

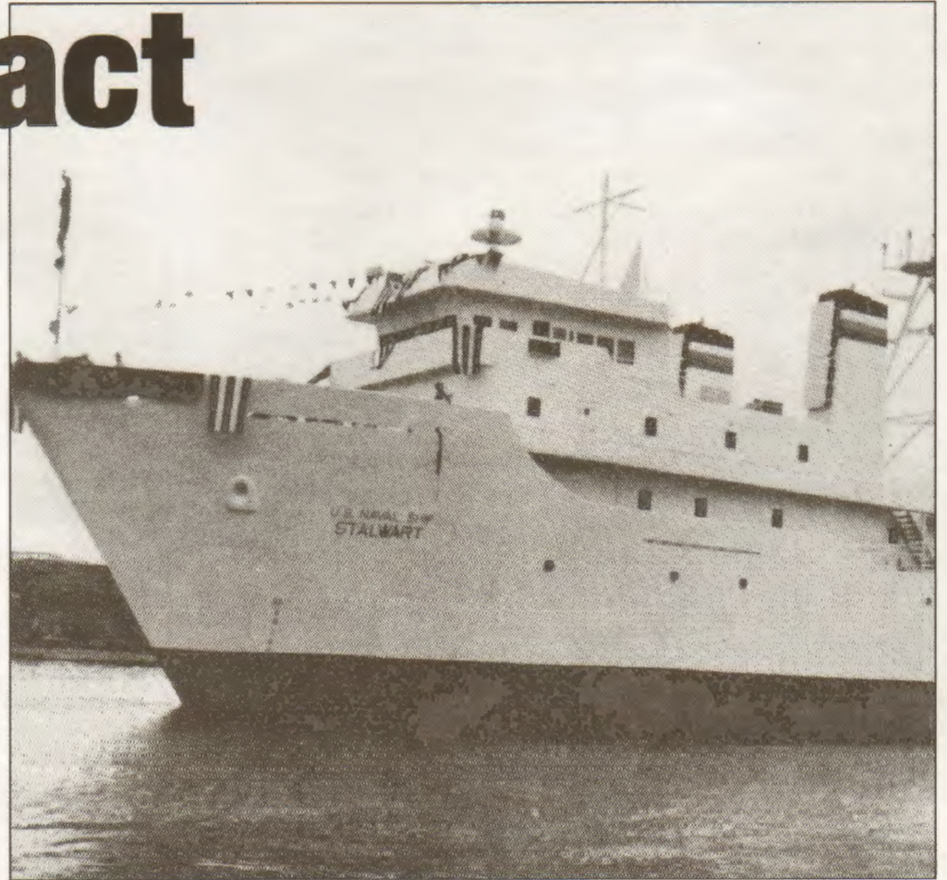


The

# Seafarers Log

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

## New T-AGOS Pact Yields Major Gains In Wages, Benefits *Maersk Line Ltd.* *Wins 5-Year Contract*



SIU members aboard the *USNS Stalwart* as well as 12 other T-AGOS ships operated by Maersk Line Ltd. will receive substantial wage and benefits increases as part of a new five-year contract awarded by the U.S. Military Sealift Command. Page 3.

### *SIU Crews Newest MSC Vessel* *USNS Watkins* Christened in San Diego



Signaling new jobs for the SIU, the *USNS Watkins* (above and inset) was launched July 28 at NASSCO. Seafarers are crewing the U.S. Military Sealift Command's newest prepositioning ship, which tentatively is slated to sail in October. Page 3.

### SIU Backs CWA, IBEW



Seafarers last month demonstrated with striking members of the Communications Workers of America and the International Brotherhood of Electrical Workers near Washington, D.C. By Aug. 24, the 87,000 striking workers had returned to their jobs at Bell Atlantic/Verizon after reaching tentative accords. Page 2.

### 10 Years After Persian Gulf War, MarAd Reflects on Sealift Effort

Page 5

### Wilmington Union Hall's Renovation Nearly Done

Page 3



## President's Report

### Heading Strong Words

During the last few months, many authoritative figures from throughout our industry have emphasized this country's need for a strong U.S. Merchant Marine.

Their comments are powerful and not to be taken lightly.

Some examples: Chairman of the Joint Chiefs of Staff, Gen. Henry H. Shelton stated, "Our national security and strategy depends on a vital merchant marine, and the Joint Chiefs and I know it and so do our leaders in Washington."

Navy Admiral Al Herberger, former U.S. Maritime Administrator, said, "The commercial merchant marine represents a cost-effective way of providing logistics supplies. It's a bargain."

Rear Admiral John R. Fisher, president of the U.S. Navy League, observed, "In all future wars threatening U.S. interests overseas, 95 percent or more of the supplies and equipment needed by our air and ground forces in the combat zone will have to come by sea. We cannot depend on foreign-flag ships to carry that cargo."

Those are not isolated remarks. U.S. Rep. Herb Bateman, chairman of the House Merchant Marine Panel, called for the extension and expansion of the Maritime Security Program and the repositioned ship program.

Admiral James B. Perkins, former commander of the U.S. Military Sealift Command, pointed out, "The history of the merchant marine in military service is characterized by high heroism and noble sacrifice.... As former commander of the Navy's Military Sealift Command, I saw it every day, up close and personal: The U.S. Merchant Marine is absolutely vital to sustain U.S. troops overseas."

Most recently, in a 10th anniversary reflection on the Persian Gulf War, Maritime Administrator John Graykowski declared, "Sealift is absolutely essential to protect freedom and project America's interests anywhere, anytime in an imperfect world. Crewing those ships will be America's citizen mariners, ready and willing to answer their nation's call as they have since 1775."

Brothers and sisters, we in the SIU should feel proud that our industry enjoys that kind of support from such well-respected, knowledgeable people.

But we also must not miss the urgency in their statements. Their common message is two-fold: America needs a U.S.-flag fleet to protect national and economic security, and we had better take steps to ensure that fleet exists!

The U.S. maritime industry needs much more than a reproduction of the current 10-year Maritime Security Program. The MSP must be extended for at least 15 to 20 years, and its fleet must be expanded.

Cargo preference laws must strictly be enforced.

Tax reform for U.S. mariners and commercial vessels must be implemented.

Additionally, our industry must capitalize on new opportunities in the coastwise trades. With a projected doubling of waterborne commercial vessel traffic in the U.S. during the next 20 years, there is great potential for expansion in the domestic fleet.

As always, your union is working closely with our allies throughout the industry to achieve these goals. It's not easy. But, as we demonstrated during the long, hard fight to enact the MSP, we will commit every resource necessary to win.

Of course, our greatest resource is you, the rank-and-file member. When you participate in grassroots activities, you help protect your job and your industry. And, believe me, even a fairly quick action such as writing to your senator or congressman carries a lot of weight.

In the coming months, the SIU will call upon the entire membership to get involved in the next stage of our nationwide drive for the newest phase of U.S. maritime revitalization.

Together, we will get the job done.

# Unions Win Key Demands At Bell Atlantic/Verizon

Some 87,000 striking members of the Communications Workers of America (CWA) and the International Brotherhood of Electrical Workers (IBEW) returned to their jobs at Bell Atlantic/Verizon Aug. 21 and 24 after hammering out tentative accords.

The temporary contracts, subject to membership ratification, cover three years and provide a 12 percent wage increase plus better pension benefits to the Verizon workers, among other gains. Representatives for both unions said the agreements address key concerns that were at the heart of the strike that began Aug. 6.

The contracts cover union members in New York, New Jersey, New England, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia.

SIU members and officials supported CWA members on picket lines every day of the strike. The SIU donated food and also marched with fellow trade unionists at a demonstration site in Leonardtown, Md. and in Washington.

### CWA Growth Areas

The CWA reported that the new contract package "substantially curbs forced overtime for customer service employees and technicians—a key issue in the walkout—and achieves the union's major job security goals, including sharp limits on the transfer of work as the result of the GTE-Bell Atlantic merger that created Verizon.

"Another breakthrough provision opens the door to unionization for thousands of Verizon Wireless workers in the old Bell Atlantic portion of Verizon by extending card-check recognition and neutrality rights for gaining representation."

CWA President Morton Bahr



Striking members of the Communications Workers of America thank SIU members for supporting them on the picket lines.

stated, "This settlement secures the future for our members at this company and it also helps sharpen Verizon's competitive edge. The men and women we represent are the human face of Verizon, the people who deal directly with the customers every day. This agreement assures Verizon the advantage of a stable workforce of the most highly skilled and experienced people, and in many ways it gives our members the ability to do their jobs even better."

CWA members had sought job security and member access to the company's growth areas—wireless, data network integration, Internet and more—as well as limits on contracting out. According to the union, Bell Atlantic's unwarranted use of contractors had jeopardized not only the company's reputation for customer service, but also its move into high-speed Internet access.

Excessive stress and forced overtime were additional concerns. Workers at call centers, CWA charges, have been subjected to continuing speedups and excessive monitoring, and were not given time for the training they need to market Verizon's newest products. Workers also regularly had been subjected to



Recertified Stewards George Borromeo and Kathy Shaner operate a grill to help feed the striking communications workers.

forced overtime, restrictions on vacations and days off. Some were denied time off the job for family emergencies, the union says.

The CWA and IBEW workers "have taken a stand for justice that echoes throughout workplaces across America," said AFL-CIO President John S. Sweeney in a prepared statement August 7 after the strike began. "These workers' high-road vision for Bell Atlantic/Verizon's growth reflects the kind of future which working families need in the new economy. They have called for Bell Atlantic/Verizon to make sure that the company's new jobs are good jobs—jobs that pay a family-supporting wage with benefits and a say on the job."

## McDermott Goes Union

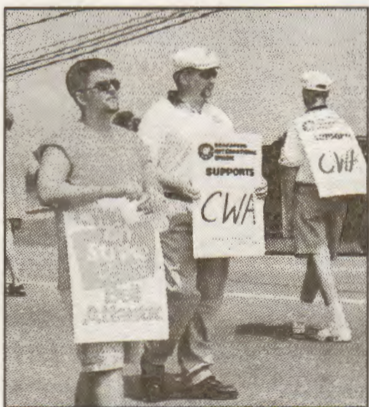
A majority of workers at J. Ray McDermott Shipyard in Amelia, La. last month voted to join the International Union of Operating Engineers.

Following an intense campaign, 404 employees voted for union representation while 319 voted against it. That represented an 87 percent turnout of the 830 eligible voters.

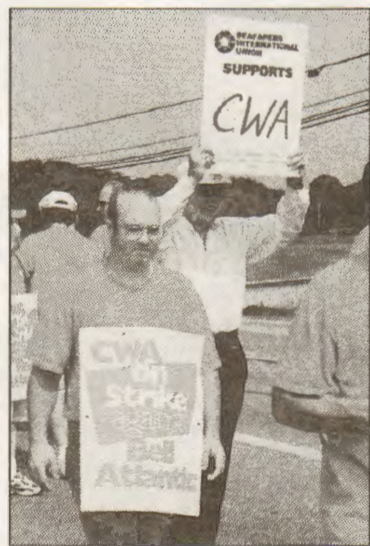
The SIU and other maritime unions assisted in the campaign.

"Our ultimate goal is to improve the quality of life for these workers, while at the same time helping McDermott excel, which is also good for the entire community," said Operating Engineers Local 406 Business Manager Pete Babin.

J. Ray McDermott is a subsidiary of New Orleans-based McDermott International, Inc. Its employees construct offshore oil rigs and platforms.



In photos above and at right, Seafarers join with CWA members who had been on strike since Aug. 6.



Joining CWA members on the picket line are Seafarers Jason Hudkins, Paul Gohs, Timothy Squire Jr., David Vaughn and Justin VanPelt.

Volume 62, Number 9

September 2000

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

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# Seafarers' Wages, Benefits Increase Under New Five-Year T-AGOS Pact

Seafarers working aboard 13 T-AGOS ships operated by Maersk Line Limited will receive significant gains in wages and other benefits over the next five

years. The increases were realized Aug. 16 after the U.S. Military Sealift Command (MSC) awarded a new contract to the Norfolk, Va.-based company.

In addition to wage increases, the agreement also provides for improved dental benefits for members and dependents, outpatient dependent care, inclusion in the Seafarers Money Purchase Pension Plan and other gains.

"The SIU not only retains our jobs on the 13 T-AGOS ships, but also achieves major improvements throughout the contract," stated SIU Vice President Contracts Augie Tellez. "This is very similar to what transpired earlier this year with the fast sealift contract and last year with a separate T-AGOS contract. Once again it proves the union's point that the hardest thing is to get that first contract and, once we're in, things will improve."

The ships covered by the agreement are the USNS vessels *Able, Assertive, Bold, Capable, Effective, Indomitable, Invincible, Loyal, Persistent, Prevail, Stalwart, Victorious, Vindicator* and *Impeccable*. The *Impeccable* is scheduled to join MSC's Maersk-contracted T-AGOS fleet next year.



The *USNS Effective*, a SWATH vessel, is one of the 13 ships whose SIU crew members are the recipients of a new five-year contract.



Shown at anchor in Monterey, Calif., the SIU-crewed *USNS Assertive* supports the U.S. Navy's surveillance capabilities.

According to MSC, the 13 ships already in operation support the following U.S. Department of Defense programs: the Navy's Surveillance Towed Array Sensor System (SURTASS); Navy, Atlantic Fleet and U.S. Coast Guard counter-drug initiatives; and the Air Force Electronic Systems Command's radar missile tracking system.

In announcing the \$108 million contract, MSC noted that the seven ships involved in SURTASS (*Able, Assertive, Bold, Effective, Loyal, Prevail* and *Victorious*) "collect acoustic data using an array of hydrophones—underwater listening devices—deployed on a tow cable. Acoustic data is gathered by

civilian technicians and passed via satellite to fleet commanders to support anti-submarine warfare...."

Three of the other ships (*Stalwart, Indomitable* and *Capable*) detect and monitor drug trafficking activities in the Caribbean and northern Pacific. Two more (*Vindicator* and *Persistent*) involved in that effort sail with Coast Guard law enforcement detachments and are equipped with 38-foot deployable pursuit boats.

The other vessel (*Invincible*) supports the Air Force by deploying a mobile surveillance and tracking radar system "that can monitor U.S. or foreign space missiles or weapons testing."

## SIU Welcomes USNS Watkins New RO/RO Crewing Begins This Month

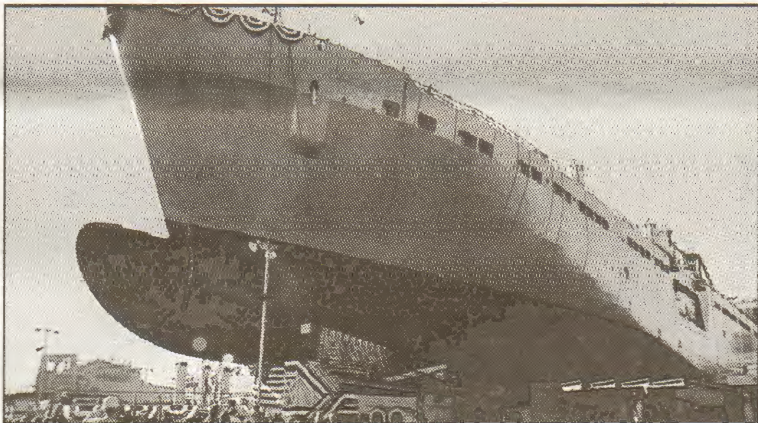
Seafarers this month will crew the U.S. Military Sealift Command's (MSC's) newest prepositioning ship in San Diego. The *USNS Watkins*, a roll-on/roll-off (RO/RO) vessel, was launched July 28 and tentatively is slated to sail in October.

