on the list of national security priorities of the new administration and for the defense committees in Congress. MSP must be enhanced to respond to the increasing role of the commercial industry in defense sealift."

Pastor said that any proposed tax cuts must not negatively impact the maritime industry, because of its crucial role in national security.

"Whether it be the Jones Act or MSP or the Title XI loan guarantee program, we need to ensure that this country has fiscal responsibility—and it's going to be our responsibility to ensure that, not only for our wellbeing, but for the wellbeing of all our children."

Continued on page 7



Rep. Ed Pastor
(D-Ariz.)



John Moran
FMC Commissioner



Vice Adm. James Perkins
Retired commander, MSC



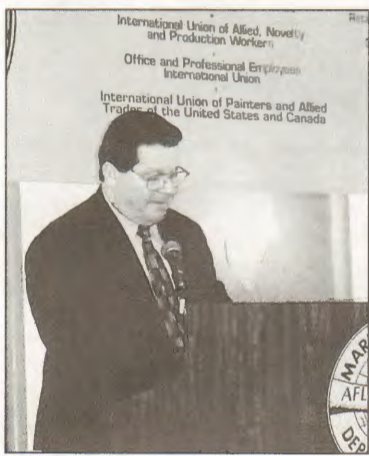
Ron McAlear, President/CEO
Kvaerner-Philadelphia Shipyard

ANWR Exploration, Development Offers Numerous Benefits for U.S.

MTD

California, in the midst of rolling blackouts, seemed an appropriate setting as speakers at the MTD meetings explained the reasons why exploration and development of the coastal plain of Alaska's Arctic National Wildlife Refuge (ANWR) will benefit the nation.

"It would give the U.S. a large source of domestically produced oil, for several decades to come," observed Ed Sullivan, president of the Building and Construction



Ed Sullivan, president of the Building and Construction Trades Department, AFL-CIO, says ANWR development will enable the U.S. to be less dependent on foreign oil.

Trades Department, AFL-CIO. "Not only would this be good for the country's economy, it also allows us to be less dependent on foreign oil.

"Second, oil exploration of ANWR would provide good-paying jobs for American workers," he continued. "Our men and women will build the infrastructure of derricks and pipelines. Your members will build and maintain the ships needed to transport the oil, and crew the vessels.

"Third, the U.S. will benefit from the tax revenues generated from this project."

Robert Malone, regional president of BP, said developing ANWR "will be done in a manner that will preserve the environment. The industry believes that they can safely explore for oil on the coastal plain.... At BP, we have 20-plus years of Arctic experience, and we believe that qualifies us to explore. We've been producing oil on the Arctic tundra of Alaska since 1977. We've done a good job. We'll do even better if ANWR is open and we're given the chance."

Malone added that U.S. imports of oil recently "have hit as high as 58 percent, and there are projections that that figure will rise to 65 percent in just four years. That's incentive enough to look at all the possibilities for domestic crude oil production."

MTD President Michael Sacco said the department "will urge the federal government to allow the exploration and development of oil from ANWR."

Safe Exploration

Despite some concern about potential environmental repercussions associated with ANWR exploration, several factors point to the extreme likelihood of safe development.

Malone pointed out that MTD unions for decades have worked with their contracted companies to promote safety and efficiency. "Working together, we've raised safety standards and we've brought work practices that have enhanced the ability to do the projects that were before us."

Sullivan observed that the construction and use of the Alaska Pipeline 30 years ago "has shown that oil exploration can be done in an environmentally safe way. Since the construction of the pipeline, nature and technology have coexisted with a minimum of problems."

Today's technology is even

more environmentally safe, he added.

Meanwhile, a coalition based in Anchorage, Alaska that supports ANWR development recently described the coastal plain area proposed for exploration as "flat, windswept and treeless. It is virtually an arctic desert.... If you ever see a picture of ANWR with mountains in the background, you are seeing the (federally) protected area to the south—not the" area proposed for development.

The MTD executive board passed a policy statement that described ANWR development as a new source of energy that will provide valuable, good-paying jobs for U.S. citizens.

The statement also noted, "America's growing fleet of double-hulled tankers provides jobs for American seafarers who stand ready to answer the nation's call



Robert Malone, regional president of BP, believes that experience and technology will help ensure safe development of the coastal plain.

in case of war or national emergency. With more ships already being built and others on the drawing board, opening ANWR for production would increase the amount of jobs available for the men and women in domestic shipyards as well as the American mariners who will crew the vessels."

Gulf Mariners Persevere In Bid for Representation Union Campaign Remains Strong; AFL-CIO Vows Continued Support

MTD

Now in its second year, the massive campaign to organize offshore mariners sailing in the Gulf of Mexico oil patch is growing, despite vicious anti-union tactics by some of the targeted companies—and thanks in

large part to support from the AFL-CIO.

During last month's MTD meetings, AFL-CIO President John Sweeney reiterated the federation's continued backing, while SIU Representative Jessica Smith provided an update on the campaign.

The organizing effort is a joint mission involving five maritime unions—the American Maritime Officers; International Organization of Masters, Mates & Pilots; Marine Engineers' Beneficial Association; National Maritime Union; and the SIU. It is taking place all along the Gulf, from

Florida to Texas, and is reaching mariners aboard offshore service vessels and tugboats that pull oil rigs to location.

As part of the campaign, and in order to address the needs of the mariners, those unions created an organization called Offshore Mariners United (OMU).

"I am delighted with what the Maritime Trades Department and your unions are doing to lead this effort, and I want to commend you for the groundbreaking work you are doing in organizing," Sweeney stated. "The work you're doing, organizing together in the Gulf Coast area, is a dramatic illustration of the kinds of new strategies we need to be trying."

Sweeney recalled his most recent visit to the OMU office in Houma, La. He credited the campaign workers for building support in the community and publicizing the mariners' efforts to secure union representation.

"And I thought you established a new standard for cooperation across union and even department lines by helping the Operating Engineers organize successfully" at nearby Mc-

Dermott Shipyard, he said.

"The AFL-CIO and all of our unions in Louisiana are at your command—and that's a commitment," he declared.

MTD President Michael Sacco pointed to other organizing wins in that region as harbingers of hope for Gulf mariners. "As the brothers and sisters along the Gulf can verify, if Avondale and E.N. Bisso can sign union contracts, then anything is possible," he stated.

Smith, who extensively has worked in the campaign, said that changes in the offshore industry opened many Gulf mariners' eyes to the benefits of union representation, beginning around the mid-1990s. As the companies became fewer in number but far greater in individual size, shipboard working conditions steadily deteriorated. And more and more mariners realized that, without a union, they were powerless to improve their situation.

"Our unions have a lot to offer non-union mariners in the Gulf of Mexico," she said. "We've got jobs at good pay with good benefits. We've got upgrading opportunities. We've got a legislative program geared to job security. And we bring stability to an industry."

Noting the high rate of unionization among U.S. mariners, Smith added, "If deep sea seamen, Great Lakes seafarers, coastal trade seamen, harbor towing mariners and inland boatmen can have these benefits, then so should the mariners in the Gulf of Mexico.... Unions are good for mariners, but they're also good for companies and for communities and for the industry in general."

Sacco thanked the AFL-CIO for its help in the campaign. The federation "has been there with financing, with strategy assistance, with staff, with training and with whatever else has been needed. They've been a major ally in this fight, and they're a major reason why Gulf Coast mariners will win union representation."

MTD Meetings Elicit Strong Support for Merchant Marine

Continued from page 6

New Administration

Commissioner John Moran of the Federal Maritime Commission (FMC), the agency which is responsible for protecting U.S. ocean borne trade and U.S. carriers from discriminatory or otherwise unfavorable treatment by foreign governments, said the early indications are that the new administration appreciates maritime's importance to the nation.

"I am fairly optimistic about our future," he stated. "As a candidate, George W. Bush issued a strong maritime policy statement stressing the importance of maritime transportation both to the nation's economy and its national security. In addition to recognizing the need for a U.S.-flag fleet, President Bush highlighted the importance of trained and experienced seafarers, an adequate shipbuilding and repair industry, and a maritime infrastructure capable of handling our commerce."

Moran said the appointments of White House Chief of Staff Andrew Card, Secretary of Transportation Norm Mineta and Secretary of Labor Elaine Chao—each with a strong maritime background—also bodes well for the industry.

Spreading the Word

Perkins pointed out the long

history of U.S. merchant mariners delivering the goods in times of conflict.

"American-flag ships have always sailed into harm's way, carrying vital war supplies whenever and wherever needed, sometimes when others refused. And sealift is absolutely critical to every overseas military operation. I'm sure you know that 95 percent of the support our troops need for those overseas operations gets there by sea."

He also called on everyone involved in the industry "to tell that story again and again and again. We have a great story to tell about the economic importance of our maritime trades.... This is not just a job for the leadership. The rank-and-file needs to shout it out as well—in letters to the editor, in radio call-in shows, at Elks' lodges and Rotary clubs, in the church and at the bar, in pool halls and at parent-teacher meetings."

Ron McAlear, president/CEO of Kvaerner-Philadelphia Shipyard, echoed that outlook.

"I think we have a total lack of public awareness regarding the importance of a strong, competitive maritime industry," he said. "It's very, very important to the national economy, very important to the national security. That's something that everybody in our industry can help to get the message out."



AFL-CIO President John Sweeney describes the OMU organizing campaign as "a dramatic illustration of the kinds of new strategies we need to be trying."



SIU Representative Jessica Smith says that, among many other benefits, maritime unions help bring stability to the industry.

Crowley Continues Tug Refurbishment

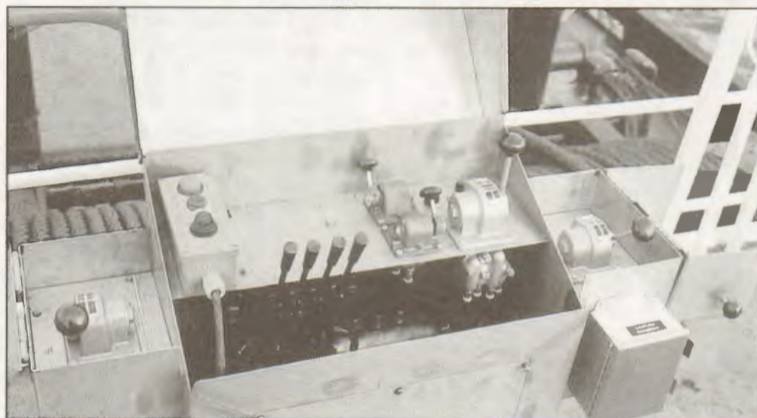
Seafarers Say Early Results Are Excellent



Deck/Utility Jason Powell (left) and Engineer Trainee Manuel Little are among the first to arrive aboard the renovated tug *Patriarch* in Jacksonville, Fla.



Deck/Utility Powell heads for the wheelhouse.



These four photos show some of the new equipment aboard the *Patriarch*.



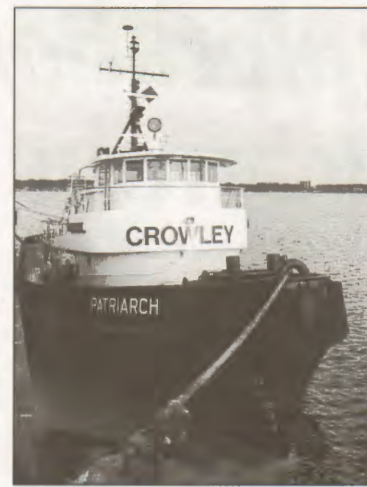
Crowley Maritime Corporation is continuing its multi-million dollar project to refurbish 25 SIU-crewed seagoing tugs.

Seafarers aboard one of the newly renovated boats, the *Patriarch*, said the improvements are substantial. Deck/Utility Jason Powell and Engineer Trainee Manuel Little, upon reporting to the *Patriarch* Jan. 20 in Jacksonville, Fla. to prepare it for sea trials, said the boat seemed brand new. They particularly were impressed with the improvements in the galley, wheelhouse and crew's quarters.

"We're glad Crowley decided to refurbish these hard-working boats," commented Powell. "The crews working aboard them will be a lot more comfortable."

Little said the new interior designs "reflect the needs of the crews and will help enable us to do a safer, more efficient job all around."

The restoration project includes rebuilding the tugs' engines; adding a light above



The *Patriarch* (two photos above) is one of 25 invader-class vessels being overhauled by Crowley.



chart tables; replacing stair and ladder stripping with a non-skid coating; installing computer connections expected for use with PC-based Integrated Vessel Management Solution (IVMS) systems; replacing wood panels with lighter colored, more durable paneling; trimming interior portholes with stainless steel to

prevent leakage; and redesigning and enlarging wheelhouse control consoles to enhance visibility.