Representing new jobs for SIU members, the *Watkins* will carry a wide range of equipment for the U.S. Army, including tanks and armored personnel carriers. It was built at NASSCO Shipyard in San Diego.

A "nucleus crew" will climb the gangway this month, followed soon thereafter by the remaining members.

The 950-foot *Watkins* is equipped with port and starboard sideport ramp systems, two single-pedestal twin cranes and cargo hatches in three holds. It has a combination of fixed and hinged RO/RO ramps.

The vessel also features environmental control for its cargo



The SIU-contracted *USNS Watkins* and *USNS Charlton* are the newest additions to MSC's fleet of LMSRs. Seafarers this month begin crewing the *Watkins* and already are sailing on the *Charlton*.

holds, foam fire fighting and dewatering system for the holds, and bow thruster units.

SIU members and officials were among the thousands of people who attended the vessel's ceremonial launch. Christening the ship with ceremonial bottles of champagne were co-sponsors

Dianne Watkins Branch, daughter of Master Sgt. Travis E. Watkins, for whom the ship is named, and Anne Sullivan de Leon, wife of Rudy de Leon, U.S. Deputy Secretary of Defense.

Master Sergeant Watkins was posthumously awarded the U.S. Army Medal of Honor for his heroic actions in Korea in September 1950.

Speakers at the launch included U.S. Rep. John P. Murtha (D-Pa.), ranking minority member on the U.S. House of Representatives Appropriations Committee, Defense Subcommittee; Vice Admiral George P. Nanos Jr., commander, Naval Sea Systems Command; Vice Admiral Gordon S. Holder, commander of MSC; and U.S. Army Major General Mario F. Montero Jr., assistant deputy chief of staff for Army logistics.

The *Watkins* is one of 14 new builds and six converted vessels comprising a government-mandated initiative known as the strategic sealift program.

Earlier this summer, SIU members crewed another new prepositioning ship built at NASSCO, the *USNS Charlton*.

## Wilmington SIU Hall's Renovation Nearly Done

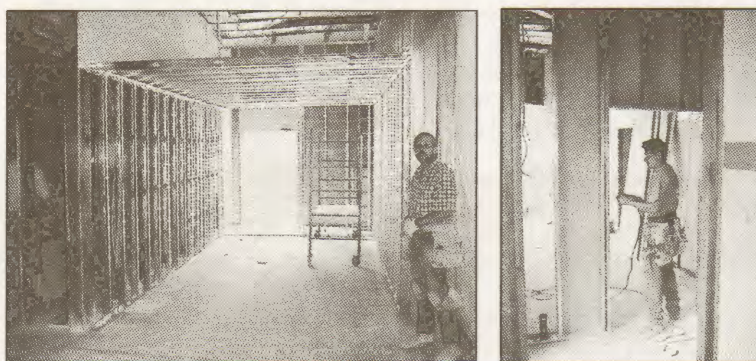
Outside, it looks the same. Inside, the SIU hall in Wilmington, Calif. is undergoing a complete upgrade and expansion, scheduled for completion sometime this month.

"It's basically a complete retrofit and a major improvement. Anyone who hasn't been here in a while won't recognize the inside of the hall, once all the work is finished," noted SIU Wilmington Port Agent John Cox.

The Southern California hall is located at 510 North Broad Avenue, near the Los Angeles-Long Beach Harbor. The SIU-affiliated United Industrial Workers operates a union hall in the same building, separated by a lobby.

Despite the renovation's scope, all union services have remained available for Seafarers at the SIU hall.

The Wilmington refurbishment, which began in late June, is the latest of several fairly recent stories involving SIU halls. Earlier this year, the union opened new halls in Baltimore and Guam, while the halls in Norfolk, Va. and Algonac, Mich. have undergone renovations.



Refurbishment of the SIU's hall in Wilmington, Calif. began in late June and is scheduled for completion this month.



### USNS Watkins

#### Size

- Length: 950 feet
- Beam: 105'-9"
- Design Draft: 34 feet
- Displacement: 62,700 long tons
- Cargo space: 393,000 square feet

#### Propulsion Plant

- Two GE LM-2500 gas turbines with an output of 32,000 BHP each
- Two 24' controllable pitch propellers—95 RPM at full power
- 12,500 KW total ship's service generating capability
- 2,000 KW emergency generating capacity

#### Speed

- 24 knots

#### Cargo System

- Self-sustaining Roll-On/Roll-Off capabilities
- Self-sustaining Lift-On/Lift-Off capabilities

Source: Military Sealift Command



# Committee Reviews Nomination Petitions For Union Election

The credentials committee, composed of six rank-and-file SIU members, has reviewed all nominating petitions of SIU members seeking office in the 2000 districtwide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District.

After meeting last month and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Thirty-three candidates for 27 ballot positions qualified to run in the election, which takes place Nov. 1 through Dec. 31, the committee reported.

Members of the committee were elected at the August head-

quarters membership meeting in Piney Point, Md. Voted to the committee by their fellow Seafarers were Recertified Steward **John Bukowsky**, Deckhand **John Gallagher**, OMU **DeCarlo Harris**, Steward **Bill Kelly**, AB **George Mazzola** and Electrician **Allan Rogers II**. Gallagher was selected by the committee to serve as chairman.

During the Aug. 7 membership meeting, Seafarers had to present their union books in order to be nominated to the committee. After the voting took place, results immediately were made known.

The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where head-

quarters is located (Piney Point). The credentials committee must comprise six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice president, secretary-treasurer, vice president, assistant vice president, one of two headquarters representative positions or one of 10 port-agent posts had to submit nominating papers between July 15 and Aug. 15.

The Seafarers who served on the credentials committee also were elected by their fellow members to serve on the constitutional committee, in accordance with Article XXV, Section 2 of the union's constitution. They issued a separate report detailing the proposed constitutional amendments that will appear on the ballot.

See pages 6 and 7 for  
Committee Reports.



## SIU Tugs Help 'Op Sail' Succeed in Baltimore



In photos above, SIU-crewed Moran tugs assisted in docking and undocking services for many of the tall ships that sailed into the port of Baltimore as part of "Op Sail 2000."

"Op Sail 2000," a maritime millennium event that promoted the use of tall ships as centers of learning to ports around America, was a huge success June 23-29 during its call on the Port of Baltimore.

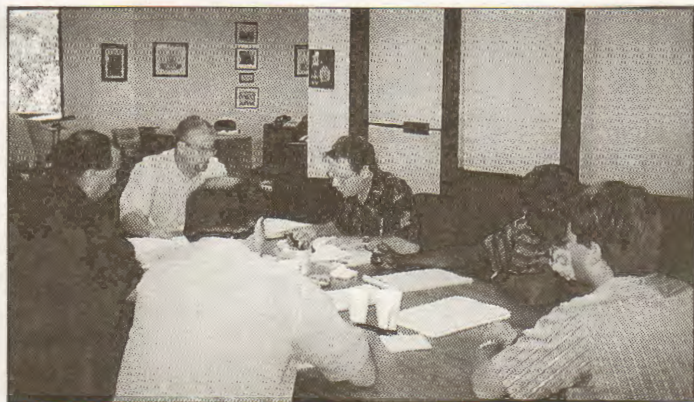
Some 35 tall ships of various classes participated in the affair, which attracted more than one million people over seven days. Aside from the lure of the tall ships themselves, much of the event's triumph was directly attributable to the first-rate marine operation efforts of Moran Towing. The tug operations company, which has been under contract with the SIU for more than 50 years, provided free docking and undocking services for the majority of the larger tall ships that came to Baltimore for the outing.

In addition to Baltimore, Moran operates vessels in Philadelphia and Texas.

Paul Swenson, vice president of Moran Towing, had high praise for the tug crews who went above and beyond the call of duty prior to as well as during the tall ship event. "They put in two weeks prior to the event getting our vessels in pristine condition," he noted. "They really did a fantastic job and our boats looked great."



Above: Serving on the rank-and-file credentials committee as well as the constitutional committee are (from left) SIU members George Mazzola, DeCarlo Harris, Bill Kelly, John Bukowsky, John Gallagher and Allan Rogers II.



Left: The committee reviews applications submitted by SIU members seeking office in the upcoming AGLIWD election.

## ITF Gains \$65,000 in Back Pay For Crew of Runaway-Flag Ship

Once again demonstrating that runaway-flag shipowners will be held accountable, the International Transport Workers' Federation (ITF) recently secured \$65,000 in back pay plus other assistance for the multinational crew of the cargo ship *Epic*.

Tim Burns, one of the SIU's

ITF inspectors, led the month-long assistance that culminated in mid-July. He reported that the Greek shipowner (Success Shipping) outright threatened to abandon the crew and vessel, but eventually complied with the ITF's demands. The ITF had the ship detained near Philadelphia.

Unpaid wages were not the only problem plaguing the *Epic*, which flies the flag of St. Vincent and the Grenadines and is managed by the Philippine agency InterOrient Maritime Enterprises. According to Burns as well as press accounts, the Greek, Russian and Filipino crew members had no fresh water and therefore drank dirty water out of buckets. The ship was infested with roaches and mice, and crew members were malnourished because of a severe shortage of stores.

"But the worst part may have been the nonpayment of wages," Burns noted. "The mariners produced letters from their spouses saying they were losing their homes to the banks, their children did not have food and milk and they were selling their children's bicycles to pay the bills."

The shipowner agreed to the ITF's lawful insistence that none



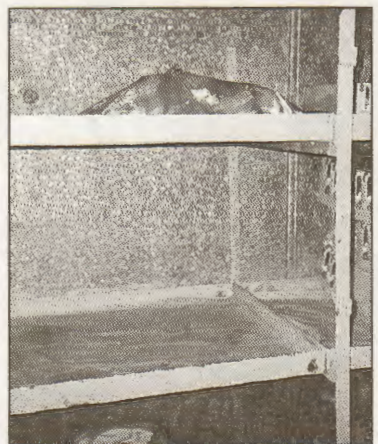
SIU ITF Inspector Tim Burns (fourth from right) and attorney Jack Bernstein (center, wearing jacket) helped secure \$65,000 in back wages for crew members of the runaway-flag *Epic*.

of the crew be blacklisted for contacting the federation. The company also paid the crew's legal expenses and reimbursed the ITF for other costs associated with this case. Additionally, the settlement included repatriation for the crew and properly supplying and sanitizing the *Epic*.

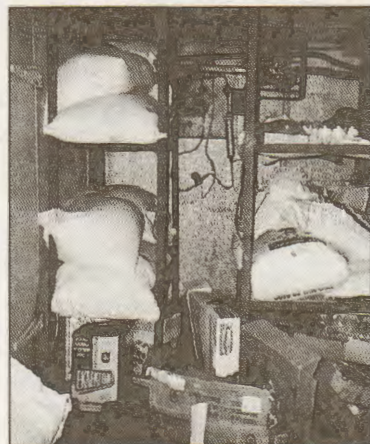
Runaway-flag shipping is a scam in which the shipowner typically avoids its nation's labor,

safety and tax laws (among others) by using another country's flag. This escape also often includes—as with the *Epic*—hiring multinational crews through an agency based in a country other than that of the shipowner or the flag state.

The London-based ITF is composed of more than 500 transportation-related trade unions worldwide, including the SIU.



The photos above reflect the lack of stores and unclean conditions found aboard the *Epic*.





# Gulf War Report Lauds U.S. Mariners, Calls for Strong American-Flag Fleet

## 10 Years After Desert Storm, MarAd Examines Sealift Role

A new report by the U.S. Maritime Administration (MarAd) examines the U.S. sealift effort during the Persian Gulf War and emphasizes the need to maintain a strong American-flag fleet.

Maritime Administrator John Graykowski last month issued a detailed, three-page statement in which he praises the U.S. Merchant Marine for its role in Operation Desert Shield/Desert Storm. The account coincides with the 10th anniversary of Iraq's invasion of Kuwait.

"During World War II, the merchant marine earned recognition as the nation's 'fourth arm of defense,'" Graykowski stated. "Their actions in delivering equipment, ordinance and supplies in Desert Shield/Desert Storm demonstrated how much the merchant marine continues to merit that badge."

While the report primarily focuses on specifics of the Persian Gulf War sealift operation, Graykowski underscores that the conflict highlights the ongoing need for a powerful U.S. merchant marine.

"The need to crew our reserve sealift ships during national emergencies also emphasizes the need to maintain an adequate

peacetime merchant fleet and maritime workforce," he said. "As we relive the events of those troubled times (10 years ago), I hope that more and more of us will see the wisdom that this conflict offers those willing to grasp it. Sealift is absolutely essential to protect freedom and project America's interests anywhere, anytime in an imperfect world. Crewing those ships will be America's citizen merchant mariners, ready and willing to answer their nation's call as they have since 1775."

Excerpts from the report follow.

"This is an appropriate time for Americans to pay tribute to our armed forces—the world's finest—who stood and delivered when diplomacy failed. As we marvel at their heroism and sacrifice, we would do well to remember that our fine men and women in uniform had help from a time-proven source—the U.S. Merchant Marine and the American maritime industry....

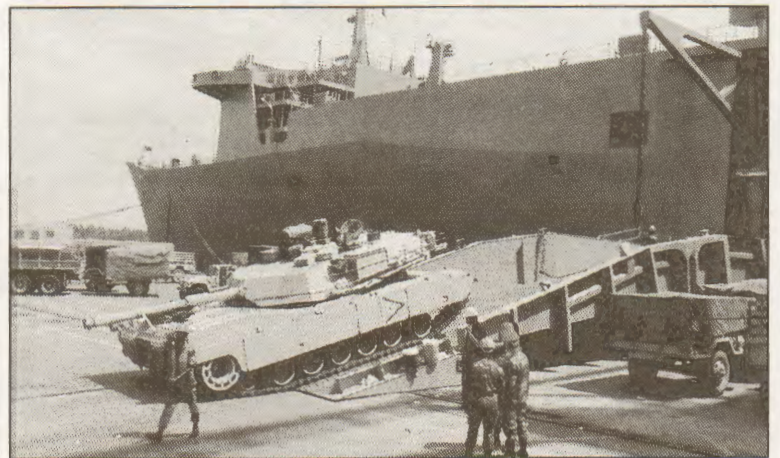
"Did the performance of the Ready Reserve Force and U.S. merchant seafarers meet expectations? The statistics speak for themselves. Activation times at the onset were slower than anticipated; however, operational reliability

was very good with performance rated well over 90 percent. Once ships were up and running, there were few major difficulties.

"The reason for the delays—propulsion or auxiliary machinery in almost every case—could be traced to failure to fund routine maintenance. A valuable 'lesson learned' for the Maritime Administration, the Defense Department and the Congress was the critical importance of funding maintenance and systematic sea-trials, followed by readiness tests through unscheduled activations....

"People are the strongest or weakest link in a crisis. In Desert Shield/Desert Storm nearly 10,000 American merchant mariners serving on RRF ships, the Military Sealift Command's Afloat Prepositioning Force and its Fast Sealift Ships, and with commercial U.S.-flagged ships, proved their value. Grizzled 'salts' worked alongside ordinary seafarers, imparting the hard wisdom of seafaring; the job is not complete when the sun goes down. In port or on the seas, workdays were long with little time left for anything but sleep.

"U.S.-flagged ships (commercial and military) with civilian crews carried 79 percent of the

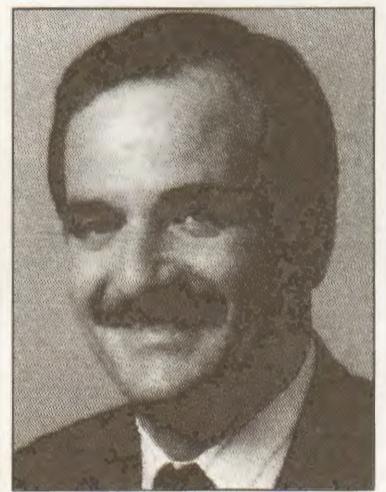


Pictured in November 1990, the SIU-crewed USNS Regulus, a fast sealift ship, delivers vital Allied materiel during Operation Desert Shield.

dry cargo for America's military forces in the desert war. Nearly 9,800 American merchant mariners served during the Gulf War, and roughly half participated in theater. These men and women put patriotism above safety in sailing into troubled waters. Like many of those in the Armed Forces they supported, they were subject to lethal scenarios—floating mines, chemical warfare and missile attacks....

"Too few Americans outside the defense sealift community will likely remember the loadouts at ports that stretched round-the-clock. They may overlook the contributions of merchant seafarers working 16 hours a day to get badly needed vessels up and running after months of inactivity. Those of us who have seen close up the decidedly unglamorous yet undeniably vital work of America's merchant marine and maritime industry performed before, during and after the Gulf War will never underestimate their role in a crisis.

"America's merchant mariners earned the respect of U.S. sol-



Maritime Administrator John Graykowski

diers, sailors, airmen and marines who recognize professionals by accomplishments under pressure. The only civilians invited to join the military in the National Victory Parade in our nation's capital after the war were those who earned the U.S. Merchant Marine Expeditionary Medal for service during Desert Shield and Storm."

## Struck by Cyprus-Flag Ship, ITF Global Mariner Sinks

The International Transport Workers' Federation last month reported that its former training ship *ITF Global Mariner* sank in the Port of Matanzas, Venezuela on the Orinoco River. No injuries resulted from the Aug. 2 incident.

The *Global Mariner* reportedly was struck by the Cyprus-flag general cargo ship *Atlantic Crusader*. Northern Marine, operator of the *Global Mariner*, stated, "Following the collision, the *Global Mariner*, which was struck portside by way of No. 2 hold and then No. 3 hold, flooded and sank. All personnel were evacuated from aft by pilot boat. All personnel were accounted for and there were no injuries. At the time of the incident, the *Global Mariner* had three pilots on board, one tug attached forward and a further tug standing by. Initial reports from the port indicate that the *Global Mariner* moved off berth and turned into the channel under the con of the harbor pilot and with one tug attached, when she was struck by the *Atlantic Crusader*."

David Cockroft, ITF General Secretary, commented, "The *Global Mariner* won a place in the affections of everyone interested in the well-being and basic rights of seafarers. Although hearing this news was a little like finding out that a friend had been hurt, our overriding feeling is relief that no one was injured."

The *Global Mariner* in February concluded a 20-month, worldwide voyage that spotlighted the ITF's campaign against runaway-flag shipping. SIU members on the East, West and Gulf Coasts participated in the ship's U.S. port calls.

Overall, the vessel visited 86 ports in 51 countries and attracted nearly three-quarters of a million visitors to its shipboard exhibition. Subsequently, it served as a training vessel.

When the collision occurred, the *Global Mariner's* 22-member regular crew was comprised of British officers and predominantly British unlicensed personnel with some Polish ratings. Also on board were nine United Kingdom cadets.

### Persian Gulf War Facts

- 95 percent of the total cargo needed to support Allied forces went by sea. U.S.-flag ships crewed by American citizen seafarers transported nearly 80 percent of the oceanborne cargoes.
- These included privately owned merchant ships in commercial service, chartered ships and 79 Ready Reserve Force (RRF) ships.
- On short notice, more than 3,000 civilian seafarers volunteered to crew the RRF ships.

### Setting the Record Straight: Foreign-Flag Ships in Gulf War

| Myth           | Reality   |
|----------------|---|
| Cost Less      | Avg. \$50 more per ton than U.S. ships                        |
| More Efficient | 150 FF carried only 21% of cargo/103 U.S. carried 79%         |
| As Reliable    | 13 FF hesitated or refused to enter Gulf                      |
| As Safe        | 40% of FF were from registries on USCG "blacklist" for safety |

Source: U.S. National Defense Transportation Association

## ARA's Steinberg Passes Away

Bill Steinberg, president emeritus of the American Radio Association, AFL-CIO, passed away Aug. 1. He was 87.

Steinberg served as president of the ARA—affiliated with the International Longshoremen's Association—from 1948 until 1984. He remained active in union affairs until his death.

ARA President William Schuman described Steinberg as a warrior for the maritime trade union movement.

Steinberg sailed as a radio officer aboard U.S. merchant ships during World War II. He took part in the negotiations leading to the 1955 merger of the American Federation of Labor and the Congress of Industrial Organizations.

In chronicling Steinberg's life, the ARA noted, "For over



ARA President Emeritus Bill Steinberg

five decades, he was a man of clear principles and broad vision who was articulate in defense of all men and women of the U.S. Merchant Marine. He was both a stalwart patriot and a dedicated trade unionist."

## ITF Takes Campaign To Nation's Capital

The International Transport Workers' Federation (ITF) is taking a key crusade to a town that knows all about campaigns.

On September 19, the ITF is conducting a rally in Washington, D.C. against runaway-flag shipping. The event tentatively is scheduled to begin at 11 a.m. near the Capitol.

Featured speakers include AFL-CIO President John Sweeney. The SIU and other U.S. maritime unions are scheduled to take part in the demonstration, which carries the theme "Workers Against Floating Sweatshops."

For more information, contact the ITF's Washington, D.C. office at (202) 955-8347 or call the SIU at (301) 899-0675.



# Credentials Approved for Candidates to 27 Union Offices

Rank-and-file Seafarers, elected during the August membership meeting to serve as the credentials committee, met last month to review the credentials of SIU members seeking to run for union office. What follows is the complete text of the credentials committee report which is being submitted for approval by the SIU membership during this month's meetings.

## Report of Credentials Committee On Candidates for 2000 Election of Officers, 2001-2004 SIUNA-AGLIWO

We, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters-Port of Piney Point on August 7, 2000. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District for the years 2001-2004, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

### ARTICLE XII, Qualifications for Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, and Other Elective Jobs.

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, Headquarters Representative, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American-flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

### ARTICLE XIII, Election for Officers, Assistant Vice-Presidents, Headquarters Representatives and Port Agents.

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or

convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated .....  
Signature of Member.....  
Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15

and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing."

Your Committee sought guidance from the Union's General Counsel and the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article

XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

"Section 13. The term 'seetime' shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American-flag merchant vessel or vessels' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all men who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, John Gallagher, Book No. G-5475, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Tuesday, August 15, 2000, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May Seafarers LOG the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make six disqualifications, and the following are the details relative to each of those disqualifications:

1. **Joseph P. Allum, A-1275**—Candidate for Executive Vice President.

Your Committee noted the receipt of a letter dated August 3, 2000, addressed to David Heindel in which Brother Allum requested his name be placed on the ballot for election to the position of Executive Vice President.

Union records indicate that Brother Allum did not acquire any days of seetime or union employment in the year of 2000, whereas at least one hundred (100) days of seetime or one hundred (100) days of union employment between January 1 and time of nomination are needed to qualify for an elective job.

Based upon the provisions of Article XII, Section 1, (c) the Committee disqualified Brother Allum for the job of Executive Vice President.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Cella of his disqualification by Mailgram sent on August 16, 2000 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 16, 2000 from the Committee to Brother Allum that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Allum would have available the procedure to be followed in appeal from the disqualification.

tion decision of the Committee.

On August 18, 2000 at approximately 12:40 p.m., I returned a telephone call to Brother Allum as he had telephoned Dave Heindel's office inquiring as to the reason why he was disqualified to run for the office of Executive Vice-President as per a Mailgram received on August 17, 2000.

I informed Brother Allum that the records indicated that he did not acquire any seetime in the year 2000 and the Committee based his disqualification as per the provisions in the Constitution.

Brother Allum informed me that he had been Unfit for Duty since July of 1999 and had been unable to ship.

I reiterated to Brother Allum the basis of the Committee's decision and informed him that a letter had been mailed to him that fully detailed the reasons for his disqualification. A copy of the Constitution was enclosed in the letter and if he wished to appeal the decision of the Credentials Committee he should follow the appeal procedure listed in the Constitution.

2. **Dana Cella, C-1600**—Candidate for Assistant Vice President in Charge of Government Services and Fishing Industries.

Your Committee noted the receipt of a letter dated August 1, 2000, addressed to the Credentials Committee in which Brother Cella requested his name be placed on the ballot for election to the position of Port Agent of Tacoma, Washington.

Your Committee noted that Secretary-Treasurer David Heindel, by letter dated August 3, 2000, advised Brother Cella that the position of Port Agent of the Port of Tacoma is not a position which will appear on the ballot.

Your Committee also noted that Brother Cella, by letter dated August 1, 2000, also submitted his name for the position of Assistant Vice President in Charge of Government Services and Fishing Industries. We have been advised by Secretary-Treasurer David Heindel, that, in a telephone conversation with Brother Cella, Brother Cella agreed to withdraw his nomination for Port Agent in Tacoma and instead to submit only his nomination letter for Assistant Vice President in Charge of Government Services and Fishing Industries to the Credentials Committee.

Your Committee noted that Union records show that Brother Cella paid his dues for the Second Quarter of 1998 on May 11 1998, whereas they should have been paid no later than April 30, 1998. His dues for the Fourth Quarter of 1998 were paid on December 10, 1998, whereas they should have been paid no later than October 31, 1998. Brother Cella paid his dues for the Second Quarter of 1999 on June 16, 1999, whereas they should have been paid no later than April 30, 1999. Brother Cella paid his dues for the Fourth Quarter of 1999 on November 3, 1999, whereas they should have been paid no later than October 31, 1999. Also, his dues for the First Quarter of 2000 were paid on February 14, 2000, whereas they should have been paid no later than January 31, 2000. Your Committee agreed to waive the lateness of these dues payments due to the fact that Brother Cella was aboard the *SL Developer* during this time frame and the dues were paid each time within one month of his discharge.

Your Committee further noted that Brother Cella paid his dues for the Third Quarter of 1997 on October 12, 1997, whereas they should have been paid on July 31, 1997. Union records indicate that Brother Cella paid his dues for the Third Quarter of 1998 on September 29, 1998, whereas they should have been paid no later than July 31, 1998. Brother Cella paid his dues for the First Quarter of 1999 on March 8, 1999 whereas they should have been paid no later than January 31, 1999. Brother Cella paid his dues for the Third Quarter of 2000 on August 1, 2000, whereas they should have been paid no later than July 31, 2000. Your Committee found no grounds in the Constitution to waive these late payments.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Cella for the job of Assistant Vice President in Charge of Government Services and Fishing Industries.

In addition the above Union records indicate that Brother Cella had acquired only fifty-six (56) days of seetime in the year 2000, whereas at least 100 days of seetime or Union employment between January 1 and time of nomination are needed to qualify for an elective job.

Based upon the provisions of Article XII, Section 1, (c) the Committee further disqualified Brother Cella for the job of Assistant Vice President in Charge of Government Services and Fishing Industries.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Cella of his disqualification by Mailgram sent on August 16, 2000 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 16, 2000 from the Committee to Brother Cella that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Cella would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

Continued on page 14

## List of Persons Who Submitted Credentials to the Credentials Committee

|   |  |
|---|--|
| <b>PRESIDENT</b>  |  |
| Robert J. Clinton III, C-1938   | Qualified Credentials in order.  |
| Charles Burdette Collins, C-1652  | Disqualified—Was not in continuous good standing for (3) years prior to time of nomination.  |
| Michael J. Sacco, S-1288  | Qualified: on basis of appeal.   |
| Michael J. Sacco, S-1288  | Qualified Credentials in order.  |
| <b>EXECUTIVE VICE PRESIDENT</b>   |  |
| Joseph P. Allum, A-1275   | Disqualified—Did not have at least (100) days of seetime or Union employment between Jan. 1 and time of nomination.  |
| John Fay, F-363   | Qualified Credentials in order.  |
| Anthony Leo, L-685  | Nomination withdrawn.  |
| <b>SECRETARY-TREASURER</b>  |  |
| David Heindel, H-1443   | Qualified Credentials in order.  |
| Michael D. Murphy, M-2483   | Qualified Credentials in order.  |
| William Parker, P-1067  | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b>                           |  |
| Larry Frank Phillips, P-1257  | Disqualified—Was not in continuous good standing for (3) years prior to time of nomination.  |
| Augustin Tellez, T-764  | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b>   |  |
| Jack Caffey, C-1010   | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b>   |  |
| Dean E. Corgey, C-5727  | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b>   |  |
| Kevin Bertel, B-1832  | Qualified Credentials in order.  |
| Nicholas J. Marrone, M-2308   | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b>           |  |
| Thomas Orzechowski, Jr., O-601  | Qualified Credentials in order.  |
| Woodrow Shelton, S-2558   | Qualified Credentials in order.  |
| <b>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b>                   |  |
| Kermett Mangram, M-2394   | Qualified Credentials in order.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b>                 |  |
| George Tricker, T-919   | Qualified Credentials in order.  |
| Roy W. Dunaway  | Disqualified—Was not within the time frame for submission of credentials.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b>                                 |  |
| Nicholas A. Celona, C-1578  | Qualified Credentials in order.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b>                                     |  |
| Ambrose Cucinotta, C-1795   | Qualified Credentials in order.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b>                                     |  |
| Don Anderson, A-5244  | Qualified Credentials in order.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> |  |
| James P. McGee, M-5945  | Qualified Credentials in order.  |
| <b>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b>         |  |
| Dana Cella, C-1600  | Disqualified—Was not in continuous good standing for (3) years prior to time of nomination. Did not have at least (100) days of seetime or Union employment between Jan. 1 and time of nomination. |
| Robert Hall, H-5727   | Qualified Credentials in order.  |
| <b>HEADQUARTERS REPRESENTATIVE</b>  |  |
| Leo Bonser, B-1193  | Qualified Credentials in order.  |
| Carl Peth, P-755  | Qualified Credentials in order.  |
| <b>PINEY POINT PORT AGENT</b>   |  |
| Edward "Edd" W. Morris, M-1358  | Qualified Credentials in order.  |
| <b>NEW YORK PORT AGENT</b>  |  |
| Robert Selzer, S-1258   | Qualified Credentials in order.  |
| <b>PHILADELPHIA PORT AGENT</b>  |  |
| Joseph Soresi, S-2658   | Qualified Credentials in order.  |
| <b>BALTIMORE PORT AGENT</b>   |  |
| Dennis Metz, M-3013   | Qualified Credentials in order.  |
| <b>MOBILE PORT AGENT</b>  |  |
| Edward Kelly, Jr. K-5043  | Qualified Credentials in order.  |
| <b>NEW ORLEANS PORT AGENT</b>   |  |
| Steve Judd, J-5336  | Qualified Credentials in order.  |
| <b>HOUSTON PORT AGENT</b>   |  |
| Anthony McQuay, M-2735  | Qualified Credentials in order.  |
| <b>SAN FRANCISCO PORT AGENT</b>   |  |
| Vincent Coss, C-8138  | Qualified Credentials in order.  |
| <b>ST. LOUIS PORT AGENT</b>   |  |
| Rebecca Sleeper, S-2497   | Qualified Credentials in order.  |
| <b>DETROIT-ALGONAC PORT AGENT</b>   |  |
| Donald A. Thornton, T-5501  | Qualified Credentials in order.  |



# REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at the Headquarters membership meeting, on August 7, 2000, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolution submitted by our Executive Board.

This Resolution, containing the proposed amendments, prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all ports. The provisions of the Resolution including its "WHEREAS" clauses, are attached so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendation.