Refurbishment of the invader-class vessels, each of which is crewed by six Seafarers, began in late 2000. Five tugs thus far have been revamped, with the work performed at North Florida Shipyard in Jacksonville.

Double-Hulled Safety . . .



The SIU-crewed *HMI Nantucket Shoals* was designed with safety in mind, and crew members aboard the double-hulled tanker take that mandate to heart. Along the way, they find time for a few lighthearted moments, as shown in some of these photos submitted by AB Roderick Coleman.



The dinner menu is a culinary triumph, as indicated by Chief Cook Joseph Brooks (left). At right, Chief Steward Carlos A. Sierra is ready to serve breakfast.



AB Roderick Coleman, left, joins AB Gregory Jenkins (center) and AB Errick Nobles for a snapshot in the galley after dinner.



OMU D. McMillian, left, AB Lloyd F. Stock and GVA Farid Zaharan attend a ship-board union meeting.



OMU Andrea Simmons makes her way into the regularly scheduled union meeting.



A union meeting recently was conducted aboard the *HMI Nantucket Shoals*. Among those participating were (from left) Recertified Bosun J. Jowers, OMU Dennis Swords, AB Peter Luhn, Pumpman Candido Castro and Chief Steward Carlos A. Sierra.

ITB Jacksonville Crew Members Applaud Positive Changes in SIU

The *ITB Jacksonville* recently returned to its home port following a busy few months.

During this period, the tug called on the ports of Houston (three times); Tampa; Philadelphia; Long Beach, Calif.; Tacoma, Wash. and Jacksonville, Fla.

SIU Patrolman Bryan Powell visited with the crew during the vessel's most recent stop in Jacksonville. While on board, Powell and the crew reviewed rating-specific criteria for compliance with the amended STCW convention, various aspects of z-card renewal, and the recent name change of the Seafarers Welfare Plan to the

Seafarers Health and Benefits Plan.

The crew also was briefed on the increase (to \$25 per day) in the union's sickness and accident benefit. In addition, they were informed that new insurance identification cards soon will be issued.

Those in attendance voiced their overwhelming approval for these changes, according to Powell. They also sent a vote of thanks to SIU President Michael Sacco and Seafarers Health and Benefits Plan Administrator Lou Delma for considering their suggestions and making some very positive changes to the SIU, Powell said.

Below: ACU Mila Clark, left, and AB Al Caulder review literature on SCTW compliance and basic safety training requirements. SIU Jacksonville, Fla. Patrolman Bryan Powell briefed crew members on different requirements of the amended STCW convention.



Recertified Steward Brenda Kamiya prepares a seafood stir fry for lunch aboard the *ITB Jacksonville*. Kamiya and fellow members of the steward department constantly work to provide the crew with the best possible food service.



Effective Crew Explores Okinawa

Crew Gives Thumbs-Up to New T-AGOS Contract



Pictured from left to right on the *Effective* are OS Louis L. Creekmur, the chief mate and Bosun Ronald H. Corgey.



AB James D. Palmquist, left, AB Michael W. Patterson and OS Jose Gonzalez Pito look at the New Orleans skyline from the stern of the *Effective*.

Seafarers sailing aboard the *USNS Effective* recently were glad to put their feet on dry land when the vessel tied up in Naha, Okinawa for four days.

While in port, crew members replenished the ship's stores. When time permitted, they enjoyed many of the attractions available on the South Pacific Island.

During their most recent shipboard meeting, crew members discussed the new contract covering the T-AGOS ship. Overall, they were extremely pleased with the agreement, especially with their wage increases. They passed along thanks to SIU VP Contracts Augie Tellez for a job well done in

negotiating the new pact.

Maersk Line Ltd., headquartered in Norfolk, Va., operates the *Effective* as well as 12 other SIU-crewed T-AGOS vessels. The *Effective* normally goes to sea 90 days at a time before returning to its home port.

Overall, the vessels support the following U.S. Department of Defense programs: the Navy's Surveillance Towed Array Sensor System (SUR-TASS); Navy, Atlantic Fleet and U.S. Coast Guard counter-drug initiatives; and the Air Force Electronic Systems Command's radar missile tracking system.



Chief Steward Howard G. Williams, left, and AB James D. Palmquist celebrate their Nov. 11 birthdays at sea.



Chief Steward Howard G. Williams, left, and SA Ali M. Alhaddad are proud of their New Orleans-style deep fried turkey.



QMED Alexander Young helps keep the vessel running smoothly during its 90-day run.



Chief Cook Thomas Kleine prepares to carve a deep fried turkey in the galley.

Reprinted from past issues of the Seafarers LOG

1943

Effective March 15, the Recruitment and Manning Organization of the War Shipping Administration formulated new shipping rules governing the amount of time a seaman would be allowed to stay ashore between voyages. The rules provided that for any voyage of less than three full weeks, a seaman could only stay ashore four days. For a voyage of 15 full weeks or more, a seaman could stay ashore no longer than 30 days.

In the event a seaman violated his shore leave, the RMO would notify his draft board that the seaman was no longer an active seaman and he would be subject to induction.

1978

Voting on the proposed merger of the SIU's Atlantic, Gulf, Lakes and Inland Waters District and the Marine Cooks and Stewards Union begins next month at all SIU and MC&S union halls. Results of the [vote] will be announced in June....

If the merger takes place, it will represent a giant step forward in the consolidation of some

of the SIUNA's seagoing affiliates into one larger, stronger unit. Such a move would provide stronger job security and wider job opportunities for all members of the SIU family.

1991

As the United Nations Security Council moves closer towards approving a resolution that will officially end the war in the Persian Gulf,

American ships and American seamen continue to deliver the goods — but this time the materiel is about to be brought home. The amount of equipment shipped to the

Middle East has been staggering. Under the auspices of the Military Sealift Command, more than 3 million short tons of dry cargo had gone by ship to support Operation Desert Shield and Operation Desert Storm. MSC reports that some 180 ships are assisting the sealift effort. This complement of vessels includes 56 from the Ready Reserve Force, eight fast sealift ships, 14 prepositioning vessels, and five long-term chartered commercial vessels — all of which operate under the U.S. flag and many of which have Seafarers as crew members.

THIS MONTH IN SIU HISTORY

Sharpening Their Skills

Apprentices from Guam Work, Learn Aboard LTC Calvin P. Titus



AB Rudy Orlanda shows off his membership book.

Unlicensed apprentices (UA) aboard the SIU-contracted *MV LTC Calvin P. Titus* recently put a number of the skills they have acquired into practice during stores-loading operations in Guam.

Some of the UAs were members of the historic Class 603 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. This was the first class ever at the school including citizens of Guam.

The unlicensed apprentice program blends classroom instruction and hands-on training. The curriculum is divided into three phases.

During the first segment, which lasts 12 weeks and takes place at the school, students receive classroom and hands-on training that covers basic seamanship and familiarization skills.

During the second phase, apprentices serve aboard U.S.-flag merchant vessels for a minimum of 90 days. That span is divided into thirds, allowing students to work in all three departments.

Finally, students return to the school for the third stage, which involves department-specific training. Upon graduation, the Seafarer is shipped out to work as either an ordinary seaman, wiper or steward assistant.

Open since 1967, the school offers not only entry-level training, but also more advanced vocational upgrading courses for experienced mariners. It also provides academic support and features a college degree program.

When the photos accompanying this story were taken, the *Titus* was in port for resupply following a call on Saipan. The *Titus* is a containership in the U.S. Military Sealift Command's prepositioning fleet. It carries materiel for the U.S. Army and U.S. Marine Corps.



UA Kevin Ignacio operates a piece of the *Titus'* loading equipment under the watchful eye of Bosun Evan Bradley.



AB Lydia Dye (left) mixes paint in preparation for a touch-up project while UA Christopher Dionio arrives at the vessel.



Scholarship Deadline Is April 15!

Next month is the deadline for receipt of scholarship applications from Seafarers as well as from their spouses and children who wish to continue their education at the college level in the fall of 2001.

Three scholarships are being set aside for SIU members—one for \$20,000 and two each for \$6,000. Additionally, five grants will be awarded to SIU dependents, each for \$20,000.

Time is running out to take advantage of this SIU benefit. Application booklets (which contain eligibility requirements, application procedures and an application form) are available in any SIU hall. Also, applicants who were not selected for a scholarship in the past may want to consider reapplying this year.

Celebrations Galore On the Endurance . . .

From Recertified Steward Russell B. Beyschau and his digital camera come these photos of celebrations aboard the Endurance, a USSM vessel.



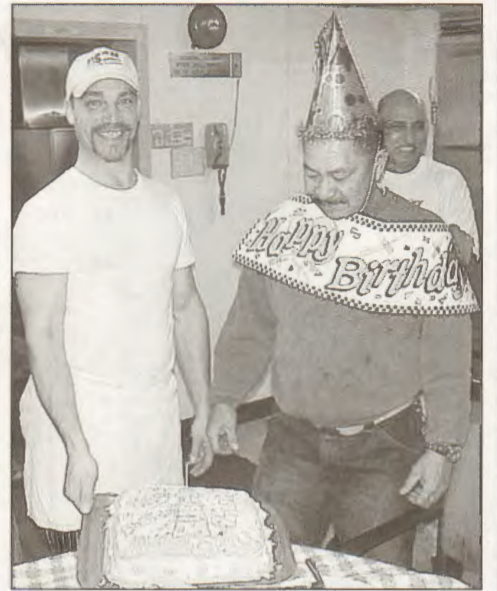
Capt. R.J. Becker wishes the entire crew a Merry Christmas and presents each member with a ship's T-shirt.



Some of the many holiday goodies set up in the saloon . . .



Crew and officers gather in the crew mess hall for a photo on Christmas Day in the port of Ningpo, China.



Yet another birthday cake and a smile from Recertified Steward Russell B. Beyschau, this time for Recertified Bosun Romeo Lugtu, who is dressed for the occasion.



During a shipboard safety meeting, 1st A/E Peter F. Migliorini (seated) is surprised with a birthday cake presented by Recertified Chief Steward Russell B. Beyschau.



It's a double birthday celebration for AB William Cruickshank (left) and QMED Chromer Jefferson (seated at right) on Christmas Eve. Cruickshank blows out a musical candle on the cake while Jefferson is congratulated by a fellow crew member.



Above: Bosun Francisco C. Muñoz (left) had no idea that dessert would be a surprise birthday cake in his honor. With him are AB David M. Smolen (also seated) and (from left, standing) 1st A/E Peter F. Migliorini and 2nd A/E Peter D. Gamblin.

A Steward Department's Gift . . .



GUDE Angel L. Bruno is ready to partake of the holiday feast.

Helping crew members aboard the *SeaLand Oregon* celebrate Christmas Day at sea—with all the familiar home-cooked foods associated with that holiday—was the perfect present from the ship's steward department.

The photos and menu were sent to the *Seafarers LOG* by **Khamis Mageed**, chief steward aboard the USSM vessel, who also wished all his seafaring brothers and sisters a very happy new year.



Crew members were pleased with the delicious food prepared by Chief Cook Hamdi H. Hussein.



With the help and support of SA Ricardo C. Ellis, everyone enjoyed themselves on Christmas Day.

CHRISTMAS DINNER
M/V SEALAND OREGON MONDAY 23 DEC 2008

ROAST BEEF PRIME RIB W/ AU JUS
ROAST TOM TURKEY W/ GRAVY, SOUTHERN STUFFING, SWEET YAMS, CRANBERRY SAUCE
HONEY ROAST BAKED HAM W/ RAISIN SAUCE
FRESH MASHED POTATOES, STEW BLACK EYE PEAS, GREEN PEAS
CHEESE PLATTER APPETIZERS
SHRIMP PLATTER FRESH VEGETABLE PLATTER
DEVELOPED EGGS PLATTER
FRUIT CAKE PINEAPPLE UPSIDE DOWN CAKE PUMPKIN PIE
ICE CREAM, EGG NOG, HOT COFFEE, HOT COCOA, CHILLED JUICES

IT IS WITH GREAT JOY THAT THE CHURCH CELEBRATES THIS JUBILEE YEAR BY RECOGNIZING THAT EVERY STEP WE TAKE, EVERY MOMENT OF THE DAY, GOD IS WITH US. "THE WORD BECAME FLESH AND DWELT AMONG US, FULL OF GRACE AND TRUTH; WE HAVE BEHELD THIS GLORY, GLORY AS THE SON FROM THE FATHER." (JN:1 4) IN THE HUMBLE BIRTH OF JESUS, GOD BRINGS TO COMPLETION THE PURE LOVE AND HEALING IN OUR LIVES. THIS IS HIS PROMISE. THIS IS OUR HOPE.