As all individuals involved in the maritime industry are aware, the industry has changed substantially over the last several years. Legislation has been repealed and enacted affecting this industry and the trade union movement in general. We, in this Union, must seriously consider what can be done to strengthen our institutional structure to enable the Union to function more efficiently while continuing to fulfill its obligations to our membership. To this end, one of the things that our membership has already approved is the merger/consolidation of the National Maritime Union into our Union. As a result of the previously held referendum and our awareness of these changing times, certain Constitutional Amendments have been proposed to clarify and update our Constitution.

It is to be noted that where feasible, this Committee recommends that the proposed constitutional changes, the new material, be underlined with the non-underlined words representing the language of the present Constitution.

## A. Name Change for Union

To implement and effectuate the desires of this membership, as expressed in the referendum held in November and December, 1999, it is being proposed that the name of our Union be changed to reflect the consolidation/merger of the National Maritime Union into the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District. We concur with the Resolution and recommend the following amendments be adopted to effectuate it.

*Amend the following Constitutional provisions to revise the name of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District;*

1. Title Page
2. Heading, Page 2
3. Preamble
4. Article I, Name and General Powers
5. Exhibit A

Preamble, Section III, Section IV, Section V, Section VI, Section VII, Section VIII, Section IX, Section X, Section XI, Section XII and Section XIII

so that the name of the Union would reflect the consolidation of these two unions in all of the above-referenced sections and headings. The above-referenced amendments would become effective at the time of, and not before, the final consolidation of these entities.

## A. Dues

As the Resolution states, it is proposed that the annual regular dues amount to be paid shall be four hundred dollars (\$400.00) per year and that in addition the working dues to be paid by officers and members who are employed by the Union shall be increased to one hundred dollars (\$100.00) per quarter. Your Committee, to carry out these changes, recommends that:

*Amend Article V, Dues and Initiation Fee, Sections 1 (a) and (b) to read as follows:*

"Section 1. All members' dues shall consist of:

(a) Dues annually in the sum of four hundred dollars (\$400.00) which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;

(b) a sum equal to five percent (5%) of the gross amount received for vacation benefits for days worked for contracted employers. Dues payable under this Sub-section (b) shall be payable on the days that the member receives payment for the earned vacation benefits and shall become effective as to members in the manner designated and determined by a majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subdivisions and its affiliated organizations, or in any employment at the Union's direction as provided in Article XII, Section 1 (a) and (c), shall pay in addition to that provided for in paragraph (a) immediately above the sum

of one hundred dollars (\$100.00) quarterly on a calendar year basis, no later than the first business day of each quarter while so employed."

## B. Vice-Presidents at Large

As the Resolution states, it is also proposed that the office of "Vice-President at Large" be created and that two (2) such positions be added to the Executive Board to reflect the changing and growing needs of the Union. Your Committee, to carry out this change recommends that:

*Amend Article VII, System of Organization, Section 2 to read as follows:*

"Section 2. The Headquarters of the Union shall be located in Camp Springs, Maryland and Piney Point, Maryland or at such places as the Executive Board may determine from time to time. The Headquarters officers shall consist of a President, an Executive Vice-President, one (1) Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one (1) Vice-President in Charge of the Atlantic Coast, one (1) Vice-President in Charge of the Gulf Coast, one (1) Vice-President in Charge of the West Coast, one (1) Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, one (1) Vice-President in Charge of Government Services and Fishing Industries and two (2) Vice-Presidents at Large."

*Amend Article VIII, Officer, Assistant Vice-Presidents, Headquarters Representatives and Port Agents, Section 1 to read as follows:*

"Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one (1) Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one (1) Vice-President in Charge of the Atlantic Coast, one (1) Vice-President in Charge of the Gulf Coast, one (1) Vice-President in Charge of the West Coast, one (1) Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, and one (1) Vice-President in Charge of Government Services and Fishing Industries and two (2) Vice-Presidents at Large."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel by adding a new Section to read as follows:*

"Section 10. Vice-Presidents at Large. There shall be two (2) Vice-Presidents at Large whose duties shall be as directed by the President with concurrence of the Executive Board. Such duties and responsibilities may be changed from time to time in like manner as dictated by the needs of the Union."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel by renumbering the existing Sections 10 through 15 to become 11 through 16.*

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel existing Section 13 which when renumbered shall be Section 14, Executive Board to read as follows:*

## "Section 14. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, the Vice-President in Charge of Government Services and Fishing Industries, the Vice-Presidents at Large and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous*

*Personnel existing Section 14 which when renumbered shall be Section 15, Delegates to read as follows:*

## "Section 15. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution to attend the Convention of the Seafarers International Union of North America. The following officers and jobholders, upon their election to office or job shall, during the term of their office or job be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the West Coast; Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters; Vice-President in Charge of Government Services and Fishing Industries; Vice-Presidents at Large; Assistant Vice-Presidents; Headquarters Representatives, with priority to those most senior in full book Union membership; and Port Agents, with priority to those most senior in full book Union membership."

## D. Quorum

As the Resolution states, it is being proposed that the quorum for a regular meeting of a port be changed from fifty (50) to twenty-five (25) members to enable effective action to be taken at membership meetings. Your Committee, to carry out this change, recommends that:

*Amend Article XXII, Quorums. Section 2 to read as follows:*

"Section 2. The quorum for a regular meeting of a Port shall be twenty-five (25) members."

## E. Definitions and Miscellaneous Provisions Thereto

To further effectuate all of the above, it is proposed that Section 8 be amended to read as follows:

"Section 8. The terms "this Constitution" and "this amended Constitution" shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through April, 2000."

This Committee has been directed to fashion the procedure for a secret ballot referendum vote upon these amendments and to recommend effective dates for the proposed amendments. Your Committee concurs with the Resolution recommending that the amendments, if voted upon affirmatively in accordance with the following voting procedures, become effective upon their passage. We, further recommend that, if the position of Vice-President at Large is created by Constitutional Amendment, the President be given the authority, subject to the concurrence of the Executive Board, to determine when to fill these two (2) positions and to then so fill them for a first term of office.

In addition, we recommend that the secret ballot referendum vote upon these proposed amendments, including the time, manner and procedure for voting on the amendments and the tallying and certification of the voting results, be the same as constitutionally provided for the election of officers and jobholders and be held as part of the secret ballot mail referendum for the election of officers and jobholders commencing November 1, 2000 and ending December 31, 2000.

We further recommend:

(a) That part of the ballot that applies to the recommended change in the regular dues payment read as follows:

*Amend Article V, Dues and Initiation Fee, Section 1.*

"Section 1. All members' dues shall consist of:

(a) Dues annually in the sum of four hundred dollars (\$400.00) which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;"

Are you in favor of the above Constitutional Amendment?  
YES [ ] NO [ ]

(b) That the part of the ballot that applies to the recommended change in working dues payable by union officers and members read as follows:

"(b) a sum equal to five percent (5%) of the gross amount received for vacation benefits for days worked for contracted employers. Dues payable under this Sub-

section (b) shall be payable on the days that the member receives payment for the earned vacation benefits and shall become effective as to members in the manner designated and determined by a majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subdivisions and its affiliated organizations, or in any employment at the Union's direction as provided in Article XII, Section 1 (a) and (c), shall pay in addition to that provided for in paragraph (a) immediately above the sum of one hundred dollars (\$100.00) quarterly on a calendar year basis, no later than the first business day of each quarter while so employed."

Are you in favor of the above Constitutional Amendment?  
YES [ ] NO [ ]

(c) That the part of the ballot that applies to the recommended name change read as follows:

Amend the following Constitutional provisions to revise the name of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District;

1. Title Page
2. Heading
3. Preamble
4. Article I, Name and General Powers
5. Exhibit A

Preamble, Section III, Section IV, Section V, Section VI, Section VII, Section VIII, Section IX, Section X, Section XI, Section XII and Section XIII

so that the name of the Union would reflect the consolidation of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the National Maritime Union in all of the above referenced sections and headings.

Are you in favor of the above Constitutional Amendment?  
YES [ ] NO [ ]

(d) that the part of the ballot that applies to the recommended creation of two (2) Vice-President at Large positions read as follows:

*Amend Article VII, System of Organization.*

"Section 2. The Headquarters of the Union shall be located in Camp Springs, Maryland and Piney Point, Maryland or at such places as the Executive Board may determine from time to time. The Headquarters officers shall consist of a President, an Executive Vice-President, one (1) Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one (1) Vice-President in Charge of the Atlantic Coast, one (1) Vice-President in Charge of the Gulf Coast, one (1) Vice-President in Charge of the West Coast, one (1) Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, one (1) Vice-President in Charge of Government Services and Fishing Industries and two (2) Vice-Presidents at Large."

*Amend Article VIII, Officer, Assistant Vice-Presidents, Headquarters Representatives and Port Agents, Section 1.*

"Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one (1) Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one (1) Vice-President in Charge of the Atlantic Coast, one (1) Vice-President in Charge of the Gulf Coast, one (1) Vice-President in Charge of the West Coast, one (1) Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, and one (1) Vice-President in Charge of Government Services and Fishing Industries and two (2) Vice-Presidents at Large."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel:*

"Section 10. Vice-Presidents at Large. There shall be two (2) Vice-Presidents at Large whose duties shall be as directed by the President with concurrence of the Executive Board. Such duties and responsibilities may be changed from time to time in like manner as dictated by the needs of the Union."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel, Section 14.*

## "Section 14. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters, the Vice-President in Charge of Government Services and Fishing Industries, the Vice-Presidents at Large and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body."

*Amend Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel, Section 15, Delegates.*

## "Section 15. Delegates.

(b) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution to attend the Convention of the Seafarers International Union of North America. The following officers and jobholders, upon their election to office or job shall, during the term of their office or job be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the West Coast; Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters; Vice-President in Charge of Government Services and Fishing Industries; Vice-Presidents at Large; Assistant Vice-Presidents; Headquarters Representatives, with priority to those most senior in full book Union membership; and Port Agents, with priority to those most senior in full book Union membership."

Are you in favor of the above Constitutional Amendments?  
YES [ ] NO [ ]

(e) that the part of the ballot that applies to the change in the number of members required to constitute a quorum at a regular meeting of a port read as follows:

*Amend Article XXII, Quorums, Section 2.*

"Section 2. The quorum for a regular meeting of a Port shall be twenty-five (25) members."

Are you in favor of the above Constitutional Amendment?  
YES [ ] NO [ ]

We further recommend, if it is reasonably possible, that a copy of our Committee's Report, together with a copy of the proposed Resolution and membership action taken to date, be printed in the *Seafarers LOG*, October 2000 issue so that the membership will be kept abreast as to all facts at this time and copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2000.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution will serve the needs of the Union and the membership.

Fraternally submitted, Constitutional Committee

August 18, 2000



# Bosun Isenstadt Retires

## Thanks SIU for Handing Him 'the World'

After a 22-year career with the SIU, Bosun Brian Isenstadt has retired his book, but not his love of the sea.

The following autobiographical letter from Isenstadt and the accompanying photographs were sent to the LOG by Brandon Maeda, chief steward aboard the *Global Link*.

I had heard stories of the sea all my life. My great, great, great, great grandfather and my great, great grandfather went to sea very early in their teens, both sailing as carpenter apprentices. My father also went to sea, giving up an education at M.I.T. to do so. He came up through the hawsepipe and sailed as master for more than 24 years, only to retire a few years ago.

So in the summer of 1977, off I went to see the world. I joined the NMU in New York and tried to get on any ship going anywhere. After two months and still no ship, I heard about another

maritime union, the Seafarers International Union. The next morning, I was on my way to Brooklyn. I found the hall and joined up. In just a matter of weeks, I was flying down to Trinidad as an OS to join the tanker *Overseas Juneau*. We shuttled for months between Nigeria and Louisiana carrying crude.

We were then sent to the U.S. West Coast to run North Slope crude from Valdez to Long Beach and Panama. I even got to brave a voyage 'round Cape Horn that trip. I couldn't believe I was actually getting paid to do this. As a "C" card, I got almost seven months that trip.

My next ship was an old C3 containership, the *Sea-Land Charleston*. Again, as a "C" card, I sailed six months on her. It was an around-the-world voyage starting in New Jersey and stopping in ports, some of which I had never even heard of: Felixstowe, Bremerhaven,

Cartagena, Genoa, Suez Canal, Jiddah, Dubai, Singapore and Kobe. Then on to Seattle, California, through the Panama Canal and ports in the Gulf of Mexico and the East Coast, finally ending up back in Port Elizabeth.

It was an adventure of a lifetime, and I was still getting paid. How could I not keep doing this? My friends at home were still working at their everyday jobs completely oblivious to the world around them. I wanted more of this.

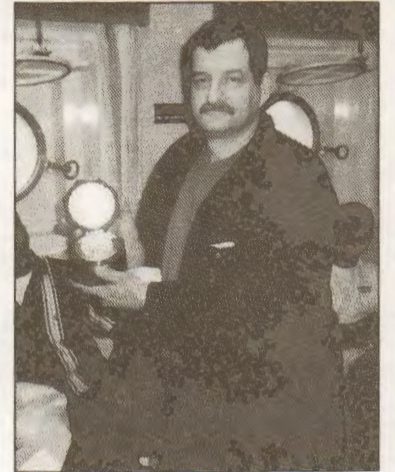
I now had enough time to upgrade, so down to Piney Point I went. That was back in the days of the old motel, the *Bull Shepard* and before the new library. I took lifeboat, AB and LNG classes. After that, there was no stopping me. I took any and every ship I could, never turned down a ship and never met a ship I didn't like. I sailed them all: stick ships, tankers, containers, RO/ROs, bulkers and LNGs, commercial charters, military charters and tramps. I loved the work and I had a passion for traveling.

As the years went by, I fell in love, got married and started a family. It became more difficult to leave home, but leave I did. In 1987, I caught a six-week fly-out to Guam to join the Cable Ship *Long Lines*. I've been working with the company, Transoceanic, ever since. That six-week job turned into 12 years. I was lucky enough to join the *Global Link* on her maiden voyage from Singapore. I've sailed on her as a splicer/joiner, bosunmate and bosun. And for the past nine years, I've called her home. When the *Global Link* ended up



Above: Captain William Dowd (right) congratulates Bosun Isenstadt during a retirement party aboard the *Global Link*.

At right: Isenstadt shows off the mariner's clock in a walnut casing he received as a parting gift from the crew of the cable ship.



being home ported in Baltimore, I packed up the family, moved down to Maryland and bought a house. The ship spends a lot of time in port, so I was able to see my family more often.

I also returned to the Paul Hall Center to complete the bosun recertification course, which was quite informative, educational and fun.

Earlier this year, I retired my book after 22 years with the union. I took a job with the cable ships' parent company, Tyco, working as a cable splicer/supervisor. I am able to go home at 5 p.m. and have weekends off—even more like a normal life. I work in the office at their Baltimore depot and still get out to sea as a cable splicer/supervisor on a variety of cable projects.

I do want to thank the Seafarers Union for the opportunities they've given me. They lit-

erally handed me the world. The ability to travel and have a career that you enjoy, to me, is priceless.

I'd also like to thank the "old-timers" out there with whom I have sailed because they're the ones who kept me on course and steaming full ahead.

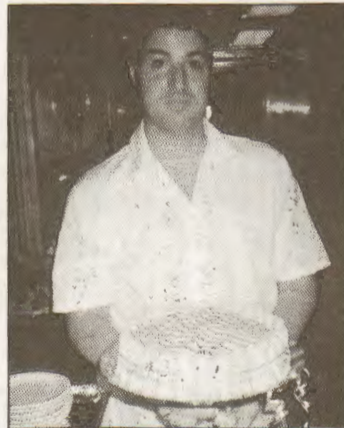
How could I forget my wife, Carole? Thanks for standing by me all these years.

So to all of you out there whom I've had the pleasure of working with, and to all of you out there who didn't have the pleasure of working with me, thanks for all the great years—and smooth sailing to you.