FROM ALL OF US IN THE STEWARD DEPT RICARDO ELLIS, HAMDHI HUSSEIN, AND KHAMIS MAGEED WOULD LIKE TO WISH YOU A MERRY CHRISTMAS AND A JOYFUL NEW YEAR.



Chief Steward Khamis I. Mageed joins his steward department gang in wishing everyone a joyful new year.



Working aboard the *Kenai*, when the ATC vessel was in Tacoma, are Bosun Richard Barnhart (above) and AB Edsel Dearce (right).



Chief Steward Pat Durnin takes care of some paperwork at the Tacoma hall.



Right: This photo of Mobile Port Agent Ed Kelly (right) and retired SIU member Hubert Cain was taken at the eighth annual awards dinner-dance of the Greater Mobile Port Maritime Council.

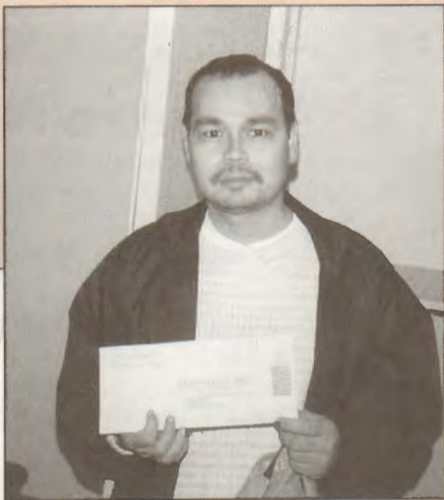


In an effort to familiarize administrative personnel at CSX-SeaLand with vessel operations and the rigorous atmosphere of shipboard life for merchant mariners, several company officials spent time riding the *CSX Challenger* on a portion of its coastwise run. This photo was taken while the group visited the port of Jacksonville. With SIU Rep Bryan Powell (center) are, from left, Dallas-based Paymaster Janet Sanderson and New Jersey-based Fleet Administrator Carolyn Petit.

At Sea And Ashore With the SIU



SIU President Michael Sacco (second from right) is greeted by some of the crew aboard the USSM vessel *Innovator* in the port of Wilmington, Calif. From the left are AB Mauro Gutierrez, Steward/Baker Jose Bayani, Sacco and AB Kevin White.



Voting took place in each port from Nov. 1 through Dec. 30, 2000. Completing their ballots in the New York hall are OMU Allen Van Newgen (above) and Chief Cook Asril Syarbiani (left).



While in Hawaii recently, VP Contracts Augie Tellez (standing at right) and VP East Coast Jack Caffey talk with crew members aboard the cable ship *Long Lines*.



John Stout (left), bosun aboard the *Innovator*, meets with SIU President Michael Sacco in the galley of the USSM ship during a stop in the port of Wilmington, Calif.



Members of the galley gang aboard the *USNS Gilliland* include Chief Cook Tyrell N. Thabit (left) and SA Breon Lucas. The vessel was in the port of Norfolk, Va. at the time this photo was taken.



Chief Cook Toyokazu Gonzales (left) poses with the Johnson brothers aboard the *USNS Shughart* while in the port of Norfolk, Va. They are Chief Steward Thomas Johnson (center) and SA Ronald Johnson.

STCW ESSENTIALS

What Seafarers Need to

Between now and Feb. 1, 2002—the deadline for meeting all requirements of the amended STCW convention—SIU members sailing aboard deep sea or near-coastal vessels should concern themselves with two things. Those items are, taking a U.S. Coast Guard-approved STCW Basic Safety Training course or being trained and assessed aboard ship with entries made into your training record book (TRB), *and*, if you are a watchstanding deck or engine department person, obtaining a 1995 STCW certificate.

If a mariner doesn't complete STCW Basic Safety Training (BST) or acquire the 1995 STCW certificate, if required, by Feb. 1, 2002, then that mariner cannot sail aboard deep sea or near-coastal ships.

STCW certificates are available through Coast Guard regional exam centers (RECs), a list of which appears with this article. Members should bring the following things when applying for the certificate: your merchant mariner's document (MMD), TRB, BST course certificate and one passport photo. You also can get your certificate through the mail by sending notarized copies of your MMD and BST certificate and the photo to your nearest Coast Guard REC.

Please call the REC in advance with your request. Members should not expect same-day service for STCW certificates or document renewals.

There is no charge for the STCW certificate.



United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No. (s) 467921223 has been issued to _____ who has been found duly qualified in accordance with the provisions of regulation(s) VI/2 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 1 JUNE 2003. This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
ABLE SEAMAN, ANY WATERS LIFEBOATHMAN	
BASIC SAFETY TRAINING	AND INSTRUCTION COMPLETED 11 DECEMBER 1998.

Endorsement No.: 467921223

issued on 17 FEBRUARY 1999 at HOUSTON

22 NOVEMBER 53
Date of birth of the holder of the certificate

photo

C. J. Bidwell
Signature of duly authorized official

C. J. BIDWELL
Name of duly authorized official

(Emboss Official Seal above this line.)

sample of a 1995 certificate with space for photo

More on STCW

Origins

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners. It is a treaty under the auspices of the International Maritime Organization (IMO).

The original STCW Convention was ratified in 1978. It set minimum standards for certification, training and skills needed by deep-sea mariners worldwide.

U.S. Signs On

The U.S. didn't sign onto the 1978 convention until 1991, although our nation easily met the requirements. However, by then the pact was under revision.

The STCW amendments were finalized in 1995, with more than 100 signatory nations (again including the U.S.).

Why Feb. 1, 2002?

The five-year transition period for the amended convention began on Feb. 1, 1997. Some of the new requirements were instituted at that time, while others have been phased in.

As of Feb. 1, 2002, the 1978 convention completely is superseded by the amended pact. It becomes null and void.

In the interim time between 1997 and 2002, confusion occasionally has arisen because some of the dates for compliance with the 1978 convention and the amended convention overlapped. For instance, that's how the U.S. ended up with two different STCW certificates (1978 and 1995).

Another Key Date

If you started sailing or training before Aug. 1, 1998, then you have until Feb. 1, 2002 to comply with the revised STCW Convention. However, if you started sailing or began maritime training after Aug. 1, 1998, then you must be in full compliance with the STCW amendments now.

Mariners who began sailing or training before Aug. 1, 1998 currently may carry either a 1995 or 1978 STCW certificate, even though the 1995 document isn't required. As of Feb. 1, 2002, though, the 1978 certificate cannot be used.

Paul Hall Center's Basic Safety Classes

Two STCW Basic Safety Training courses are offered, each of which is U.S. Coast Guard-approved. One is a five-day class for all personnel who began sailing after Aug. 1, 1998. The other is a four-day class for all personnel who began sailing before Aug. 1, 1998. Each class meets the five-year STCW Chapter VI basic safety requirements. Subjects include personal survival, fire prevention and fire fighting, first aid/CPR, and social responsibility and personal safety. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. These classes are limited to 25 students maximum.

Basic fire fighting is one of the Chapter VI requirements, and therefore is offered as a lead-in to the STCW classes.

STCW Basic Safety

March 17	March 24
March 31	April 7
April 21	April 28
May 12	May 19

Basic Fire Fighting/STCW Basic Safety

March 3	March 16	June 30	July 6	Sept. 29	Oct. 6
March 31	April 13	July 7	July 14	Oct. 20	Oct. 26
April 14	April 27	July 21	July 27	Oct. 27	Nov. 3
April 28	May 11	July 28	August 3	Nov. 10	Nov. 16
May 12	May 25	August 4	August 11	Nov. 17	Nov. 23
May 26	June 8	August 25	Sept. 1	Nov. 24	Nov. 30
June 2	June 8	Sept. 8	Sept. 14	Dec. 1	Dec. 7
June 9	June 16	Sept. 15	Sept. 21	Dec. 8	Dec. 14
June 23	June 29	Sept. 22	Sept. 28	Dec. 15	Dec. 21

Please Note:

- STCW Basic Safety Training must be renewed every five years.
- Licensed mariners (including engineers) must complete lifeboatman/proficiency in water survival by the 2002 deadline.
- Watchstanding deck and engine department members need a 1995 STCW certificate by Feb. 1, 2002.

Renew Every 5 Years

You may have taken the four elements of BST (basic fire fighting, basic first aid, personal survival and personal safety/social responsibility) by having taken the individual courses, such as basic fire fighting at the Paul Hall Center in, for example, May 1999. But be advised that BST must be renewed every five years and therefore if you piecemeal the four elements, then each one has a different "clock" running on it for the five-year period.

Also, personal safety/social responsibility is not acquired by just taking several classes dealing with the course content—it has to be an approved course. In other words, go to the Paul Hall Center and take the five-day Basic Safety Training course and you will be qualified for the next five years.

Moreover, an often-asked question is, "What STCW courses must be renewed?" The U.S. Coast Guard has determined that of the various STCW required courses, i.e., ARPA, BRM, advanced fire fighting, GMDSS, BST, etc., only Basic Safety Training must be renewed every five years.

STCW basic safety and basic fire fighting are offered at the Paul Hall Center in Piney Point, Md.



Know for Compliance by Feb. 1, 2002



U.S. Coast Guard Regional Exam Centers

(Updated as of May 2000)

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
Bldg. 14, Rm. 109, Coast Guard Isl.
Alameda, CA 94501-5100
Phone: (510) 437-3092

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
200 Jefferson Ave., Suite 1302
Memphis, TN 38103
Phone: (901) 544-3297

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
510 L Street, Suite 100
Anchorage, AK 99501-1946
Phone: (907) 271-6736

U.S. Coast Guard
Regional Examination Center
Claude Pepper Federal Building
51 SW. 1st Ave, 6th Floor
Miami, FL 33130-1608
Phone: (305) 536-6548/6874

U.S. Coast Guard
Regional Examination Center
U.S. Custom House
40 South Gay Street
Baltimore, MD 21202-4022
Phone: (410) 962-5132

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
9820 Lake Forest Blvd, Suite P
New Orleans, LA 70127-3077
Phone: (504) 589-6183

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
455 Commercial Street
Boston, MA 02109-1045
Phone: (617) 223-3040

U.S. Coast Guard
Marine Inspection Office
Regional Examination Center
Battery Park Building
New York, NY 10004-8545
Phone: (212) 668-7492

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
96 Tradd Street
Charleston, SC 29401-1899
Phone: (843) 724-7693

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
6767 North Basin Avenue
Portland, OR 97217-3992
Phone: (503) 240-9346

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
33 Ala Moana Blvd.
Honolulu, HI 96813-4909
Phone: (808) 522-8264

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
1519 Alaskan Way South
Seattle, WA 98134-1192
Phone: (206) 217-6115

U.S. Coast Guard
Regional Examination Center
8876 Gulf Freeway, Suite 200
Houston, TX 77017-6595
Phone: (713) 948-3350

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
1222 Spruce Street, Suite 8.104E
St. Louis, MO 63103-2835
Phone: (314) 539-3091

U.S. Coast Guard
Regional Examination Center
2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2458

U.S. Coast Guard
Regional Examination Center
Federal Building, Room 501
234 Summit Street
Toledo, OH 43604-1590
Phone: (419) 259-6395

U.S. Coast Guard Marine Safety Ofc
Regional Examination Center
65 N. Pico Avenue
Long Beach, CA 90802
Phone: (562) 980-4485

Members should not expect same-day service for document renewals or STCW certificates. Please call the REC in advance with your request.

Additional Resources:

• Contact the Paul Hall Center for Maritime Training and Education toll-free at 877-235-3275

• Visit the U.S. Coast Guard's STCW web site at <http://uscg.mil/stcw/>

STCW Requirements for Unlicensed SIU Personnel (Before February 1, 2002)

Position	Basic Safety Training	STCW Certificate Required
Steward Dept. (all)	Yes	No: Non-watchstander Note: Mariner may possess a '78 or '95 certificate for lifeboatman/water survival. But not required (same for other non-watchstanders)
Deck Dept.		
Ordinary Seaman/DEU	Yes	No: Non-watchstander Note: Same as above. However, if specially trained, an STCW certificate for rating forming part of a navigational watch is required.
Able-bodied Seaman	Yes	Yes Note: A '78 or '95 certificate for rating forming part of a navigational watch is required. If assigned cargo duties, must also have tankerman assistant on certificate and MMD.
Bosun	Yes	Yes Note: Same as above.
Engine Dept.		
Wiper/DEU	Yes	No: Non-watchstander Note: Mariner may possess a certificate for water survival.
Fireman/Watertender Oiler/OMU	Yes	No Note: Not required until Feb. 1, 2002. However, mariner may possess a certificate for water survival.
QMED-Watchstander	Yes	No Note: Same as above.
QMED-Dayworker	Yes	No: Non-watchstander. Note: Same as above.
QMED-Pumpman	Yes	Yes: A '78 or '95 certificate for tankerman assistant is required.