The farewell dessert prepared by Steward/Baker Edward Tully was a chocolate brownie cake with white cream cheese filling. It was topped with a chocolate ganache and homemade truffles shaped like shells and starfish, made with white and dark chocolate and filled with fruit jelly.

### A Dessert Lover's Dream Aboard the Global Link



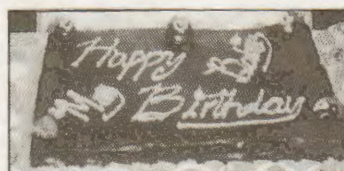
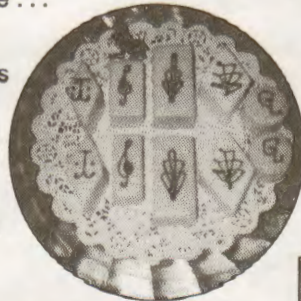
Steward/Baker Tully with a freshly-baked raspberry chocolate charlotte . . .

Edward Tully, steward/baker aboard the *Global Link*, credits the bakeshop and instructors at the Paul Hall Center for giving him the inspiration to challenge himself in the culinary field.

Brandon Maeda, chief steward on the *Global Link*, sent these photographs to the LOG to show what an accomplished craftsman Tully is, and stated, "He is a real pleasure to work with and a welcome addition to any galley gang. Tully doesn't mind going the extra few steps it takes to turn a routine meal or dessert into an extraordinary delight for the benefit of the crew."

These photos show some of Tully's spectacular edible creations.

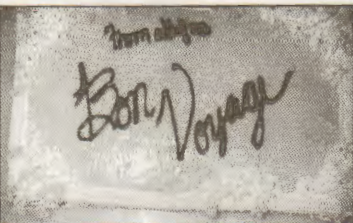
...assorted French petits fours (bite-sized cake with fruit filling and marzipan and fondant frosting) . . .



...strawberry fantasy cake with homemade truffles for those crew members with birthdays in May . . .



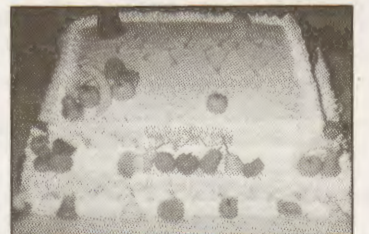
...a chocolate and cream cheese cake to celebrate Maritime Day 2000 . . .



...bon voyage cake with spiced rum and mango fruit meringue . . .



... in honor of Father's Day, a three-tier chocolate rum cake with white buttercream frosting . . .



...in celebration of spring, a golden cake with fruit filling topped with buttercream and assorted marzipan fruits . . .

...French eclairs and cream puffs . . .



A well-fed crew is a happy crew.

Register to upgrade now at the Paul Hall Center.

### STEWARD DEPARTMENT UPGRADING COURSES

For further information, contact any union hall or check the course schedule on page 21 in this issue of the *Seafarers LOG*.





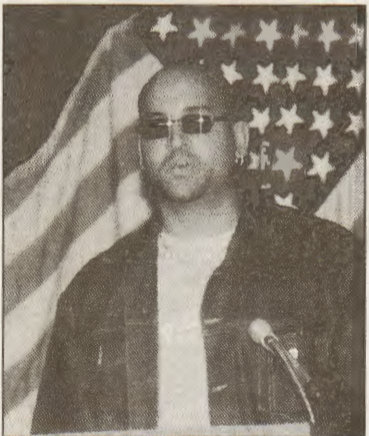
# 13 Recertified Stewards Become Role Models for Future Seafarers

"Learning and improving ourselves—that's what the Paul Hall Center is all about," stated SIU President Michael Sacco in introducing the graduating members of the recertified steward class at the August membership meeting in Piney Point, Md.

Eleven students (two additional classmates shipped out prior to the meeting) were on hand to receive certificates of graduation from the highest level of vocational education the union offers for members of the steward department. They were **Manuel Basas, Jeffrey Beasley, George Borromeo, Susan Bowman, John Bukowsky, Ronald Davis, Wilfredo DeLeon, Albert Fretta, Gary Mizer, Miguel Robles and Kathy Shaner.** (The two not present were **Oscar Angeles and Hugh Wildermuth.**)

Throughout the four-week program, the recertified stewards became a close-knit group as they learned more about the union in which they now play an increased leadership role. They toured Capitol Hill together as well as the union headquarters in Camp Springs, Md., where they met with representatives of the SIU's various departments. These meetings were designed to enhance their understanding of the union's operations and provide them with the latest information from each department so they, in turn, can relay it to their fellow crew members aboard their next ship.

As the new recertified stewards were called to the podium individually to accept their graduation certificates, each spoke a few words from the heart, thanking all those who helped them advance. They also encouraged



Jeffrey Beasley graduated from the trainee program in Piney Point in 1981. Now at the top of the steward department, he thanked the SIU for giving inner city kids the chance for a rewarding future.



Following an intensive four-week course, the newly graduated recertified stewards pose for a group photo. They are (from left) Wilfredo DeLeon, George Borromeo, Susan Bowman, Ronald Davis, Kathy Shaner, Jeffrey Beasley, Miguel Robles, Albert Fretta, Gary Mizer, John Bukowsky and Manuel Basas.

the unlicensed apprentices to study and work hard, in the hopes that one day they, too, will make it to the top.

First to the podium was Susan Bowman, 42, who joined the union in Norfolk, Va. in 1988 and now sails from Guam. She extended her thanks to the staff and employees at the Paul Hall Center as well as to the membership. This is the third time Bowman has upgraded at the school, and she was extremely impressed by how the union functions "like a well-oiled machine." She also was appreciative for the time she spent with her peers, "bouncing a lot of shipboard ideas off each other."

This was the third time back at Piney Point for Ronald Davis as well. The 49-year-old member sails from the port of New Orleans, where he joined the union in 1991.

He thanked everyone at the school, the union and all the officials for helping fight to keep the SIU strong. He also singled out his wife, Crystal, and thanked her for sharing this time with him and for her belief in his ethic of working hard toward the attainment of high goals and standards.

Davis believes the leadership skills he acquired in the past four weeks will help him do a better job aboard ship and advised the unlicensed apprentices to "work hard, for you are the future of this union."

Wilfredo DeLeon, 41, joined the SIU in 1985 in the port of

Honolulu, working aboard the *SS Independence*. Now sailing from Wilmington, Calif., he noted that members in this union have an opportunity to advance themselves. DeLeon said that meeting with representatives from the various union departments and with his fellow Seafarers was very helpful in his training. He also thanked the union for the opportunity of bringing his family to the Paul Hall Center to enjoy the facilities while he was studying.

Manuel Basas, who sails from the port of Jacksonville, gave his heartfelt thanks to everyone at the school. The 52-year-old joined the SIU in Seattle in 1980. He said he found the steward recertification program very informative and rewarding and encouraged his fellow Seafarers to upgrade their skills as well.

In accepting her graduation certificate, Kathy Shaner expressed her thanks in a poem. The 50-year-old Shaner, who joined the union in San Francisco in 1991 and has returned to upgrade at the school four times, recited:

*I thought I would go out to sea,  
Not knowing what all that would be.  
At first it was tough,  
Not knowing much stuff.  
But now I'm recertified . . . see.*

*I came to the Seafarers school  
To learn everything that I could.  
And year after year  
It became quite clear  
The Lundeberg School . . . it rules.*

*Thanks to the mass of teachers and staff,  
The officials of SIU.  
Without them to help me  
I surely would not be  
Reciting this limerick to you.*

She also turned to the unlicensed apprentices and reminded them to make excellence their standard.

Gary Mizer, 47, also sails from San Francisco. He expressed his gratitude to the staff at Piney Point and urged the unlicensed apprentices to continue to return to the school for upgrading. "It's the best thing you can do."

Miguel Robles was pleased with some of the new and improved skills he learned that will help him in his shipboard duties. The 54-year-old Robles joined the SIU in 1968 in New York and now sails from San Juan. Robles thanked everyone at the school for their help and expertise and stated, "We have the best union in all of maritime."

"Respect" was the key word in Albert Fretta's address. The 44-year-old, who sails from Jacksonville, advised the unlicensed apprentices to save their money, respect themselves and their jobs and love and respect their families, also noting that the SIU "is one, big family."

John Bukowsky, 46, said he has a lot to be thankful for. He singled out the Paul Hall Center staff for teaching him discipline and helping him better learn his job.

This is the sixth time that Bukowsky, who sails from the port of Baltimore, has returned to the school since joining in Piney Point in 1980. He thanked the other members of the steward recertification class for "sharing the experience of their probably 120 years combined seetime," and noted that he tries to learn from everyone he sails with, from captain on down, and appreciates any chance to learn even more.

After learning more about the inner workings of the SIU, Jeffrey Beasley said he is glad he is where he is—in the steward department, trying to please only



George Borromeo, along with his partner Al Fretta (not pictured), took first place in a recertified steward chili cookoff.

about 40 crew members at a time—and that the union's leaders are where they are—trying to please all the members all the time.

Beasley, 38, graduated from the trainee program in 1981 and has returned to the school three times for upgrading. He now sails from Philadelphia.

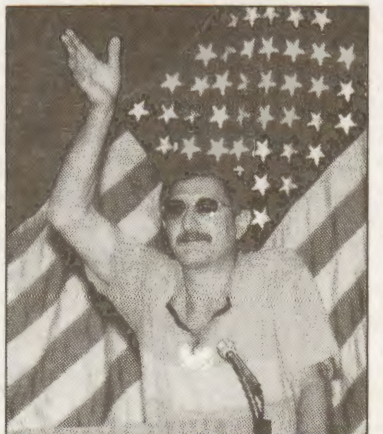
He thanked the SIU for taking kids out of the inner city and giving them a chance—a future. He singled out personal thanks to Carl Peth and Ken Conklin for helping him through some of his early hard times and expressed appreciation to Romeo Lupinacci, Don Nolan, Ed White and the other instructors for teaching him the basics of his craft—and imparting their wisdom.

He advised the unlicensed apprentices to go aboard a ship and learn by listening. "The other crew members will help you through the tough times."

The last of the speakers was George Borromeo, 42, a member of trainee class 341 who joined the union in 1981. He, too, has returned to the school a number of times since his trainee days to upgrade his skills and is proud that his dedication, perseverance and commitment to hard work have paid off.

Borromeo, who sails from New York, stated that the Paul Hall Center continues to be the key element in upgrading one's skills and broadening one's knowledge of this ever-changing fascinating industry.

To the trainees, Borromeo said that this period in their lives is an opportunity for enrichment through travel, experiencing different people and cultures and by acquiring the skills necessary to achieve their goals.



Recertified Steward Albert Fretta advised the unlicensed apprentices to respect themselves, their families and their jobs.



Courses at the school's fire fighting facility were a requirement for completion of the recertification program.



# SEAFARERS FAMILY photos



Michael Fay brings his family to the Philadelphia hall last December. With him are his wife, Tracey; daughter, Shaina; and Agnes Kiefer, John Fay's secretary in Philadelphia (before he moved to headquarters to become secretary-treasurer and then executive vice president). Michael is a union shop steward at Crowley's Petty's Island facility.



This photo of Chief Cook Donald Irvine, his wife, Vicky, and their 2-month old son, Brandon, was taken almost 10 months ago, so Brandon should be nearly walking by now. The Irvines live in Sparks, Nev.

Do you have a family-related photo you would like to share with fellow Seafarers? If so, this is the place. Please send submissions to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photos will be returned, if so requested. If e-mailing digital images, please send them to [dhirtes@seafarers.org](mailto:dhirtes@seafarers.org). The higher the resolution, the better.



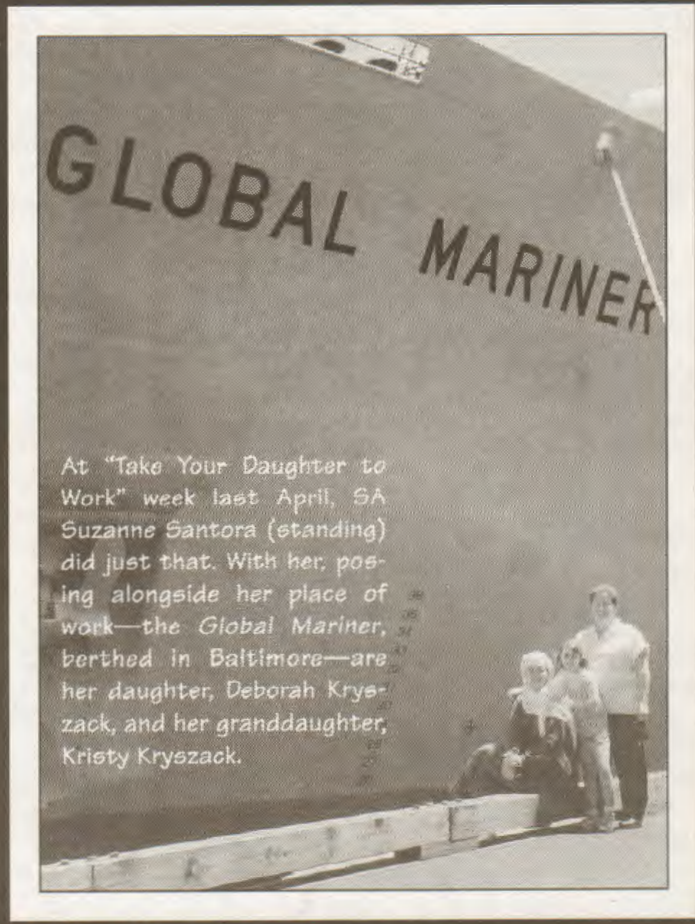
Right: AB Jockie Saul, daughter of Bill Saul, shows her dad the basic knot skills she learned as part of the third phase of the Unlicensed Apprentice Program. Bill Saul holds a chief engineer's license and is the inland advisor at the Paul Hall Center. Jockie has chosen to work in the deck department and is now in Dubai aboard the USNS Watson.



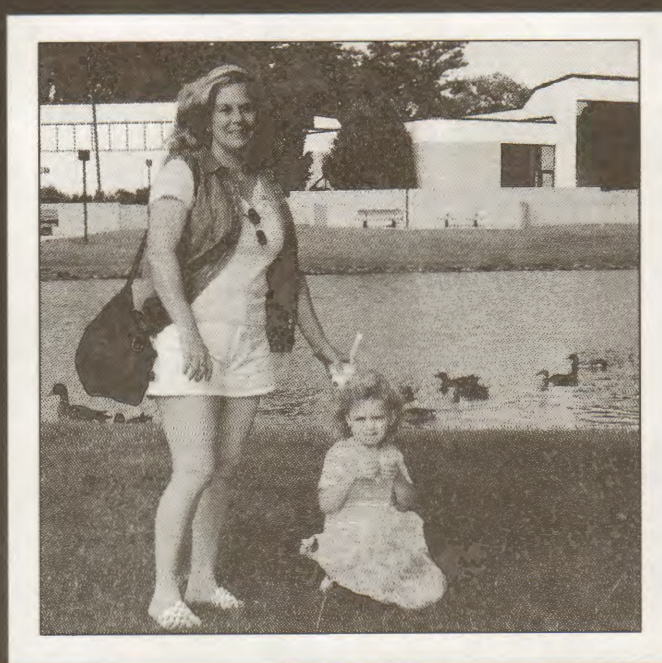
OS Tyler Laffitte Jr. (left) and his father, Recertified Chief Steward Tyler Laffitte Sr., proudly display their SIU books as Tyler Jr.'s mother looks on. His parents were at the Paul Hall Center March 3 to attend the ceremony marking their son's graduation from the Unlicensed Apprentice Program.