Note: Evidence of meeting compliance with STCW Basic Safety Training (BST) until Jan. 31, 2002 is either evidence of having sailed prior to Aug. 1, 1998, or individual was assessed aboard ship during the relaxed assessment period and has entries in TRB to that effect, or has completed a Coast Guard-approved BST course and is recorded in TRB. Effective Feb. 1, 2002, **everyone** must have received training and assessment in Basic Safety Training.

STCW Requirements for Unlicensed SIU Personnel (Beginning February 1, 2002)

Position	Basic Safety Training	STCW Certificate Required
Steward Dept. (all)	Yes	No: Non-watchstander Note: Mariner may possess a '95 certificate for Chapter V: Special Training for Special Vessels.
Deck Dept.		
Ordinary Seaman/DEU	Yes	No: Non-watchstander Note: Same as above. However, if specially trained, an STCW certificate for rating forming part of a navigational watch is required.
Able-Bodied Seaman	Yes	Yes Note: A '95 certificate for rating forming part of a navigational watch is required. If assigned cargo duties, must also have tankerman assistant on certificate and MMD.
Bosun	Yes	Yes Note: Same as above.
Engine Dept.		
Wiper/DEU	Yes	No: Non-watchstander
Fireman/Watertender Oiler/OMU	Yes	Yes Note: A '95 certificate for rating forming part of an engineering watch is required.
QMED-Watchstander	Yes	Yes Note: Same as above.
QMED-Dayworker	Yes	Yes: Non-watchstander (Many SIU-contracted companies have requested that QMED non-watchstanders possess STCW certificates in order to help ensure compliance in special circumstances)
QMED-Pumpman	Yes	Yes: A '95 certificate for tankerman assistant is required.

Note: Effective Feb. 1, 2002, all SIU members will have received training and assessment in Basic Safety Training.

STCW Requirements for Limited Licenses SIU Personnel (Beginning February 1, 2002)

License	Tonnage	Voyager	BST	BRM	Radio Observ.	ARPA	GMDSS	Adv. FF	Surv. Craft
Master	<200GRT	Foreign	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mate	<200GRT	Foreign	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Chief/Asst. Engr	<200GRT	Foreign	Yes	No	No	No	No	Yes	Yes

Note: Vessels <200 GRT on domestic voyages are exempt and all vessels greater than 200 GRT on domestic or for eign voyages must meet training requirements listed above.

Note: Mariners must obtain this training and assessment (close the gap) before Feb. 1, 2002. GMDSS and ARPA are required for vessels equipped with this equipment.

Effective Feb. 1, 2002, all SIU members will have received training and assessment in Basic Safety Training.

AROUND THE PORT OF SAN JUAN



Ready to fly to Honolulu to board the new cruise ship *ms Patriot* are (from left) SAs Edgar Gonzalez, Raul Morales and Pedro Barbosa.



Standing gangway watch aboard the *CSX Crusader* is AB Angel Velez.



Chief Cook Neville Hughes prepares a luncheon plate aboard the *CSX Spirit* before the vessel sails for Jacksonville.

Below: While offloading cargo in the port of San Juan, the galley gang aboard the *CSX Crusader* posed for this photo. They are (from left) Chief Cook William Bles, SA Antonio Colon and Chief Steward Gwendolyn Shinholster.

Servicing ships, leading membership meetings, handing out union books, explaining voting procedures, arranging for members to catch a vessel, working with pensioners, signing paperwork — these are but a few of the many different duties of an SIU port official. And, as these photos show, the union officials in the busy port of San Juan, P.R. are no exception.



Right: AB Hector Cumba (right) is congratulated by SIU Safety Director Amancio Crespo after receiving his union book.



Among their other duties, SIU port officials also handle voting procedures in the San Juan hall. At right, Safety Director Amancio Crespo (standing) explains the ballot sheet to AB James Thiezen.



Directly below, Bosun Joseph Mele (right) signs the roster sheet for Port Agent Victor Nuñez prior to voting.



Chief Cook Rafael Cardenas (left) hands SIU Port Agent Victor Nuñez a cheeseburger and fries during a recent visit aboard the *CSX Hawaii* in San Juan.



Reading through the most recent issue of the *Seafarers LOG*, which was delivered to the *Gus Darnell* while at the U.S. Navy base in Roosevelt Roads (in Fajardo, P.R.), are Unlicensed Apprentice Elliott T. Johnson (left) and AB Cliff Lattish, who also serves as the ship's deck delegate.



Receiving their union books from SIU Safety Director Amancio Crespo (left in each photo) at the San Juan hall are (clockwise from top left) QMED Keithley Andrew, GUDE Luis Cueva, FOWT Norman Barbosa, AB Jesus Velasquez, AB Eladio Delgado and OMU Reynaldo Roman.



The San Juan hall is a place where active Seafarers and pensioners meet and catch up on current events in the maritime industry. From the left are Chief Engineer Albert Garcia, Chief Steward Jose Colls, AB Joseph Osorio, Pensioner Guillermo Grajales, AB Jose Feliciano, OMU Pablo Albino, Pensioner Radames Cosme and SA Jose Jorge.



OMU Julio Reyes (left) is happy to get his first pension check, presented by Port Agent Victor Nuñez at the San Juan hall.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 2001

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	4	2	0	2	1	0	1	2	3
Baltimore	5	1	2	3	1	2	0	8	3	2
Guam	0	2	0	0	0	0	0	0	3	0
Honolulu	14	8	1	10	6	3	1	14	9	2
Houston	34	6	10	24	6	7	6	53	16	6
Jacksonville	24	16	11	20	12	17	15	61	25	12
Mobile	10	11	5	11	5	5	5	14	10	7
New Orleans	23	15	9	14	8	6	3	39	19	16
New York	32	18	7	24	13	5	3	44	18	8
Norfolk	17	20	11	8	14	6	4	29	28	10
Philadelphia	6	4	1	1	3	2	2	9	3	1
Piney Point	1	5	2	0	1	1	0	1	7	1
Puerto Rico	9	6	4	5	8	5	1	13	2	1
San Francisco	27	5	5	22	3	5	3	37	9	2
St. Louis	3	1	2	1	0	1	0	5	5	4
Tacoma	31	13	9	21	7	9	5	55	16	14
Wilmington	24	13	13	18	13	5	6	37	12	14
Totals	260	148	94	182	102	80	54	420	187	103
ENGINE DEPARTMENT										
Algonac	1	1	1	1	0	0	0	0	1	1
Baltimore	6	5	1	3	5	1	2	9	4	2
Guam	0	0	0	0	0	0	0	1	0	0
Honolulu	3	9	2	9	4	1	1	6	10	5
Houston	20	3	5	18	2	1	6	24	7	9
Jacksonville	27	13	7	19	11	5	11	36	17	5
Mobile	9	6	1	5	7	1	3	12	7	1
New Orleans	10	6	5	9	10	2	4	13	13	6
New York	21	14	2	15	10	2	5	21	19	1
Norfolk	12	7	7	5	12	10	3	11	5	4
Philadelphia	5	3	0	2	1	0	1	6	6	0
Piney Point	4	5	2	1	1	0	0	6	5	3
Puerto Rico	0	2	0	2	4	0	0	8	2	0
San Francisco	5	4	2	10	4	1	3	11	7	5
St. Louis	3	2	1	1	2	0	0	3	5	1
Tacoma	9	10	7	7	7	4	8	24	14	11
Wilmington	5	11	8	6	7	5	1	6	17	4
Totals	140	101	51	113	87	33	48	197	139	58
STEWARD DEPARTMENT										
Algonac	0	0	1	0	0	0	0	0	0	2
Baltimore	3	2	0	3	2	0	0	5	1	0
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	13	5	10	5	3	6	5	17	6	18
Houston	11	2	0	12	2	1	3	16	4	0
Jacksonville	16	9	5	15	6	6	4	17	9	7
Mobile	7	1	0	9	0	0	1	10	4	0
New Orleans	9	0	1	4	3	0	4	15	6	2
New York	24	4	1	11	3	3	2	38	8	0
Norfolk	9	4	2	13	6	4	3	7	10	6
Philadelphia	3	0	0	2	0	0	1	5	0	0
Piney Point	4	2	3	2	1	1	2	7	2	2
Puerto Rico	2	1	0	1	0	0	0	4	1	1
San Francisco	29	6	0	15	3	0	6	49	6	0
St. Louis	2	2	0	0	0	1	2	2	3	0
Tacoma	21	0	0	9	0	1	3	43	3	1
Wilmington	15	4	2	11	4	0	8	27	6	3
Totals	168	42	25	112	33	23	44	262	69	42
ENTRY DEPARTMENT										
Algonac	0	0	0	0	0	0	0	1	0	0
Baltimore	0	2	1	0	2	1	0	0	4	2
Guam	0	0	1	0	0	0	0	0	0	1
Honolulu	7	28	120	3	13	66	0	7	43	125
Houston	6	14	7	3	8	1	0	5	21	9
Jacksonville	8	16	18	3	12	3	0	9	27	25
Mobile	0	6	4	2	3	1	0	1	13	6
New Orleans	3	13	3	5	6	3	0	4	19	8
New York	6	31	22	4	20	21	0	10	41	26
Norfolk	1	11	13	0	7	5	0	1	15	17
Philadelphia	0	0	1	0	0	1	0	0	0	1
Piney Point	0	36	27	0	6	17	0	0	38	23
Puerto Rico	1	3	3	2	2	1	0	5	3	5
San Francisco	5	8	4	2	8	3	0	10	16	6
St. Louis	0	1	2	0	0	0	0	0	1	4
Tacoma	3	16	22	2	10	5	0	8	26	33
Wilmington	9	13	11	2	4	6	0	8	20	23
Totals	49	198	259	28	101	134	0	69	287	314
Totals All Departments	617	489	429	435	323	270	146	948	682	517

*"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.

April & May 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday, April 2, May 7
Algonac	Friday: April 6, May 11
Baltimore	Thursday: April 5, May 10
Duluth	Wednesday: April 11, May 16
Honolulu	Friday: April 13, May 18
Houston	Monday: April 9, May 14
Jacksonville	Thursday: April 5, May 10
Jersey City	Wednesday: April 18, May 23
Mobile	Wednesday: April 11, May 16
New Bedford	Tuesday: April 17, May 22
New Orleans	Tuesday: April 10, May 15
New York	Tuesday: April 3, May 8
Norfolk	Thursday: April 5, May 10
Philadelphia	Wednesday: April 4, May 9
San Francisco	Thursday: April 12, May 17
San Juan	Thursday: April 5, May 10
St. Louis	Friday: April 13, May 18
Tacoma	Friday: April 20, May 25
Wilmington	Monday: April 16, May 21

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

LOG-A-RHYTHM

by Albert W. Austin Jr.

To the gallant men of the past

Who served our country to the last,

From the young to the old

These brave men gave their all.

Nearly 6,000 was the toll

Of the brave and the bold.

And if once more a time should come

And the job must be done,

Just the same as before,

A merchant seaman will answer the call.

(Deck/Maintenance **Albert W. Austin Jr.** wrote this poem to the WWII veterans who sailed in the U.S. merchant marine. He penned it while aboard the *Cape Jacob* in Diego Garcia.)

Notice to all Seafarers:

If you plan to continue sailing after Feb. 1, 2002, NOW is the time to meet the requirements of the amended STCW convention. Apply to the Paul Hall Center to complete all the U.S. Coast Guard-approved courses required for your STCW certificate compliance. See pages 12-13 for additional information.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

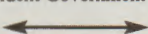
Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(334) 478-0916

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

JANUARY 16 — FEBRUARY 15, 2001

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac	0	20	9	0	1	1	0	19	8
Port	ENGINE DEPARTMENT								
Algonac	0	6	2	0	1	1	0	5	1
Port	STEWARD DEPARTMENT								
Algonac	0	9	3	0	0	0	0	9	3
Port	ENTRY DEPARTMENT								
Algonac	0	9	20	0	2	1	0	7	19
Totals All Depts	0	44	34	0	4	3	0	40	31

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

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

Dispatchers' Report for Inland Waters

JANUARY 16 — FEBRUARY 15, 2001

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**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
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	0	4	0	0	2	2	0	5
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	2	8	2	2	10	1	2	24
Totals	2	2	12	2	2	12	3	2	29
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	1	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	1	0	0	1
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
Totals All Depts	2	2	12	2	2	13	3	2	30

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

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

PIC-FROM-THE-PAST

The photo at right, from the SIU archives, was taken of the crew aboard the *Delta Africa* in 1978.

While in Santa Marta, Colombia, some of the crew members took the opportunity to test a lifeboat. Three of the men have been identified: Pasquale Giorgily, Stanley Miaseck and Frank Bona.

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

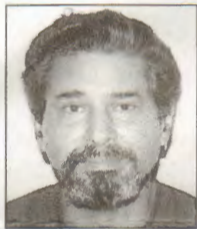




Two captains and a recertified bosun are among the 23 Seafarers announcing their retirements this month. Great Lakes Captain **James A. Rider** and Inland Captain **Bruce C. Gough** sailed the Great Lakes and Inland waterways at the helms of their respective vessels for a combined 44 years. Recertified Bosun **Charles O. Herrera** graduated from the highest level of training available for members of the deck department at the SIU's training school in Piney Point, Md.

Including Herrera, 16 of the retirees sailed in the deep sea division. Four plied the Great Lakes, and the remaining three navigated the inland waterways. Twelve of the retirees worked in the deck department, seven shipped in the engine department and four sailed in the steward department. On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



MIGUEL ACEVEDO, 51, hails from Puerto Rico. Brother Acevedo started his career with the SIU in 1976, joining in his native commonwealth. A member of the deck department, he first shipped from San Juan aboard a Crowley Towing and Transportation Co. vessel. Brother Acevedo upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1991. He last sailed aboard the *Sea-Land Expedition*. Brother Acevedo lives in Carolina, P.R.

EGLICERO M. BARRACA, 68, began his SIU career in 1989. Born in Hawaii, Brother Barraca shipped as a member of the steward department. He sailed primarily aboard vessels operated by American Hawaii Cruises. Brother Barraca resides in Wahiawa, Hawaii.

MARION C. DALE, 57, hails from Alabama. He started his SIU career in 1965 in the port of Mobile, Ala. Before becoming a Seafarer, Brother Dale served in the U.S. Army from 1963 to 1965. A member of the steward department, Brother Dale first shipped aboard the *Del Sol*, operated by Delta Steamship Lines. He last sailed on the *Patriot*. Brother Dale calls Montrose, Ala. home.



ALFRED J. FABRE JR., 60, began his career with the SIU in 1964 in the port of New Orleans. Prior to joining the

Seafarers, Brother Fabre served in the U.S. Navy from 1959 to 1963. Born in New Roads, La., he first sailed aboard the *Steel Direct*, operated by ISCO Inc. Brother Fabre shipped in the deck department and earlier this year upgraded his skills at the SIU's training school in Piney Point, Md. He last sailed aboard Waterman Steamship Corp.'s *Sam Houston*.

MARK C. FOLK, 47, started his SIU career in 1974 in the port of Piney Point, Md. Born in North Carolina, he first sailed aboard a Waterman Steamship Corp. vessel. Brother Folk was a member of the deck department. He upgraded his skills in 1976 at the SIU's training school in Piney Point, Md. Brother Folk last sailed aboard the *Sea-Land Performance*. He resides in Fort McCoy, Fla.



DIEGO HATCH, 65, is a native of Puerto Rico. He joined the SIU in 1964 in the port of New York. Brother Hatch first sailed aboard the *Montpelier Victory*. A member of the steward department, Brother Hatch last worked aboard the *OMI Patriot*. He lives in Yabucoa, P.R.

DANIEL HEBIOR, 59, started his career with the SIU in 1966 in the port of San Francisco. Born in Wauhagen, Ill., he served in the U.S. Army from 1961 to 1963. Brother Hebior first sailed aboard the *Inger*, operated by Reynolds Metal Co. A member of the deck department, he upgraded his skills at the union's training facility in Piney Point, Md. in 1966 and again earlier this year. Brother Hebior last shipped aboard NPR, Inc.'s *Guayama*. He resides in Houston.



CHARLES O. HERRERA, 56, hails from Galveston, Texas. Brother Herrera began his SIU career in 1968 in the port of New York. Prior to joining the Seafarers, he served in the U.S. Army from 1965 to 1967. Brother Herrera first sailed aboard a G&H Towing Co. vessel. A member of the deck department, Bosun Herrera upgraded his skills often at the union's training school in Piney Point, Md. Brother Herrera is a recertified bosun who last sailed aboard the *Sea-Land Express*. He calls Jacksonville, Fla. home.

HORACE D. JONES, 64, started his SIU career in 1968, joining

in the port of Jacksonville, Fla. Born in Wisconsin, he first sailed aboard the *Rose*. Brother Jones shipped as a member of the engine department and upgraded his skills in 1981 at the SIU's training school. He last worked on the *Sea-Land Integrity*. Brother Jones lives in New York City.



ABDULLAH KARIM, 61, joined the SIU in 1967 in the port of San Francisco. Born in Arabia, he first sailed aboard Sea-Land Service's *Bienville*. Brother Karim worked in the deck department. He last sailed aboard the *Sea-Land Explorer*. Brother Karim resides in Brooklyn, N.Y.

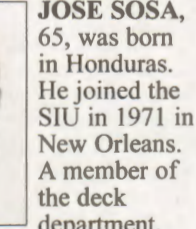


JOSE A. MOLINA, 60, hails from Honduras. Brother Molina started his SIU career in 1967 in the port of New Orleans. The engine department member first sailed aboard Waterman Steamship Corp.'s *Topa Topa*. Brother Molina upgraded his skills in 1993 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Brother Molina calls Kenner, La. home.

HERMUS PATRICK, 64, began his career with the SIU in 1976, joining in the port of New York. Born in the British West Indies, Brother Patrick first sailed aboard Hudson Waterways Corp.'s *Transindiana*. A member of the engine department, he upgraded his skills often at the SIU's training school in Piney Point, Md. His last ship was the *USNS Denebola*. Brother Patrick resides in St. Albans Queens, N.Y.



JOSE SOSA, 65, was born in Honduras. He joined the SIU in 1971 in New Orleans. A member of the deck department, Brother Sosa first shipped aboard ISCO's *Steel Voyager*. He last sailed on the *El Yunque*, an Interocean Uglund Management vessel. Brother Sosa lives in Jacksonville, Fla.



HERBERT H. THROWER, 57, hails from Mobile, Ala. Brother Thrower started his SIU career in 1966, joining in the port of New York. A member of the deck department, he first



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.

shipped aboard the *Montpelier Victory*. In 1995, Brother Thrower upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last shipped aboard an NPR, Inc. vessel. Brother Thrower calls Virginia Beach, Va. home.



JERRY W. WATKINS, 59, hails from Birmingham, Ala. He joined the SIU in 1966 in the port of Mobile, Ala.

Before becoming a Seafarer, Brother Watkins served in the U.S. Marine Corps from 1960 to 1964. The steward department member first shipped aboard an Ocean Cargo Ships vessel. In 1997, Brother Watkins upgraded his skills at Piney Point. He last worked aboard the *Delta Mariner*. Brother Watkins lives in Wetumpka, Ala.

EDWARD L. WHISENHANT, 65, began his SIU career in 1962, joining in the port of Mobile, Ala.



Prior to becoming a Seafarer, the Whistler, Ala. native served in the U.S. Army from 1959 to 1961. Brother Whisenhant sailed in the engine department. He first worked aboard an Alcoa Steamship Co. vessel. In 1978, Brother Whisenhant upgraded his skills at Piney Point. He last sailed aboard the *Overseas Chicago*. Brother Whisenhant calls Chickasaw, Ala. home.

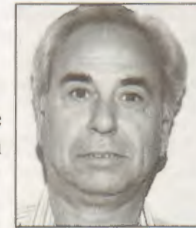
GREAT LAKES



KENNETH M. NOILES, 64, was born in Michigan. He joined the SIU in 1963 in Ft. Lauderdale, Fla. Prior to becoming a

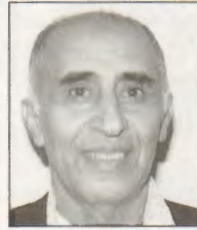
Seafarer, Brother Noiles served in the U.S. Army from 1953 to 1959. A member of the engine department, he sailed primarily aboard Inland Lakes Management vessels. Brother Noiles last worked on the *Lewis G. Harrison*. He calls Alpena, Mich. home.

JAMES A. RIDER, 62, started his career with the SIU in 1967 in the port of Detroit.



Brother Rider was born in Michigan and worked primarily aboard Luedtke Engineering Co. vessels, most recently as a captain. He upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1992. Captain Rider calls Arcadia, Fla. home.

ABDUL S. SHAHTER, 64, joined the SIU in 1965 in the port



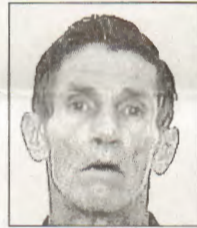
A member of the engine department, he last shipped aboard the *H. Lee White*, another American Steamship vessel. Brother Shahter lives in Dearborn, Mich.

LEONARD H. VALENTINE, 62, began his SIU career in 1962, joining in the port of Detroit. He sailed as a



member of the deck department. In 1972 and again earlier this year, Brother Valentine upgraded his skills at the SIU's training school in Piney Point, Md. He sailed primarily aboard Luedtke Engineering Co. vessels. Brother Valentine served in the U.S. Army from 1962 to 1964. He calls St. Ignace, Mich. home.

INLAND



KENNETH BARRON, 62, started his career with the SIU in 1977 in the port of Jacksonville, Fla. Prior to joining the

SIU, he served in the U.S. Navy from 1955 to 1959. Boatman Barron, who was born in Michigan, first sailed aboard a Crowley Towing and Transportation Co. vessel. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1996. A member of the deck department, Boatman Barron was last employed aboard a Moran Towing vessel. He calls Clearwater, Fla. home.

BRUCE C. GOUGH, 62, hails from Maine. He joined the SIU in 1989.



Boatman Gough sailed primarily aboard Crowley Towing and Transportation Co. vessels, most recently as a captain. Boatman Gough resides in Milton, Fla.



LARRY W. HAYES, 51, was born in Florida. Boatman Hayes began his SIU career in 1976, joining in the port of Jacksonville, Fla. He shipped as a member of the engine department and worked primarily aboard Crowley Towing and Transportation Co. vessels. He served in the U.S. Navy from 1968 to 1976. Boatman Hayes lives in Callahan, Fla.

Final Departures

DEEP SEA

WILLIAM AUSTIN

Pensioner William Austin, 76, died Sept. 7, 2000. Brother Austin graduated from the Marine Cooks & Stewards (MC&S) training school. He lived in Carson, Calif. and began receiving his pension in 1976.

LORETTA HOBSON

Pensioner Loretta Hobson, 86, passed away Aug. 19, 2000. Sister Hobson joined the MC&S in 1959 in the port of San Francisco. The steward department member first sailed aboard the *Miniposa*. She began receiving her pension in 1975. Sister Hobson lived in Forestville, Calif.

MELVIN H. JONES



Pensioner Melvin H. Jones, 77, died Sept. 8, 2000. Brother Jones joined the Seafarers in 1943 in the port of Baltimore.

The North Carolina native was a member of the deck department. Brother Jones last sailed aboard the *Eagle Voyage*, operated by Sea Transport Corp. He began receiving his pension in 1977. Brother Jones lived in Durham, N.C.

DAVID LANTZ

Brother David Lantz, 53, passed away Oct. 12, 2000. He joined the Seafarers in 1986 in the port of Honolulu. Brother Lantz served in the U.S. Coast Guard from 1966 to 1970. A member of the engine department, the Williamsport, Pa. native first worked on the *USNS Contender*. He last shipped aboard the *USNS Henson*. Brother Lantz lived in Honolulu.

RICHARD LARSEN

Brother Richard Larsen, 42, died May 18, 2000. He joined the SIU in 1982 in the port of Piney Point, Md. A member of the engine department, Brother Larsen first sailed aboard the *Liberty Wave*, operated by Liberty Maritime Corp. Born in Brooklyn, N.Y., he last worked on Waterman Steamship Corp.'s *Stonewall Jackson*. Brother Larsen called Miami home.

GEORGE LAWRENCE



Pensioner George Lawrence, 81, passed away Aug. 20, 2000. A charter member, Brother Lawrence joined the Seafarers in the port of Mobile, Ala. in 1938. The Alabama native sailed in the deck department. Early in his career, he shipped aboard the *Alcoa Pointer*, operated by Alcoa Steamship Co. Brother Lawrence last worked aboard Cove Shipping Co.'s *Cove Ranger*. He began receiving his pension in 1984. Brother Lawrence lived in Mobile.

MARCIAS LAWRENCE

Brother Marcias Lawrence, 42, died Aug. 7, 2000. The Louisiana native joined the SIU in 1980 in the port of New Orleans. A member of the steward department, he first shipped aboard the *Santa Mercedes*, operated by Delta Steamship Lines. Brother Lawrence last sailed aboard Liberty Maritime Corp.'s *Liberty Sea*. He resided in New Orleans.