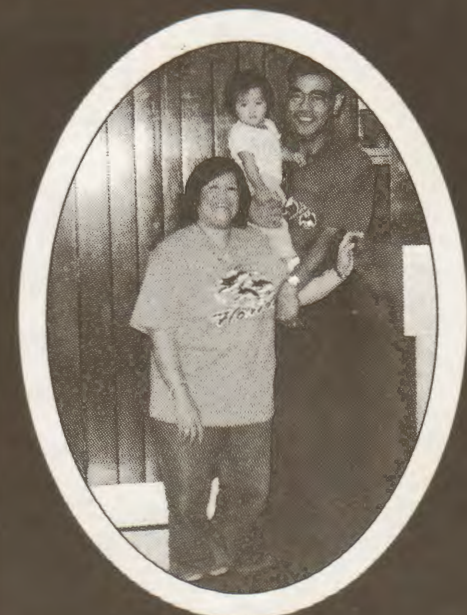
Left: Four generations join in a carriage ride in New York City. From the right are SIU member Kathy Rivera, who upgraded to AB last year at Piney Point; her grandmother, Angela Matos; her mother, Rosa Rivera; and her daughter, Lillian S. McCoy.



At "Take Your Daughter to Work" week last April, SA Suzanne Santora (standing) did just that. With her, posing alongside her place of work—the *Global Mariner*, berthed in Baltimore—are her daughter, Deborah Kryszack, and her granddaughter, Kristy Kryszack.



Sue Rosario and her granddaughter, Vanessa Stanson, feed the ducks at the Paul Hall Center. Sue's husband, QMED Rene Rosario, sails from the port of Jacksonville.



AB Rodrigo B. Pagar stopped at the SIU hall in Philadelphia to register and file for vacation benefits. He and his wife, Ignacia, were accompanied by their niece, K.D. Pagar. Brother Pagar joined the SIU three years ago and is admired for his ever-cheerful attitude.



# Ship Seizure in Canada Highlights Need for Strong U.S.-Flag Fleet

The critical importance of maintaining a U.S.-flag merchant marine available to meet national security requirements for sealift capacity was amplified Aug. 3 when an American-owned, foreign-flag freighter was boarded and seized by armed Canadian sailors as part of a pay dispute.

The runaway-flag vessel, the *GTS Katie*, was carrying military vehicles, containers and other equipment—property of the Canadian government—being transported from Kosovo

**“Canada’s dilemma is a classic example of the danger of becoming militarily dependent on ships registered in other countries.”**

— Vice Admiral James B. Perkins  
Former Military Sealift Commander

in the wake of a peacekeeping mission. The ship was sailing under the flag of St. Vincent and the Grenadines.

While accounts on the actual number of vehicles and containers aboard the vessel vary, Canadian National Defense officials say the cargo is valued at a quarter-billion dollars and represents about 10 percent of the country’s military might.

The *Katie* was en route to Becancour, Quebec when her owners, Third Ocean Marine Navigation of Annapolis, Md., reportedly ordered her to stop short of her destination and anchor in international waters off Newfoundland. At issue was a pay dispute with the charter company, Andromeda Navigation, which allegedly owed Third Ocean some \$228,000 for services previously rendered. *Katie* owners refused to send the freighter to port and unload its cargo until the debt was settled.

The Canadian National Defense initially agreed with SDV Logistics of Montreal to ship the equipment because its military did not have a vessel large enough to do the job. SDV subcontracted the job to Andromeda Navigation, which in turn retained the services of the *GTS Katie* from Third Ocean.

After two weeks of fruitless negotiations, two Canadian war ships (the frigate *HMCS Montreal* and the destroyer *HMCS Athabaskan*), equipped with torpedoes and deck guns, were dispatched to the 36,000-ton cargo ship’s position. Canadian officials say the war ships’ mission was to monitor the *Katie* and attempt to force her toward Canadian waters. Ship owners, however, refused to comply, and negotiations eventually broke off.

With no resolution to the standoff imminent, the Canadian government secured permission from St. Vincent and the Grenadines to board the vessel and resolve the situation. Under international law, a vessel can only be boarded after either the captain or the country of registry gives consent.

The *Katie* weighed anchor at

about 1 a.m. Aug. 3 and began moving toward Canada, but shipowners again announced plans to stop short of Canadian waters until money was received for the former debt. At about 1 p.m. that same day, the Canadian government launched its plan to seize the ship, and soldiers were ordered to move in. A helicopter was subsequently launched, flown to the *Katie*’s location and maneuvered into position. Armed sailors were lowered onto the vessel to redirect it toward the Canadian mainland. No shots were fired during the incursion.

Published reports quoted Canadian Defense Minister Art Eggleton as saying, “No responsible government can allow interference with military capabilities,” during a briefing in Quebec in the wake of the boarding. “We had to take

action,” he said.

Two Canadian tugboats have since hauled the *Katie* from Rimouski, Quebec to Becancour, and eventually to Montreal where the military cargo was unloaded. As this issue of the *Seafarers LOG* went to press, the *Katie* was moored at Montreal and the Canadian government had filed suit against its owners for undisclosed damages associated with breach of contract.

Third Ocean also may be the target of legal action by the 24-member crew who argue that they have not been paid for nearly one year and are owed more than \$200,000. According to an International Transport Workers’ Federation representative, the crew could impound the vessel if talks on the back pay issue fail.

“Canada’s dilemma is a classic example of the danger of becoming militarily dependent on ships registered in other countries,” commented former Military Sealift Commander Vice Admiral James B. Perkins. “Even if foreign ships are available, it’s unwise now or ever for any country to rely on foreign tonnage and foreign seamen to carry out its defense or foreign policy missions.

“The United States should remember this lesson well, and realize once again that it cannot function militarily without a robust maritime fleet grounded on a thriving U.S. merchant Marine,” the admiral continued. “We simply can’t do without ships under the American flag, and manned by American crews as a vital part of our national defense arsenal.”

## Good Start for Guam Group



Members of Unlicensed Apprentice Class 603 on July 7 completed part one of the three-phase entry-level curriculum at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The students, all citizens of Guam, were congratulated by their territory’s lieutenant governor (Madeleine Bordallo, center), who toured the school after tending to unrelated business in Washington, D.C. Pictured from left to right are Mike Herrera, Gerald Martinez, Ryan Legario, Bordallo, Kevin Ignacio, Christopher Dinio and Joe Benvente. See page 13 for more information on the apprentice program.

## Reminiscing Old Times



Ten retired Seafarers recently met at the SIU Hall in Philadelphia to reminisce about old times. The group, pictured above, included (left to right, standing) Butch Zemeck, Bert Smith, Pat Devine, Joe Varano, Harry Smith, John Gallagher, Jack Pierce and Harry McCullough. Kneeling are Dan Dogherty and Vince Stankiewicz.

## Bonnyman Crew: Kudos to Stewards

Seafarers on the *M/V 1st Lt. Alex Bonnyman* reported smooth sailing after a recent exercise in Diego Garcia, with special credit given to the steward department.

“The department deserves a vote of thanks,

especially for all the hard work and improvements we’ve seen over the last couple of months,” the crew reported in ship’s minutes dated July 9.

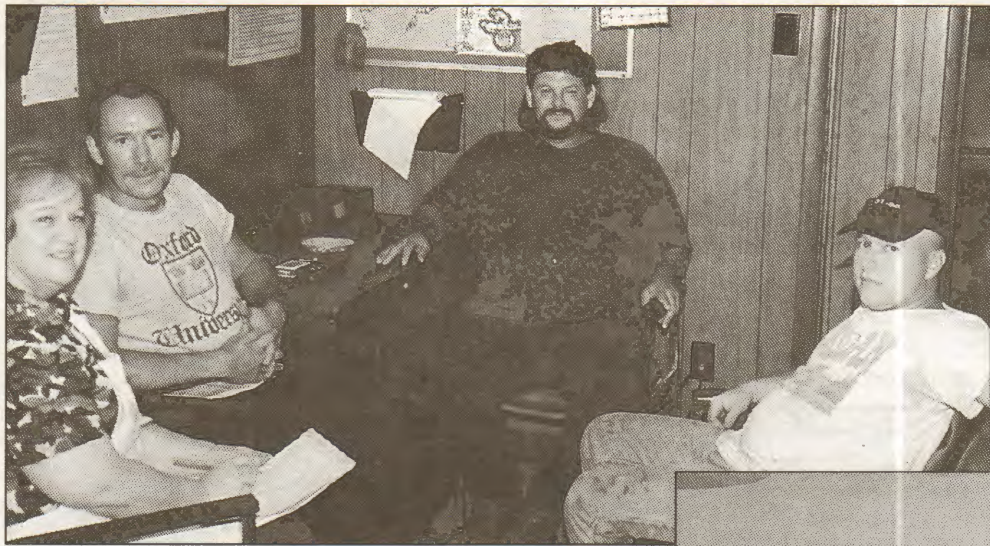
Chief Steward **Howard Williams**, during a recent stop at SIU headquarters in Camp Springs, Md., said the *Bonnyman* “is a good ship. Everybody gets along—military and civilian, licensed and unlicensed. We go out every two weeks on trial runs, and overall things run smoothly.”



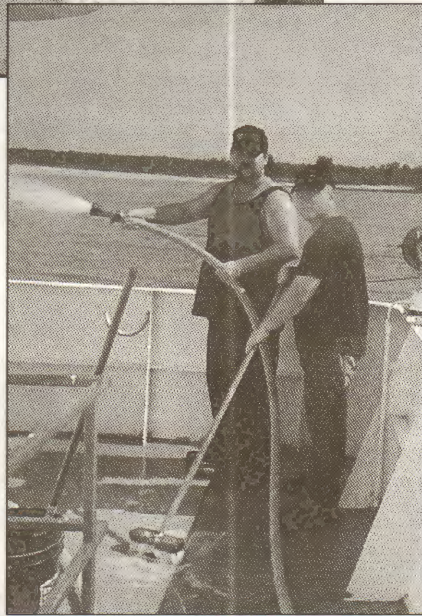
Fellow crew members praised the work of the *Bonnyman*’s galley gang, which includes Third Cook Ali Nasser (far left), Chief Steward Howard Williams (center), Chief Cook Rafael Cardenas (second from right) and SA Marco Cayetano (far right) along with SAs Reynaldo Lacayo, Kolly Patty and Rossell Mena.



**Orgulf Talks Begin**



Contract negotiations began last month in St. Louis for SIU boatmen who navigate Orgulf Transportation tugboats along the Mississippi River and its tributaries. Representatives for the SIU and the Cincinnati-based company conducted three negotiating sessions in early August, with more on the way. Overall, Seafarers crew 21 Orgulf tugboats. Above, pictured aboard the *M/V Dick Conerly*, (from left) Cook Nancy Avery, Utility William Bowers, Lead Man Marty Watson and Deckhand Scott McQuade discuss suggestions for the new contract. At right, Watson and McQuade work on deck.



**Liberty on the Lakes**

Retired Seafarers Crew John W. Brown



Above, the past and present intersect as SIU crewed tugboats operated by Great Lakes Towing dock the *John W. Brown* in Buffalo, N.Y.

A number of retired SIU members have been sailing as part of the volunteer crew aboard the Liberty ship *John W. Brown* during the historic vessel's recent voyage throughout the Great Lakes. Usually based in Baltimore, the *Brown* is operated by Project Liberty Ship, a non-profit group. The World War II-era vessel in late May kicked off its "Living History Voyage" to U.S. and Canadian Lakes ports; it was scheduled to return to Baltimore late last month.

The *Brown* is a floating museum—albeit a fully functional ship—and the main purpose of its recent voyage was to attract guests who otherwise probably never would see it. Visitor turnout reportedly has been very strong throughout the voyage, and the guests have seemed pleased with their tours.

In fact, a spokesperson for the project said the turnout at times has been overwhelming.

More information about the tour, including photos, is available on the internet at <http://www.liberty-ship.com/>.

**Personal Greetings for Holiday Issue of the LOG**

As has been done in past years, this December's edition of the *Seafarers LOG* will include the ever-popular holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome. (Please print—if we cannot read your message, it will not be included.)
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entires per person. (This form may be reproduced.)
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.) Include your phone number in case there are any questions.
- The holiday greetings must be received no later than Friday, November 17, 2000.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may fax copies directly to the *LOG* at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December *LOG* is a favorite feature for many, so be sure to get your message in on time.

HOLIDAY MESSAGE  
(Please Print)

9/00

To: \_\_\_\_\_

From: \_\_\_\_\_

Sender's Telephone Number: \_\_\_\_\_

Message: \_\_\_\_\_

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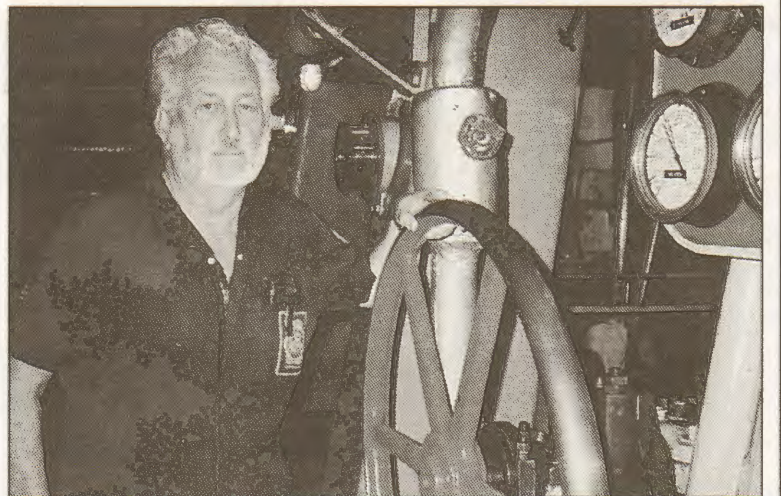
Check the block which describes your status with the SIU:

- Active Seafarer
- Family Member of Active Seafarer
- Retired Seafarer
- Family Member of Retired Seafarer

Other: \_\_\_\_\_



Above and below, retired SIU members Barry Malpas, Richard Hill and Dick Orgel work aboard the *Brown* in Toledo, Ohio. QMED Malpas joined the SIU in 1944, QMED Hill joined in 1942 and OS Orgel (who later sailed as master) also joined in 1942.





# Paul Hall Center: Apprentices Wanted!



The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., offers a wide range of vocational studies as well as academic courses.

One highlight of the curriculum is the unlicensed apprentice program—a three-phase course that fully prepares entry-level men and women for careers as mariners. The apprentice program blends hands-on training with classroom studies. It includes an initial 12-week segment at Piney Point, followed by a 90-day shipboard assignment designed to help students select which department—deck, engine or steward—they prefer.

Finally, students return to the Paul Hall Center for department-specific training.

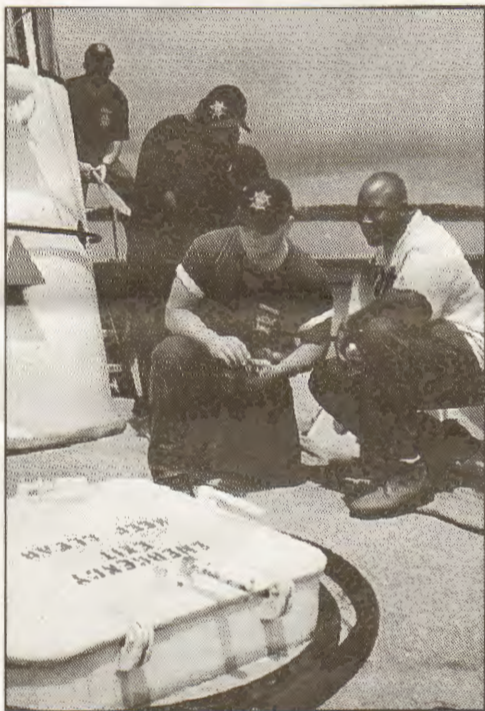
Staffed by knowledgeable, dedicated instructors, the school also is equipped with top-notch training equipment. This includes a maritime fire fighting and safety school (adjacent to the main campus) that is second-to-none.