MANUEL LEDESMA

Pensioner Manuel Ledesma, 77, passed away Sept. 9, 2000. Brother Ledesma joined the MC&S in 1956 in Hawaii. The steward department



member sailed primarily aboard Matson Navigation vessels. He first shipped aboard the *Mariposa* and last sailed aboard the *Hawaiian Princess*. Brother Ledesma started receiving his pension in 1988. He lived in Honolulu.

ARCHIE LEE

Pensioner Archie Lee, 89, died Sept. 26, 2000. He started his career with the Seafarers in 1959, joining in the port of Houston. Born in Texas, he sailed in the steward department. Brother Lee first shipped on the *Wang Knight*, operated by MAR Bulk Carriers. He last sailed aboard a Michigan Tankers Inc. vessel. Brother Lee began receiving his pension in 1986. He called Houston home.

SANTOS LOPEZ



Pensioner Santos Lopez, 83, died Sept. 6, 2000. Brother Lopez started his career with the Seafarers in 1962, joining in the port of

Seattle. He served in the U.S. Army from 1944 to 1946. Born in Puerto Rico, he sailed as a member of the steward department. He first shipped aboard the *Steel Vendor*, operated by ISCO Inc. Brother Lopez last sailed aboard the *Sea-Land Long Beach*. He began receiving his pension in 1983. Brother Lopez lived in his native Puerto Rico.

RAFEL MATOS



Brother Rafael Matos, 59, died Sept. 15, 2000. He joined the Seafarers in 1976 in the port of New York. A member of the engine department, he first

shipped aboard a Waterman Steamship Corp. vessel. Brother Matos last worked on the *Breton Reef*, operated by Intercean Ugland Management Corp. He resided in Toms River, N.J.

FRANK PASQUALI



Brother Frank Pasquali, 75, passed away Aug. 8, 2000. He started his career with the SIU in 1952, joining in the port of Gloucester, Mass. Born in Rhode Island, Brother Pasquali sailed in the deck department. He first shipped aboard the *Robin Mowbray*, operated by Sinclair Oil Corp. Brother Pasquali last worked aboard the *Sea-Land Patriot*. He lived in the Philippines.

DANIEL PORTER



Brother Daniel Porter, 55, died Oct. 23, 2000. He began his SIU career in 1988 in the port of San Francisco. Brother Porter sailed in the deck department, first working on the *Sea-Land Express*. He last sailed aboard the *USNS Bartlett*, operated by Lavino Steamship Co. Born in

Missouri, he served in the U.S. Navy from 1963 to 1966. Brother Porter resided in Seattle.

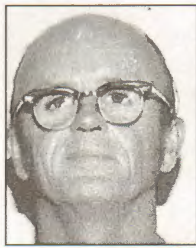
ROBERTO PRINCIPE



Pensioner Roberto Principe, 77, died Sept. 28, 2000. Brother Principe started his SIU career in 1944, joining in the port of New York.

Born in Puerto Rico, he sailed in the steward department. Brother Principe first shipped aboard an Intercontinental Bulk Corp. vessel. He last sailed aboard the *Sea-Land Navigator*. Brother Principe began receiving his pension in 1988. He resided in Reno, Nev.

JOHN REAMS



Pensioner John Reams, 67, passed away Sept. 1, 2000. He began his SIU career in 1969 in the port of New York.

Born in Lamont, Fla., Brother Reams served in the U.S. Navy from 1953 to 1968. During his career, he sailed in both the steward and deck departments. His first ship was the *Penn Ranger*, operated by Penn Navigation Co. Brother Reams last worked aboard Waterman Steamship Corp.'s *Stonewall Jackson*. He began receiving his pension in 1999. Brother Reams called Louisiana home.

GLEN REID



Brother Reid, 76, died Oct. 28, 2000. He joined the Seafarers in 1946 in the port of New York.

Born in Alabama, Brother Reid sailed as a member of the steward department. He first shipped aboard Waterman Steamship Corp.'s *Philip P. Barbour*. Brother Reid last worked aboard the *Cove Liberty*, a Cove Shipping Co. vessel. He resided in Evergreen, Ala.

GUILFORD SCOTT



Pensioner Guilford Scott, 80, died Aug. 6, 2000. Brother Scott began his SIU career in 1948, joining in the port of Mobile, Ala.

Born in Jamaica, he sailed in the deck department. Brother Scott first shipped aboard a Boston Shipping Co. vessel. He last worked on Delta Steamship Lines' *Del Rio*. Brother Scott began receiving his pension in 1983. He lived in El Monte, Calif.

GEORGE SMITH



Brother George Smith, 49, died Oct. 24, 1999. He started his career with the Seafarers in 1971, joining in the port of San Francisco. The New Orleans

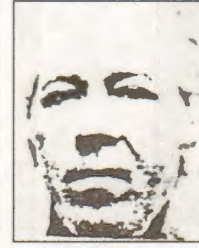
native first shipped aboard a Columbia Steamship Co. vessel. A member of the engine department, Brother Smith last sailed aboard the *Manhattan*, operated by Manhattan

Tankers Corp. He called Oakland, Calif., home.

CIPRIANO SONACO

Pensioner Cipriano Sonaco, 89, passed away Oct. 28, 2000. Born in Washington state, Brother Sonaco began his SIU career in 1960, joining in the port of Seattle. A member of the steward department, he first shipped aboard the *Ocean Deborah*. His last ship was the *Overseas Aleutian*. Brother Sonaco started receiving his pension in 1976. Seattle was his home.

TELESFORO SOTO



Pensioner Telesforo Soto, 68, died Oct. 23, 2000. Brother Soto started his SIU career in 1968 in the port of New York.

Born in Puerto Rico, he sailed as a member of the steward department. Brother Soto first shipped aboard Moore-McCormack Lines' *Robin Locksley*. He last sailed aboard the *Long Island*, operated by Great Lakes Dredge & Dock. Brother Soto began receiving his pension in 1992. He lived in Brooklyn, N.Y.

GEORGE TAYLOR

Pensioner George Taylor, 81, passed away Aug. 11, 2000. Brother Taylor graduated from the MC&S training school. Born in Texas, the steward department member began receiving his pension in 1970. Brother Taylor lived in Richmond, Calif.

PETER THOMPSON

Pensioner Peter Thompson, 73, died Sept. 6, 2000. Brother Thompson started his career with the SIU in 1960 in the port of New York. A member of the deck department, he first shipped aboard the *Steel Design*, operated by ISCO Inc. The New York native last sailed aboard the *Sea-Land Quality*. Brother Thompson served in the U.S. Navy from 1943 to 1946. He began receiving his pension in 1991. Brother Thompson resided in New York.

FRANCIS TOKARCHUK



Pensioner Francis Tokarchuk, 84, passed away Oct. 20, 2000. Brother Tokarchuk began his SIU career in 1951, joining in the

port of New York. He sailed in the deck department, first shipping aboard an AH Bull Steamship Co. vessel. Brother Tokarchuk last sailed aboard the *Sea-Land Anchorage*. He began receiving his pension in 1978. Brother Tokarchuk called Sea Level, N.C., home.

ADRIAN VADER



Pensioner Adrian Vader, 98, died Oct. 7, 2000. Brother Vader started his SIU career in 1950, joining in the port of New York.

Born in Holland, the engine department member last sailed on the *Longview Victory*, operated by Victory Carriers, Inc. He began receiving his pension in 1973. Brother Vader lived in Chesapeake, Va.

THOMAS VENTURA

Pensioner Thomas Ventura, 74,



passed away Aug. 25, 2000. Born in Pittsburgh, Brother Ventura joined the Seafarers in 1965 in the port of San Francisco. The steward department member last worked aboard American President Line's *President Jefferson*. Brother Ventura served in the U.S. Army from 1945 to 1947. He made his home in Tucson, Ariz. and began receiving his pension in 1991.

DONALD VOLLUZ



Pensioner Donald Volluz, 66, died Sept. 17, 2000. Brother Volluz started his career with the SIU in 1970 in the port of St. Louis. Born in

Illinois, he shipped in the deck department. Brother Volluz last worked aboard the *Green Island*, operated by Waterman Steamship Corp. He served in the U.S. Marine Corps from 1952 to 1955 and began receiving his pension in 1999. Brother Volluz called New Orleans home.

GREAT LAKES

THOR LOVAAS



Pensioner Thor Lovaas, 86, passed away Oct. 31, 2000. He started his career with the SIU in 1956, joining in the port of Duluth, Minn. Brother

Lovaas served as a member of the U.S. Coast Guard Reserve. Born in Norway, he sailed in the deck department and sailed in both the deep sea and Great Lakes divisions. Brother Lovaas first shipped aboard Waterman Steamship Corp.'s *Andrew Jackson*. He last sailed aboard the *Day Peckinpaugh*, operated by Erie Navigation. Brother Lovaas began receiving his pension in 1979. He lived in Pinellas Park, Fla.

GEORGE ROMONSKI

Pensioner George Romonski, passed away Sept. 13, 2000. Brother Romonski started his career with the Seafarers in 1959, joining in the port of Milwaukee. He served in the U.S. Army from 1943 to 1947. Born in Pennsylvania, he sailed in the engine department, working in both the deep sea and Great Lakes divisions. Brother Romonski first shipped aboard an American Steamship Co. vessel. He last worked aboard a Great Lakes Associates, Inc. vessel. He began receiving his pension in 1986. Brother Romonski lived in Wilkes-Barre, Pa.

INLAND

JOHN L. O'ROURKE



Pensioner John L. O'Rourke, 75, passed away Sept. 30, 2000. Born in Eugene, Ore., Boatman O'Rourke shipped as a member of the deck department.

He began receiving his pension in 1987. Florida was his home.

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.

ANCHORAGE (CSX Lines), Dec. 10—Chairman **Dan P. Fleehearty**, Secretary **Jeanette T. Montgomery**, Educational Director **Mohamed Ali**, Deck Delegate **Tom Schroeder**, Engine Delegate **Ken Stratton**, Steward Delegate **Gary Loftin**. Chairman announced Dec. 13 payoff in Tacoma, Wash. He advised crew members to vote in SIU election before end of year. Rides to and from hall available. Educational director urged everyone to check expiration dates on z-cards and renew if necessary. He also reminded them of STCW certification required by Feb. 1, 2002 and to attend courses at Paul Hall Center in Piney Point, Md., if needed. No beefs or disputed OT reported. Recommendations for new contract sent to headquarters Steward department given vote of thanks for job well done.

CRUSADER (CSX Lines), Dec. 2—Chairman **Joseph V. Mele**, Secretary **Gwendolyn Shinholster**, Educational Director **Kevin M. Cooper**, Deck Delegate **Thomas J. Lynch**, Steward Delegate **Antonio Colon**. Payoff announced by chairman for Dec. 5 in Houston. Educational director encouraged crew members to attend Piney Point and stated Feb. 1, 2002 deadline for STCW compliance. No beefs or disputed OT reported. Suggestions made to raise pension benefits, increase vacation pay and extend shipyard time for reclaiming job. Crew thanked steward department for great menus and meals.

EL YUNQUE (IUM), Dec. 30—Chairman **Tommie R. Benton**, Secretary **William P. McGee**, Educational Director **James E. Williams**, Deck Delegate **Ray Shinpoch**, Engine Delegate **Charles E. Dallas**, Steward Delegate **Victor I. Jimenez**. Chairman noted payoff in San Juan. He reminded everyone that SCTW becomes effective Feb. 1, 2002 and not wait until last minute to register for necessary classes at Paul Hall Center. Educational director agreed, also advising crew members to upgrade skills at the school. No beefs or disputed OT reported. Suggestion made to reduce seetime needed for pension. Vote of thanks given to steward department for job well done. Bosun also thanked deck department for hard work. Following payoff in San Juan, ship headed to Jacksonville.

GUAYAMA (NPR, Inc.), Dec. 24—Chairman **Glen James**, Secretary **Ed Haber**, Deck Delegate **Jose A. Tobio**, Steward Delegate **John L. Foster**. Chairman informed crew of layup Dec. 30 in Charleston, S.C. for about 2 weeks. Crew members reminded of need to upgrade skills at Paul Hall Center to be ready for future in maritime industry. Some disputed OT reported in all three departments. Clarification requested from headquarters on day off procedure. Request made for new TV in crew lounge. Also recommended contracts department look into increasing pension benefits and adding prescription plan for dependents. Thanks given to stew-

ard department for excellent food. Next ports: San Juan, P.R.; Jacksonville.

HMI DEFENDER (IUM), Dec. 30—Chairman **Jerry Borucki**, Secretary **Roderick D. Franklin**, Educational Director **Tom Odem**, Engine Delegate **Edward J. Krebs**, Steward Delegate **Peter L. Crum**. Educational director urged crew to take advantage of upgrading courses at Piney Point. No beefs or disputed OT reported, although steward delegate noted flooding of his cabin and that of chief cook. Recommendations sent to contracts department to include prescription drug coverage for dependents and increase number of vacation days. Next ports: Tampa, Fla.; Lake Charles, La.

HUMACAO (NPR, Inc.), Dec. 31—Chairman **Robert T. Grubbs**, Secretary **Raymond L. Jones**, Educational Director **William F. Payne**, Deck Delegate **Mott H. Arnold**, Engine Delegate **Kenneth A. Adamczak**, Steward Delegate **James C. Wadsworth**. Chairman reported end-of-year payoff in San Juan, P.R. There will be a change in the run, adding Philadelphia to the schedule. Educational director reminded members that only one year remains until STCW takes effect. Any required courses should be planned for now. He also noted April 15 deadline for scholarship applications. No beefs or disputed OT reported. Suggestion made for reduction in amount of seetime needed for retirement. Vote of thanks given to steward department for outstanding Christmas meal.

INTEGRITY (U.S. Ship Mgmt.), Dec. 10—Chairman **Paul D. Lewis**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Cleofe B. Castro**. Chairman reminded crew of SIU election voting through Dec. 30. He asked that members make their votes count by going to an SIU hall to cast ballots. Secretary announced vessel now storing all food and cabin goods in Houston. Educational director advised everyone to take special notice of expiration dates on z-cards, clinic cards, passports, etc., and allow time for renewal. Treasurer noted nine new movies purchased, leaving \$13 in crew fund. All contributions welcome. No beefs or disputed OT reported. Recommendations sent to contracts department to raise maintenance/cure rate and increase retirement benefits. Steward thanked for good food and great Thanksgiving Day meal. Next ports: Elizabeth, N.J.; Charleston, S.C.; Houston; Freeport, Bahamas.

ITB GROTON (Sheridan Transportation Co.), Dec. 28—Chairman **Donald G. Rezendes**, Secretary **Brian Burchett**, Educational Director **Carlos A. Perez**, Deck Delegate **John R. Lamprecht**, Steward Delegate **Linda J. Barber**. Chairman announced payoff Jan. 2 and stressed importance of making sure members are current with STCW requirements. Educational director added that February 1, 2002 is deadline for full implementation of STCW amendments

and further noted upgrading opportunities available at Paul Hall Center. Recommendation made that SIU health plan be amended to allow SIU members living overseas (other than in a U.S. territory) access to medical and dental benefits. Mail received only in Cherry Point, Wash. Crew would like additional mail delivery in Long Beach, Calif. to help cut down on delays in receiving communications. Vote of thanks given to steward department for excellent holiday meal. Next port: Port Angeles, Calif.

LIBERTY STAR (Liberty Maritime Corp.), Dec. 10—Chairman **Inocencio M. Desaville**, Secretary **Terry J. Smith**, Educational Director **Trent Sterling**, Deck Delegate **Charles A. McPherson**, Engine Delegate **Luis Ruiz**, Steward Delegate **Malcolm L. Holmes**. Chairman stated arrival Dec. 17 in Astoria, Wash. from Sri Lanka. Then heading to Kalama, Wash. and Bangladesh. Members were restricted to ship in Sri Lanka. He also announced two unlicensed apprentices aboard this voyage. Educational director stressed importance of knowledge in maritime industry and advised crew members to upgrade at Piney Point and be sure to take courses necessary to comply with STCW amendments and get TRBs signed. Some disputed OT reported in deck and engine departments. President's report from LOG read, indicating growth of shipping industry. President Sacco, VP Contracts **Augie Tellez** and other officials thanked for hard work. Request made for new washing machine, VCR and microwave. Season's greetings to all.

MAERSK CALIFORNIA (Maersk Line, Ltd.), Dec. 3—Chairman **Frank P. Hedge**, Secretary **Pablo P. Lopez**, Educational Director **James McParland**, Deck Delegate **A.J. Nabassin**, Engine Delegate **Jaime T. Cayonte**, Steward Delegate **Francisco Aral**. Chairman thanked crew for good, safe trip and reminded those members getting off to leave rooms clean. Educational director urged everyone to upgrade skills at Paul Hall Center and be sure all shipping documents are up-to-date. Treasurer announced \$275 in ship's fund and noted new movies purchased last month. No beefs or disputed OT reported. Clarification requested on supper relief at sea. Recommendation made to pension plan to increase pension benefits. Requests made for new vacuum cleaner and toaster oven. Thanks given to Chief Cook **Aral** and **GVA Cayonte** for jobs well done. Payoff scheduled for Dec. 13 in Newark, N.J. Next ports: Baltimore; Newport News, Va.; Charleston, S.C.; Freeport, Bahamas.

PACIFIC (CSX Lines), Dec. 10—Chairman **Lothar G. Reck**, Secretary **Clancy T. Hennigan**, Educational Director **Keith L. Jordan Jr.**, Engine Delegate **Rhonda Koski**, Steward Delegate **John L. Gehring**. Chairman reminded crew members to vote in SIU election and leave rooms clean when getting off ship. Educational director urged everyone to take advantage of Piney Point facilities as well as safety movies aboard vessel. Treasurer announced \$60 in movie fund and \$255.50 in ship's fund. Will look into purchasing refrigerators for rooms. No beefs or disputed OT reported. Suggestion made to lower seetime to 20 years for pension eligibility. Crew advised that when ship lays up, jobs will be called from port of San Francisco. Vote of thanks given to steward department. Next port: Tacoma, Wash.

PHILADELPHIA (OSG Ship Mgmt.), Dec. 17—Chairman **Timothy J. Olvany**, Secretary **Jose A. Rivera**, Educational Director **Kenneth Spivey**, Deck Delegate **Robert Pacheco**, Engine Delegate **Sheldon Greenberg**. Chairman announced payoff Dec. 20 in Providence, R.I. He reminded everyone to check that shipping documents are up-to-date. Educational director stressed importance

Director **Miguel Rivera**, Deck Delegate **Gary L. Dates**, Engine Delegate **Gregory T. Johns**, Steward Delegate **Robert T. Seim**. Chairman announced ship paying off Dec. 12 in Houston. Chief mate gave vote of thanks to crew on recent International Safety Management audit. Educational director advised crew members to upgrade at Paul Hall Center to improve skills. He also talked

Working on the Prince William Sound



Crew members aboard the *Prince William Sound*, an Alaska Tanker Co. vessel, include (top photo, from left) GSU **Larry Angel**, Steward/Baker **Pat Sloan** and Chief Cook **Leola Johnson**. At right is **QMED Marino Callejas**.



of upgrading skills at Paul Hall Center. Treasurer announced \$200 in movie fund. No beefs or disputed OT reported. Secretary thanked deck and engine departments for helping keep ship clean. Special thanks also given by bosun to steward department for good food and good service—especially Thanksgiving Day meal.

RELIANCE (CSX Lines), Dec. 2—Chairman **Timothy J. Fitzgerald**, Secretary **Gene C. Sivley**, Educational Director **Benny A. Orosco**, Engine Delegate **Omer A. Sharif**, Steward Delegate **Abdulla M. Baabbad**. Chairman noted new mattresses on order. He announced payoff Dec. 8 in Tacoma, Wash. and asked members to wear hard hats while in port and pick up all working tools. He also reminded everyone to vote in SIU election. Educational director talked about value of contributing to SPAD. No beefs or disputed OT reported. Suggestion made for 30-minute coffee break written into next contract. Also suggested that monetary amount for loss of clothing and personal effects be increased. Request made for new TV. Steward department given vote of thanks for job well done.

ROBERT E. LEE (Waterman Steamship Corp.), Dec. 10—Chairman **Eugene Grantham**, Secretary **Miguel A. Pabon**, Educational Director **Michael Rubino**, Deck Delegate **Donald M. Hood**, Engine Delegate **Crescencio A. Suazo**, Steward Delegate **Gery R. Byrd**. Chairman reported good trip with no accidents. Payoff scheduled Dec. 18 in New Orleans. Secretary said trip was wonderful and crew worked together like family. Treasurer announced \$602 in ship's fund. No beefs or disputed OT reported. Recommendations made for contracts department to look into lowering seetime requirements for full pension benefits. Request made for new TV set for crew mess. Crew gave steward department thanks for job well done, including good sanitation in crew mess area. Next port: Morehead City, N.C.

SEALAND ACHIEVER (U.S. Ship Mgmt.), Dec. 10—Chairman **Michael Duggan**, Secretary **Kenneth A. Hagan**, Educational

Director **Miguel Rivera**, Deck Delegate **Gary L. Dates**, Engine Delegate **Gregory T. Johns**, Steward Delegate **Robert T. Seim**. Chairman announced ship paying off Dec. 12 in Houston. Chief mate gave vote of thanks to crew on recent International Safety Management audit. Educational director advised crew members to upgrade at Paul Hall Center to improve skills. He also talked about necessity of contributing to SPAD. Treasurer stated \$45 in ship's fund. All donations welcome. No beefs or disputed OT reported. Discussed memorandum of agreement between USSMI and SIU regarding return to port of engagement. A number of suggestions and recommendations made under good and welfare for consideration in next contract negotiations. These included reduction in minimum seetime requirement of 120 days to collect vacation benefits, substantial increase in monthly pension payment and benefits, increase in extra service credit after 3,000 days, seetime served aboard all classes of SIU-contracted vessels should count toward seetime requirements for medical benefits for Seafarers and their dependents, all SIU ships should be outfitted with satellite dish and gyro. New washing machine requested. Vote of thanks given to steward department for excellent food and service. Next ports after payoff: Savannah, Ga.; Norfolk, Va.; Rotterdam, Netherlands; Bremerhaven, Germany.

USNS DAHL (Maersk Line, Ltd.), Dec. 18—Chairman **Terry L. Armas**, Secretary **Christine A. Cassie**, Educational Director **William Staton**, Engine Delegate **G. Richardson**, Steward Delegate **Martin W. Krins**. Chairman summarized captain's report for crew members and announced new refrigerators for crew cabins to be installed in Charleston, S.C. Guests will be allowed on board while in port. Educational director expressed thanks for good jobs and for benefit of school at Piney Point for upgrading skills. He reminded everyone to keep z-cards and STCW up-to-date and noted April 15 deadline for scholarship applications. Treasurer stated \$518 in ship's fund after purchasing \$200 worth of movies before departure from Diego Garcia. Any suggestions for additional purchases should be submitted to chairman. No beefs or disputed OT reported. Steward suggested crew members be more conscious about separating plastics from regular trash. Ship expected to be part of "Operation Seebreeze," which was canceled due to environmental concerns. Steward department praised for excellent job.

THE GALLEY CORNER



Instructor/Chef Ed White

Mock Turtle Soup

"Wherever the recipe calls for turtle, use pork instead."

- ½ cup cooking oil
- ½ cup flour
- ½ cup onions, chopped
- ½ cup celery, chopped
- ½ cup green peppers, chopped
- 2 cloves garlic, minced
- 1 pound turtle (pork) meat, 1" cubed
- 1 pint potatoes, cubed
- 16 ounces tomatoes, crushed
- 2 cups beef stock
- ½ teaspoon salt
- 1/8 teaspoon thyme
- 1/8 teaspoon allspice
- black pepper, to taste
- 1 bay leaf
- ¼ cup sherry, optional
- 2 hard cooked eggs, chopped
- 1 lemon, sliced

Combine oil and flour over medium heat to make a roux. Add onions, celery, peppers and garlic. Then add turtle (pork), tomatoes, stock, potatoes and seasonings. Simmer for 30 minutes.

Add sherry, if desired.

Use eggs and lemon slices as a garnish.

Makes 2½ quarts; serves 10

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

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.)

SIU Friend Andy Toth Will Be Missed

Uncle Andy, as he was known and called by hundreds of Seafarers, passed away Jan. 11, 2001.

He came to Piney Point for a weekend visit to see his nephew, Frank Toth, and Frank's wife, Jean, owners of the Oakwood Lodge. He never left.

Andy was loved by all. No matter what country a seaman was in, they would always say, "When you go to school in Piney Point, stop in and see Uncle Andy at the Oakwood Lodge."

The seaman was always his friend. Everyone had a story to tell about the adventures of Uncle Andy.

Hundreds crammed the pier at Oakwood to watch as Andy's ashes were scattered into the Potomac River.

He will be missed but never forgotten. He was a legend in his own time.

Jean Toth
Piney Point, Md.

Thanks and Praise To SIU Staff Members

I am writing in regards to all your staff at the Seafarers Welfare Plan. I want you to know how



Andy Toth on the fishing pier

lucky you are to have such wonderful, knowledgeable, caring people, especially Linda Thompson and several others in the insurance office. These people work hard and long to try and resolve so many insurance problems.