Additionally, the school this month is set to unveil a new simulator building that will house cutting-edge simulators for navigational, engine, crane and liquid-cargo operations.

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



Basic and advanced fire fighting, water survival and confined-space safety are some of the classes conducted at the Paul Hall Center's Joseph Sacco Fire Fighting and Safety School, which opened last year.



Aboard the training vessel *Osprey*, members of Unlicensed Apprentice Class 604 take part in a fire drill. Pictured above (from foreground to back) are Instructor Maurice Chambers, Louis Cappadonna, Damion Straughter, Roderic Kelly and Armando Gonzalez. Below is Michael Praslicka.



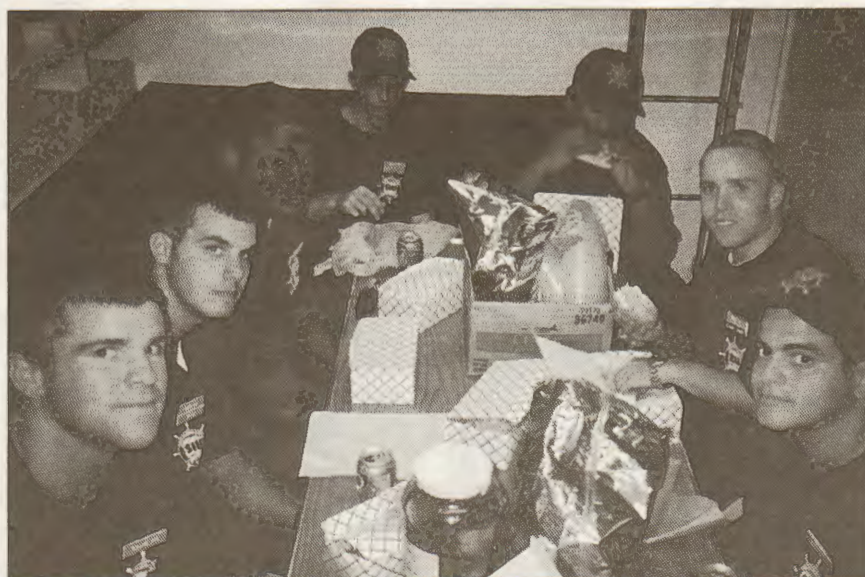
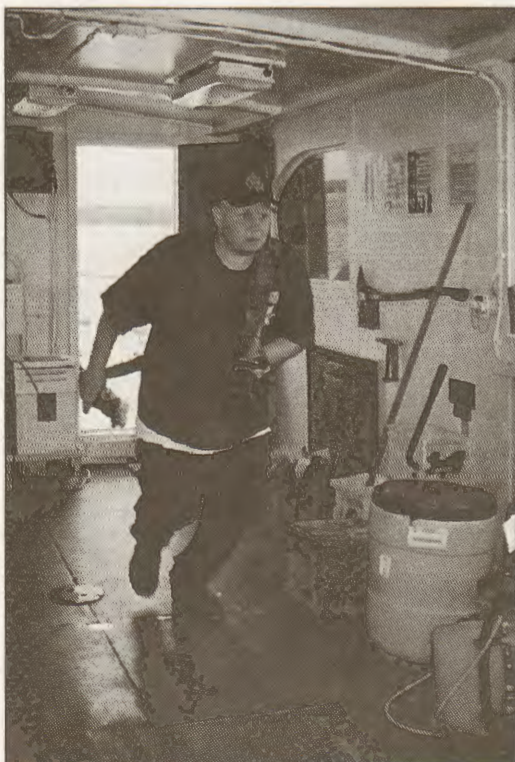
Open since 1967, the Paul Hall Center offers vocational and academic courses, including college-level studies.

Right: Hands-on training is a key component of the apprentice program. Here, Larry Tribby (left) and Louis Cappadonna practice their navigation skills.



Below: Pausing for lunch before their afternoon class on the *Osprey* are (from left) Darren Rollins, Paul Voisin, Roderic Kelly, Larry Tribby, Damion Straughter, Matthew Nunez and Armando Gonzalez.

Below Right: Armando Gonzalez helps prepare the training boat *Osprey* for docking.



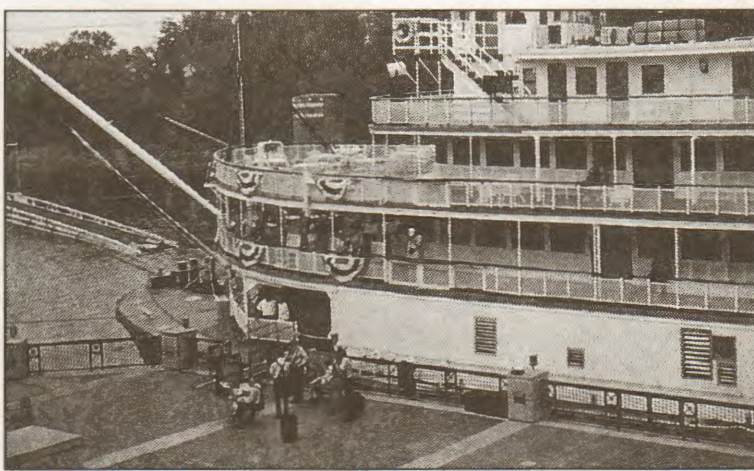


# Delta Queen Makes Surprise Stop In Clarksville, Tenn.

Passengers aboard the SIU-crewed *Delta Queen* were surprised when the steamboat pulled into Clarksville, Tenn. because Clarksville was not on the 7-day cruise itinerary. Then again, there was nothing on the itinerary except for embarkation in St. Louis on day one (July 5) and debarkation in Nashville, Tenn. on day seven (July 12). Everything in between intentionally was a mystery.

This meandering cruise is just one of Delta Queen Steamboat Company's growing attractions. It is known as Capt. Gabe's Tramping Cruise, because Capt. Gabe Chengery, a 33-year veteran in the steamboating business, said patrons needed a change from the ordinary. And just like on riverboats in the 1800s, the day-to-day itineraries were at the captain's whim.

"Repeat cruisers are looking



The *Delta Queen* jazz band sets up its instruments for a pierside ceremony in which the captain is made an honorary citizen of Clarksville, Tenn.

for a different kind of cruise," Chengery said. "So I came up with this mystery cruise idea about three years ago."

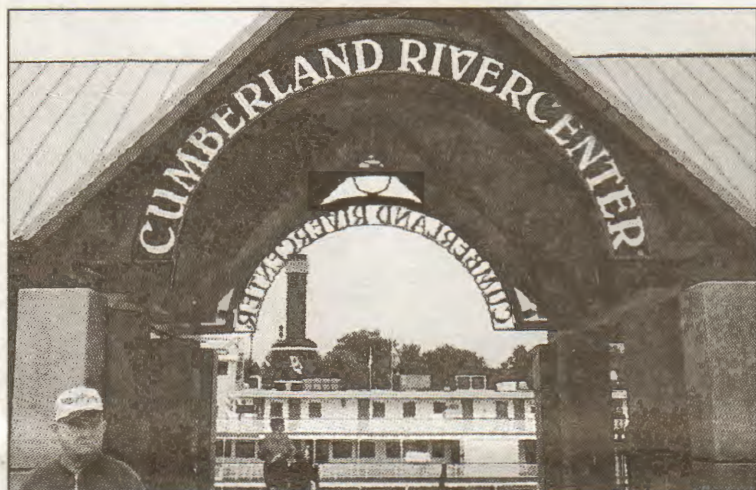
For many years, the paddle-wheeler has sailed past Clarks-

ville (known as the Queen City) as it made its way up and down the Cumberland River, but this was the first time the boat docked there since 1986.

The passengers were allowed off the boat to visit the local museum and tour the city on trolleys during their three-hour excursion. Ken Conklin, former commandant of the Paul Hall Training Center in Pincey Point, Md., now lives in Clarksville and sent the *LOG* the accompanying photos.

The *Delta Queen* is a beautiful example of the thousands of paddlewheel steamers that once plied the great American waterways. Built in 1926, it was designated a National Historic Landmark in 1989.

A second mystery cruise will take place this month, starting in St. Louis and ending in Chattanooga, Tenn.



Ken Conklin stands at the pier in Clarksville, Tenn. where the *Delta Queen* ties up for the first time since 1986.

## Credentials Approved For Candidates to 27 Union Offices

Continued from page 6

The Committee was informed that after Brother Cella received his Mailgram, he contacted the Secretary-Treasurer by phone who then referred him to the Credentials Committee to appeal his disqualification. The Credentials Committee informed Brother Cella that a letter had been mailed to him that fully detailed the reasons for his disqualification. A copy of the Constitution was enclosed in the letter and if he wished to appeal the decision of the Credentials Committee he should follow the appeal procedure listed in the Constitution.

3. **Charles Burdette Collins, C-1652**—Candidate for President.

Your Committee noted the receipt of a certified letter dated July 15, 2000, addressed to the Credentials Committee in which Brother Collins submitted his name for nomination to the office of President.

Union records indicate that Brother Collins paid his dues for the Second Quarter of 2000 on May 7, 2000, whereas they should have been paid no later than April 30, 2000.

The records also indicate that even though Brother Collins was employed aboard the *Galveston Bay* the vessel paid-off in Blount Island, Jacksonville, Florida on April 1, 2000 and Brother Collins had an opportunity to pay his dues on a timely basis. Your Committee could not waive the lateness on this dues payment and disqualified Brother Collins for the job of President.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Collins for the job of President.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Collins of his disqualification by Mailgram sent on August 16, 2000 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 16, 2000 from the Committee to Brother Collins that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Collins would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

The Committee was informed that after Brother Collins received his Mailgram, he contacted the Secretary-Treasurer by phone to appeal his disqualification. He stated that, while the *Galveston Bay* did pay off in Jacksonville on April 1, 2000, he did not have the opportunity to pay his dues for the Second Quarter 2000 at that time because the Union official present at the pay-off had to leave to open the Union Hall. Brother Collins stated he paid his dues for the Second Quarter at the first date that that was feasible to do so.

The committee contacted the Union official present at the pay-off and obtained from him a statement concerning his recollection of the events of April 1, 2000 aboard the *Galveston Bay*.

Upon reviewing the statement provided by the Union official, it was unclear to the Committee whether Brother Collins had an opportunity to meet his monetary obligations.

The Committee contacted Brother Collins by phone and he informed the Committee Chairman that another crewmember aboard the *Galveston Bay* was also unable to pay his dues at the pay-off.

The Committee attempted to contact the crewmember but were unable to do so as he was at sea. However, the crewmembers dues records were reviewed and they indicated that he paid his Second Quarter 2000 dues on May 7, which is the same date as Brother Collins.

The Committee decided that based on the known facts provided to Secretary-Treasurer David Heindel and your Committee, Brother Collins appeal did in fact have merit. The Committee agreed that Brother Collins was qualified to run for the office of President. Brother Collins was notified on the Committee's decision by a Mailgram dated August 18, 2000.

4. **Roy W. Dunaway**—Candidate for Assistant Vice President in Charge of Contracts and Contract Enforcement.

Your Committee noted the receipt of an undated letter addressed to President Michael Sacco received June 26, 2000, in which Brother Dunaway requested his name be placed on the ballot for election to the office of Assistant Vice President in Charge of Contracts and Contract Enforcement.

Your Committee noted that Secretary-Treasurer David Heindel, by letter dated June 26, 2000, advised Brother Dunaway that the nominating period is between July 15 and August 15, 2000 and enclosed a copy of the Constitution referencing Article XIII, Section 1, which explains the nominating procedure. Your Committee noted that no timely nomination has been received.

Based upon the provisions of Article XIII, Section 1, the Committee disqualified

Brother Dunaway for the job of Assistant Vice President in Charge of Contracts and Contract Enforcement.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Dunaway of his Disqualification by a Certified Mail Return Receipt Requested letter dated August 17, 2000 from the Committee to Brother Dunaway that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Dunaway would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

5. **Anthony Leo, L-685**—Candidate for Executive Vice President

Your Committee noted the receipt of a letter dated August 1, 2000, addressed to the Credentials Committee in which Brother Leo requested his name be placed on the ballot for election to the office of Executive Vice President.

Your Committee also noted the receipt of a certified letter dated August 11, 2000 addressed to David Heindel in which Brother Leo withdrew his nomination for Executive Vice President. Accordingly, the Committee agreed that no further action is needed on Brother Leo's nomination.

6. **Larry Frank Phillips, P-1257**—Candidate for Vice President in Charge of Contracts and Contract Enforcement.

Your Committee noted the receipt of a fax dated August 14, 2000 in which Brother Phillips requested his name be placed on the ballot for election to the office of Vice President in Charge of Contracts and Contract Enforcement.

Your Committee also noted that Brother Phillips in submitting his nomination did not include the Certificate, that according to the Constitution, Article XIII, Section 1, is necessary to qualify a person for office.

Your Committee noted that Secretary-Treasurer David Heindel, via facsimile dated August 15, 2000, advised Brother Phillips to send to his office a signed and dated Certificate as soon as possible, but no later than September 15, 2000.

The Committee was informed that Secretary-Treasurer David Heindel, on August 15, 2000, via facsimile received the signed and dated Certificate from Brother Phillips. The Committee agreed that Brother Phillips had fulfilled the nomination requirements set down in the Constitution.

Your Committee noted that Union records show that Brother Phillips paid his dues for the Second Quarter of 2000 on May 4, 2000, whereas they should have been paid no later than April 30, 2000. However, Brother Phillips was aboard the *Overseas Ohio* from March 1, 2000 through June 1, 2000. On these grounds and due to the fact that the dues were paid within one month of his discharge your Committee agreed to waive the lateness of this dues payment.

Your Committee also noted that Brother Phillips paid his dues for the First Quarter of 1999 on February 25, 1999, whereas they should have been paid no later than January 31, 1999. The records reflect that Brother Phillips was aboard the *SS Cape Lookout Shoals* from January 1, 1999 through February 26, 1999. The vessel paid-off in Jacksonville on February 3, 1999 and Brother Phillips had an opportunity to pay his dues at that time. Your Committee found no grounds in the Constitution to waive this late dues payment.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Phillips for the job of Vice President in Charge of Contracts and Contract Enforcement.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the committee informed Brother Phillips of his disqualification by Mailgram sent on August 16, 2000 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 16, 2000 from the Committee to Brother Phillips that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Phillips would have available the procedure to be followed in appeal from the disqualification decision of the committee.