In the 29 years my husband has been a Seafarer, I can honestly say the staff has been there with their expertise. If I could give these people a raise, I would!

Our world today is so full of negatives. I just want to tell you some positive points. A big thank you for all you do for each and every Seafarer every day.

I also would like to give praise to [SIU Port Agent] Don Thornton in Algonac, Mich. for being there for the members and their dependents. Don is so helpful and caring to everyone. He does

a super job for the union as a representative, but also steps up to the task of being compassionate to those who need help.

Many, many thanks to the union and all its staff for being there in times of need.

Diane Kuvshnikov
Thomasville, N.C.

Merchant Marine Included In New VFW Memorial

Enclosed please find a photo [see below] of a memorial we installed at our VFW post, the Harry T. Clunn Post 9220, located in Bensalem, Pa.

The addition of the emblem on the right is the "sixth" service: the United States Merchant Marine, joining the traditional five [Army, Navy, Air Force, Coast Guard, Marine Corps].

I don't know if this is a "first." I would like to find out if anyone has knowledge of any other VFW posts honoring our profession.

Russell G. Hinkel
Bensalem, Pa.

(Editor's Note: Anyone wishing to contact Russell Hinkel may write him at 3277 Parkview Drive, Bensalem, PA 19020.)

Below: a new VFW monument in Bensalem, Pa. honors the six branches of service.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the months of March through June 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman (including simulator steering assessments)	March 10	April 6
	April 7	May 4
	May 5	June 1
	June 2	June 29
	June 30	July 27
Lifeboatman/Water Survival	March 17	March 31
	March 24	April 7
	April 21	May 5
	May 19	June 2
	June 16	June 30
Radar (simulator)	April 7	April 20
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	April 21	April 27
	June 16	June 22
GMDSS (simulator)	March 17	March 30
	April 14	April 27
	May 12	May 25
	June 9	June 23
Limited License	March 3	May 11
Bridge Resource Management	June 23	June 29

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	March 24	May 4
	May 19	June 29
QMED - Any Rating	April 30	July 20
Welding	March 3	March 23
	March 31	April 20
	April 28	May 18
	June 9	June 29

Steward Upgrading Courses

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

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone _____ Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Primary language spoken _____

Recertification

Bosun Recertification	April 7	May 7
Steward Recertification	July 7	August 6

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting	March 17	March 24
	April 14	April 21
	May 12	May 19
	June 9	June 16
Advanced Fire Fighting (one week)	May 5	May 12
Advanced Fire Fighting - First Aid	May 19	June 2
Government Vessels	March 3	March 23
	March 24	April 13
	March 31	April 20
	April 14	May 4
	April 28	May 18
	May 12	June 1
STCW Basic Safety	May 26	June 15
	June 9	June 29
	June 23	July 13
	March 17	March 24
STCW Medical Care Provider	March 31	April 7
	April 21	April 28
	May 12	May 19
	March 24	March 31
Basic Fire Fighting/STCW Basic Safety	May 19	May 26
	June 9	June 16
	March 3	March 16
	March 31	April 13
Tanker Familiarization/Assistant Cargo (DL)* (*must have basic fire fighting)	April 14	April 27
	April 28	May 11
	May 12	May 25
	May 26	June 8
	June 2	June 8
	June 9	June 16
Tankerman (PIC) Barge* (*must have basic fire fighting)	June 23	June 29
	June 30	July 6
	March 3	March 17
	March 31	April 14
Academic Department Courses	April 28	May 12
	May 26	June 9
	June 23	July 7
Academic Department Courses	March 10	March 17
	June 16	June 23
	March 10	March 17

Academic Department Courses

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

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.2

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 605 — Unlicensed apprentices from class 605 who completed the water survival course include those pictured above. The full class roster includes (in alphabetical order) Shawn Alexander, Apolonio Carranza Jr., Paul Gohs, Jason Hudkins, Duvuri Jackson, Erik Kim, Steven Larson, Alfred Norris Jr., Kory Richardson, Timothy Squire Jr., James Stover, Daryl Thomas, Jason Thompson, David Vaughn and Robert Wood.



Unlicensed Apprentice Water Survival Class 612 — Reporting for training Dec. 18, class 612 recently completed the water survival course. Included in the class are (in alphabetical order) Machavellia Bagsby, Angelo Bottoni, Eugene Burke II, Ronald Carney Jr., Maynor Castro, Juanita Christia, Rafael Costas, Manolo Cruz, Marlene Cunningham, Melvin Espaillat, Jason Frank, Lisa Harewood, Kareem Joseph, Justin Koger, Robert Lavelle, Gary Martin, Kahliff Mohamed, Harry Morales, Tremaine Shamlee, Paul Simpson and Jermaine Williams.



ARPA — Upgrading their deck skills in the ARPA course, which ended Jan. 26, are (in alphabetical order) John W. Bilich Sr., Douglas K. Buchanan, Freddie A. Cantrell, Noel Camacho, Tracy D. Reed, Richard Shellenbach, Woodrow Shelton Jr. and Brian P. Wynn.

Off to Sea



After completing the first phase of the Unlicensed Apprentice Program, Phase II involves going to sea and rotating through the deck, engine and steward departments. Holding their first SIU shipping cards and ready to climb aboard their first ships are (from left) Anjwar Brooks, Zachary Toye and Rodney Shaw. In the background are Patrolman (in training) Archie Ware and Port Agent Office Manager Betty Smith.



Personal Safety (STCW) — Crew members who will be working aboard American Classic Voyages' new cruise ships recently completed the required personal safety class for STCW compliance. In no specific order, the course roster includes Anthony Dezara, Daryl Reed, Louis Holmes, Floilam Reyes, Wilson Glowacki, Todd Carson, Joseph Grannan IV, Michael Yunes, Humberto Medina, Charles Blue, Rodney Nelson, Kellie Clark, Liesje Cole, Sarah Weitzel, Kevin Carson, Rebecca Setler, Seth Eckroth, Ann Robinson, Shelly Pawelek, Erin Ball, Johnny Scott, Frank Leonardo, Lisa Miller, Kellie Szczypinski and Miriam Chacon.



Basic Fire Fighting - Crowley — Upgrading Seafarers working aboard Crowley vessels earned their fire fighting endorsements Dec. 8. Under the instruction of Anthony Hammett are (in alphabetical order) Peter Albano, Mark Bailey, Edward Brooks, Christi Calvert, James Daley, Michael Lydick, Frank Messick, John Rakyta, Raymond Richardson, Roger Rothschild, Michael Stephens, David Walblom, Gregory Webb and John Zarroli.



Water Survival (STCW) — Completing the water survival portion of the STCW requirements are (in no specific order) Steven Sears, Charles Williams, Edward Wilson, Walter Jeffords, William Martin Jr., Adry Libra, Ellery Nickerson, Milton Greene Jr., Jeffery Bull, Mark Vannasdall, Patrick Nauman, Davie Guyton, Joerg Witte, John Walsh, Dennis Keenan, Jose Cariman, Dorothy Pizzuto, Antonio Pizzuto, Ronald Boatwright Sr., Charles Mull, Raymond Snow, Phillip Walcher, Frederick Shiferdek, John Cator, Robert Venable Jr., John Holland, Roy Dowdell Jr., Douglas Baker, Leslie O'Hair, Ansel Thompson Jr., Bill Romig, Paul Tyson and Debbie Jeffords. Their instructors were Mitch Oakley and Mark Cates.



Basic Safety (STCW) — This group of Seafarers completed the STCW course Jan. 17. Under the instruction of Mitch Oakley, they are (in no specific order) Desmond Baptiste, Miguel Cardero, Emma Porter, LeEsther Jiles, Richard Donlevy, Ivey Brown, Ronald Russell, Phillip Hawes, Michael Knitter, Olson Thorne, Mitchell Roberts, Clarence Jeanette, Milton Haberman, John Byrnes, Chris Dunn, Frank Donaldson, Stephanie Hendrick, Gary Reith, Byron Collins, Freddie Kesire, JoAnn Hicks and Steven Gardiner.

Paul Hall Center Classes

Steward Department Training



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum with Instructor/Chef Ed White (far left) are (from left) Isoline Major, Charles Carrol, Marta Williams, Lloyd Hall Sr., Alex Aguinaldo, John Walsh and Jeff Radcliffe-Nelson (assistant instructor).

Chief Cook— Upgrading to chief cook are (from left) Karen Mischel, Jeanette Higgins and Lolita Sanchez. At right is their instructor, Chef John Dobson.



Chief Cook— Robert Ramirez's training and experience show as he gets the griddle going for lunch.



Chief Cook— The curriculum for Seafarers upgrading to chief cook includes both classroom and culinary lab work. Here in the classroom—with their instructor, Chef John Dobson—are (in no specific order) Wilfredo Perez, Tommy Kleine, Linda McPhetridge, Benjamin Advincula, Louis Hyde Sr., Leopold Calderon, Marcus Rowe and Jeanette Higgins.

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.



Tanker Familiarization/Assistant Cargo (DL) — Completing this 10-day course on Jan. 19 are (in no particular order) Benjamin Shupp, Leroy Reed, Raymond H. Bitney III, Ryan Legario, William S. Schuchardt, Caleb R. Sachs, Joseph Benavente Jr., Alfred Norris, Duvuri Jackson, Kenneth Simon, Lokona Farias, Bill Romig, Edward D. Wilson, Matthew G. Nuñez, Adam Lippe, Louis Cappadonna, Sidney Wagner Jr., Jackson Gourgue, Nicholas Jones, Byron Graham, Michael Praslicka, Paul Voisin, Shawn Alexander, Armando I. Garayua, Deshawn L. Stephenson and Felix J. Medina.

Radar — Seafarers working aboard New York Waterway vessels recently completed their radar endorsements. They are (in alphabetical order) Michael J. Baranok, Charles E. Bashore, Thomas M. Beckedorff, Timothy E. Byam, Christian A. Mitchell, Adam J. Sciano, Alan Warren and Eric C. Yordt.



Welding — Classroom instruction as well as on-the-job training compose this four-week course. Certificates of graduation were given to (from left, front row) Glen Barnes, Dennis Keenan, Walter Jeffords, (second row) Marijan Masnov, Don LaFramboise, (third row) Guy Hemenger and Calvin Wagner. Buzzy Andrews (last row, right) was their instructor.



Able Seaman — Receiving their certificates for completion of the AB class Feb. 16 are (in alphabetical order) James Bening, Francisco Bravo, Randolph Cash, Patrick Chalmers, Roosevelt Clark, Yamira Colon, Steven Cook, Ian Ferguson, Lafe Fraley, David Jones, Benjamin LaPointe, Jessica LoRusso, Gary Mann, Lee McMillan, Eric Meier, Jesse Osborne, Robert Parker, Chad Partridge, Clovis Pomare, James Poole Jr., Wayne Simpkins, Walter Sipper Jr., Edward Stanfield, Donald Stickens, Abdulwali Suwaileh, Jason Tucker, David Wardingley, Israel Watson and Gerald Young. Their instructor, Bernabe Pelingon, is at far right.



The

www.seafarers.org

Volume 63, Number 3

March 2001

Seafarers Log

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

Don't be left high and dry come Feb. 1, 2002. Find out what you need to know about STCW certification on pages 12 and 13.

The Gus W. Darnell: 'Good Run, Good Ship'

Awaiting the signal from the linesmen at the Navy TC dock to commence the docking and tie-up of the vessel in Charleston, S.C. are (from left) the chief mate, AB William Hays, GUDE Mark Maduro, Bosun James Martin and AB Cliff Lattish.



Below: Another home-cooked meal, compliments of Chief Cook Simone Solomon, is enjoyed by *Gus W. Darnell* crew members (from left) OS David Alexander, AB Chris Green and QMED Andrew Van Bourg.



Bosun James Martin checks in and signs the Patrolman's Report and other documentation for the SIU officials covering the payoff.



When the *Gus W. Darnell* tied up at the Navy TC dock in Charleston, S.C. recently, SIU Jacksonville Port Agent Anthony McQuay and Patrolman Bryan Powell found everything running smoothly. Crew members aboard the Ocean Ships, Inc. vessel said they were enjoying their fellow crew mates as well as the ship's run—which takes them from Charleston to Jacksonville to Aruba to Key West to Tampa to Houston and back again.

Below: Steward/Baker Bob Easley (left) serves dinner to QMED Andrew Van Bourg in the ship's galley.



GSUs Bruce Miangolanza and Sonia Feliz are in high spirits as they clean up in the galley after supper. Both said they like the ship and its crew.



With aid from a Moran tug, the *Gus W. Darnell* gets ready to tie up in Charleston, S.C.