All credentials received as of August 15, 2000, were turned over to the Committee in good order, and those received by mail subsequently, but not later than August 15, 2000, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Fraternally submitted, Credentials Committee

August 18, 2000

## ATTENTION ALL SEAFARERS

### Check your Z-Card!



### YOUR JOB MAY BE AT STAKE



# Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2000

| Port                          | *TOTAL REGISTERED<br>All Groups |            |            | TOTAL SHIPPED<br>All Groups |            |            | Trip<br>Reliefs | **REGISTERED ON BEACH<br>All Groups |            |            |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
|                               | Class A                         | Class B    | Class C    | Class A                     | Class B    | Class C    |                 | Class A                             | Class B    | Class C    |
|                               | <b>DECK DEPARTMENT</b>          |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 0          | 1                           | 0          | 0          | 0               | 0                                   | 1          | 0          |
| Baltimore                     | 6                               | 8          | 3          | 1                           | 7          | 2          | 1               | 9                                   | 7          | 2          |
| Guam                          | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 1                                   | 0          | 1          |
| Honolulu                      | 11                              | 5          | 4          | 7                           | 8          | 2          | 1               | 16                                  | 7          | 7          |
| Houston                       | 28                              | 16         | 8          | 22                          | 14         | 9          | 9               | 44                                  | 19         | 5          |
| Jacksonville                  | 30                              | 18         | 11         | 25                          | 16         | 8          | 11              | 55                                  | 25         | 14         |
| Mobile                        | 13                              | 8          | 7          | 8                           | 4          | 4          | 3               | 21                                  | 11         | 9          |
| New Orleans                   | 18                              | 8          | 7          | 14                          | 4          | 2          | 5               | 30                                  | 11         | 12         |
| New York                      | 26                              | 7          | 4          | 15                          | 10         | 1          | 4               | 54                                  | 18         | 8          |
| Norfolk                       | 17                              | 8          | 7          | 11                          | 8          | 7          | 5               | 26                                  | 15         | 6          |
| Philadelphia                  | 4                               | 5          | 5          | 1                           | 4          | 1          | 1               | 4                                   | 3          | 6          |
| Piney Point                   | 1                               | 4          | 0          | 3                           | 4          | 0          | 3               | 1                                   | 2          | 0          |
| Puerto Rico                   | 11                              | 5          | 5          | 7                           | 7          | 5          | 5               | 14                                  | 3          | 2          |
| San Francisco                 | 15                              | 7          | 2          | 20                          | 12         | 2          | 10              | 31                                  | 6          | 1          |
| Seattle                       | 38                              | 5          | 9          | 26                          | 8          | 3          | 16              | 50                                  | 10         | 10         |
| St. Louis                     | 2                               | 2          | 3          | 2                           | 1          | 2          | 0               | 0                                   | 1          | 2          |
| Wilmington                    | 26                              | 11         | 3          | 19                          | 12         | 2          | 11              | 52                                  | 13         | 5          |
| <b>Totals</b>                 | <b>246</b>                      | <b>117</b> | <b>78</b>  | <b>182</b>                  | <b>119</b> | <b>50</b>  | <b>85</b>       | <b>408</b>                          | <b>152</b> | <b>90</b>  |
| <b>ENGINE DEPARTMENT</b>      |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 0          | 0          |
| Baltimore                     | 2                               | 4          | 3          | 2                           | 2          | 2          | 0               | 6                                   | 5          | 3          |
| Guam                          | 0                               | 1          | 1          | 0                           | 0          | 0          | 0               | 0                                   | 1          | 1          |
| Honolulu                      | 6                               | 3          | 2          | 6                           | 5          | 2          | 1               | 11                                  | 7          | 4          |
| Houston                       | 13                              | 7          | 3          | 16                          | 7          | 0          | 2               | 20                                  | 6          | 4          |
| Jacksonville                  | 21                              | 13         | 4          | 15                          | 10         | 3          | 8               | 36                                  | 17         | 6          |
| Mobile                        | 8                               | 7          | 1          | 8                           | 5          | 0          | 3               | 13                                  | 7          | 2          |
| New Orleans                   | 10                              | 9          | 5          | 10                          | 6          | 2          | 6               | 15                                  | 10         | 7          |
| New York                      | 13                              | 9          | 3          | 8                           | 9          | 2          | 2               | 21                                  | 8          | 4          |
| Norfolk                       | 4                               | 12         | 7          | 4                           | 8          | 2          | 3               | 6                                   | 18         | 11         |
| Philadelphia                  | 6                               | 5          | 0          | 2                           | 2          | 0          | 1               | 6                                   | 6          | 0          |
| Piney Point                   | 2                               | 5          | 3          | 1                           | 2          | 4          | 0               | 6                                   | 3          | 0          |
| Puerto Rico                   | 4                               | 4          | 0          | 4                           | 2          | 0          | 1               | 5                                   | 4          | 0          |
| San Francisco                 | 4                               | 9          | 2          | 5                           | 4          | 2          | 4               | 9                                   | 11         | 1          |
| Seattle                       | 11                              | 4          | 12         | 13                          | 2          | 7          | 8               | 20                                  | 11         | 10         |
| St. Louis                     | 3                               | 1          | 2          | 1                           | 2          | 3          | 1               | 3                                   | 1          | 0          |
| Wilmington                    | 4                               | 5          | 4          | 5                           | 6          | 5          | 2               | 12                                  | 12         | 4          |
| <b>Totals</b>                 | <b>111</b>                      | <b>98</b>  | <b>52</b>  | <b>100</b>                  | <b>72</b>  | <b>34</b>  | <b>42</b>       | <b>189</b>                          | <b>127</b> | <b>57</b>  |
| <b>STEWARD DEPARTMENT</b>     |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 3          | 1          |
| Baltimore                     | 0                               | 0          | 0          | 3                           | 0          | 0          | 1               | 2                                   | 1          | 1          |
| Guam                          | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 0          | 0          |
| Honolulu                      | 14                              | 6          | 7          | 4                           | 2          | 9          | 3               | 25                                  | 8          | 14         |
| Houston                       | 14                              | 2          | 0          | 10                          | 0          | 0          | 3               | 21                                  | 4          | 1          |
| Jacksonville                  | 9                               | 7          | 4          | 9                           | 7          | 2          | 4               | 28                                  | 10         | 8          |
| Mobile                        | 6                               | 3          | 1          | 5                           | 2          | 1          | 3               | 10                                  | 3          | 1          |
| New Orleans                   | 8                               | 6          | 3          | 4                           | 7          | 0          | 5               | 13                                  | 8          | 3          |
| New York                      | 18                              | 8          | 0          | 9                           | 6          | 0          | 7               | 26                                  | 10         | 0          |
| Norfolk                       | 11                              | 7          | 8          | 2                           | 4          | 9          | 2               | 17                                  | 12         | 3          |
| Philadelphia                  | 1                               | 0          | 0          | 0                           | 0          | 0          | 0               | 2                                   | 0          | 0          |
| Piney Point                   | 5                               | 5          | 1          | 2                           | 1          | 0          | 0               | 9                                   | 5          | 1          |
| Puerto Rico                   | 3                               | 1          | 0          | 2                           | 1          | 0          | 2               | 3                                   | 0          | 0          |
| San Francisco                 | 24                              | 3          | 1          | 17                          | 5          | 1          | 7               | 40                                  | 4          | 0          |
| Seattle                       | 28                              | 1          | 4          | 16                          | 2          | 2          | 13              | 39                                  | 1          | 3          |
| St. Louis                     | 2                               | 2          | 0          | 0                           | 0          | 1          | 0               | 4                                   | 2          | 0          |
| Wilmington                    | 18                              | 6          | 0          | 19                          | 5          | 0          | 6               | 29                                  | 9          | 3          |
| <b>Totals</b>                 | <b>161</b>                      | <b>57</b>  | <b>29</b>  | <b>102</b>                  | <b>42</b>  | <b>25</b>  | <b>56</b>       | <b>268</b>                          | <b>80</b>  | <b>39</b>  |
| <b>ENTRY DEPARTMENT</b>       |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 1          | 0                           | 0          | 0          | 0               | 0                                   | 0          | 1          |
| Baltimore                     | 0                               | 2          | 3          | 0                           | 1          | 3          | 0               | 1                                   | 3          | 3          |
| Guam                          | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 0          | 1          |
| Honolulu                      | 7                               | 27         | 66         | 6                           | 11         | 37         | 0               | 9                                   | 36         | 105        |
| Houston                       | 1                               | 10         | 6          | 2                           | 7          | 2          | 0               | 4                                   | 18         | 15         |
| Jacksonville                  | 3                               | 17         | 12         | 2                           | 8          | 6          | 0               | 4                                   | 28         | 20         |
| Mobile                        | 1                               | 9          | 3          | 1                           | 3          | 0          | 0               | 1                                   | 12         | 4          |
| New Orleans                   | 3                               | 17         | 12         | 1                           | 6          | 8          | 0               | 2                                   | 19         | 14         |
| New York                      | 9                               | 18         | 24         | 2                           | 16         | 16         | 0               | 16                                  | 37         | 37         |
| Norfolk                       | 1                               | 7          | 18         | 0                           | 6          | 11         | 0               | 1                                   | 13         | 18         |
| Philadelphia                  | 1                               | 1          | 0          | 0                           | 0          | 1          | 0               | 1                                   | 2          | 0          |
| Piney Point                   | 0                               | 20         | 29         | 0                           | 8          | 24         | 0               | 0                                   | 21         | 21         |
| Puerto Rico                   | 3                               | 2          | 4          | 3                           | 0          | 3          | 0               | 3                                   | 2          | 11         |
| San Francisco                 | 8                               | 16         | 7          | 3                           | 17         | 3          | 0               | 13                                  | 18         | 11         |
| Seattle                       | 7                               | 13         | 19         | 3                           | 8          | 11         | 0               | 11                                  | 22         | 30         |
| St. Louis                     | 0                               | 2          | 1          | 0                           | 0          | 0          | 0               | 0                                   | 3          | 3          |
| Wilmington                    | 5                               | 13         | 6          | 5                           | 8          | 6          | 0               | 7                                   | 14         | 16         |
| <b>Totals</b>                 | <b>49</b>                       | <b>174</b> | <b>211</b> | <b>28</b>                   | <b>99</b>  | <b>131</b> | <b>0</b>        | <b>73</b>                           | <b>248</b> | <b>310</b> |
| <b>Totals All Departments</b> | <b>567</b>                      | <b>446</b> | <b>370</b> | <b>412</b>                  | <b>332</b> | <b>240</b> | <b>183</b>      | <b>938</b>                          | <b>607</b> | <b>496</b> |

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

## October & November 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

|               |   |
|---------------|---|
| Piney Point   | .....Monday, October 2, November 6              |
| Algonac       | .....Friday: October 6;<br>Monday: November 13* |
|               | <i>*change created by Veterans Day holiday</i>  |
| Baltimore     | .....Thursday: October 5, November 9            |
| Duluth        | .....Wednesday: October 11, November 15         |
| Honolulu      | .....Friday: October 13, November 17            |
| Houston       | .....Monday: October 9, November 13             |
| Jacksonville  | .....Thursday: October 5, November 9            |
| Jersey City   | .....Wednesday: October 18, November 22         |
| Mobile        | .....Wednesday: October 11, November 15         |
| New Bedford   | .....Tuesday: October 17, November 21           |
| New Orleans   | .....Tuesday: October 10, November 14           |
| New York      | .....Tuesday: October 3, November 7             |
| Norfolk       | .....Thursday: October 5, November 9            |
| Philadelphia  | .....Wednesday: October 4, November 8           |
| San Francisco | .....Thursday: October 12, November 16          |
| San Juan      | .....Thursday: October 5, November 9            |
| St. Louis     | .....Friday: October 13, November 17            |
| Tacoma        | .....Friday: October 20, November 24            |
| Wilmington    | .....Monday: October 16, November 20            |

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

## Personals

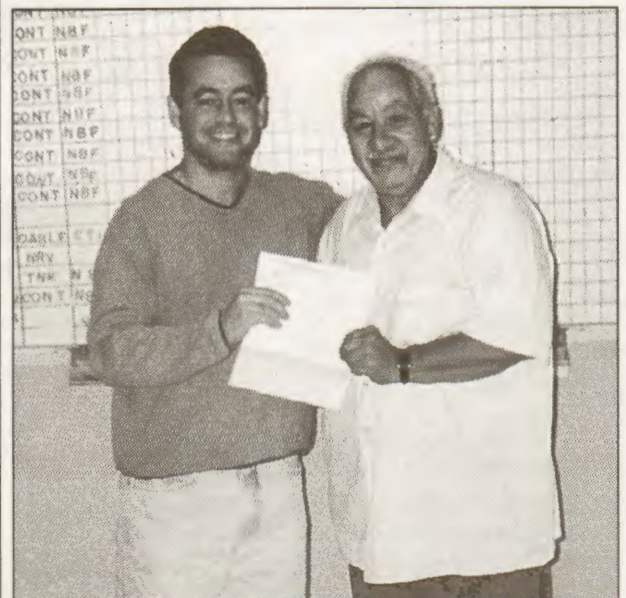
### SIU-MSC ANNUAL PICNIC

The annual SIU-Marine Cooks & Stewards picnic is scheduled for Sunday, September 10, from noon until 5 p.m. at the barbecue area (site #7) at San Bruno City Park. This is a pot luck, BYOB picnic.

### DEREK MACKEY

Please contact the SIU hall in the port of Jacksonville (904) 353-0987

## New Pensioner Soto



AB Jose Soto (right) receives his first pension check from SIU Port Agent Victor Nuñez at the hall in Santurce, P.R.



**Seafarers International Union  
Directory**

**Michael Sacco**  
President

**John Fay**  
Executive Vice President

**David Heindel**  
Secretary-Treasurer

**Augustin Tellez**  
Vice President Contracts

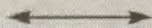
**Jack Caffey**  
Vice President Atlantic Coast

**Tom Orzechowski**  
Vice President Lakes and Inland Waters

**Dean Corgey**  
Vice President Gulf Coast

**Nicholas J. Marrone**  
Vice President West Coast

**Kermett 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**

JULY 16 — AUGUST 15, 2000

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

| Port                      | *TOTAL REGISTERED<br>All Groups |         |          | TOTAL SHIPPED<br>All Groups |         |          | **REGISTERED ON BEACH<br>All Groups |         |          |
|---------------------------|---------------------------------|---------|----------|-----------------------------|---------|----------|-------------------------------------|---------|----------|
|                           | Class CL                        | Class L | Class NP | Class CL                    | Class L | Class NP | Class CL                            | Class L | Class NP |
| <b>DECK DEPARTMENT</b>    |                                 |         |          |                             |         |          |                                     |         |          |
| Algonac                   | 0                               | 32      | 13       | 0                           | 25      | 6        | 0                                   | 7       | 7        |
| <b>ENGINE DEPARTMENT</b>  |                                 |         |          |                             |         |          |                                     |         |          |
| Algonac                   | 0                               | 16      | 8        | 0                           | 13      | 3        | 0                                   | 3       | 5        |
| <b>STEWARD DEPARTMENT</b> |                                 |         |          |                             |         |          |                                     |         |          |
| Algonac                   | 0                               | 8       | 4        | 0                           | 8       | 4        | 0                                   | 0       | 0        |
| <b>ENTRY DEPARTMENT</b>   |                                 |         |          |                             |         |          |                                     |         |          |
| Algonac                   | 0                               | 18      | 19       | 0                           | 16      | 19       | 0                                   | 2       | 0        |

**Totals All Depts** 0 74 44 0 62 32 0 12 12

\*"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**

JULY 16 — AUGUST 15, 2000

| Region                    | *TOTAL REGISTERED<br>All Groups |          |           | TOTAL SHIPPED<br>All Groups |          |          | **REGISTERED ON BEACH<br>All Groups |          |           |
|---------------------------|---------------------------------|----------|-----------|-----------------------------|----------|----------|-------------------------------------|----------|-----------|
|                           | Class A                         | Class B  | Class C   | Class A                     | Class B  | Class C  | Class A                             | Class B  | Class C   |
| <b>DECK DEPARTMENT</b>    |                                 |          |           |                             |          |          |                                     |          |           |
| Atlantic Coast            | 0                               | 0        | 0         | 0                           | 0        | 0        | 0                                   | 0        | 0         |
| Gulf Coast                | 1                               | 2        | 7         | 0                           | 0        | 5        | 1                                   | 2        | 16        |
| Lakes, Inland Waters      | 0                               | 0        | 0         | 0                           | 0        | 0        | 0                                   | 0        | 0         |
| West Coast                | 1                               | 0        | 5         | 2                           | 0        | 3        | 6                                   | 1        | 15        |
| <b>Totals</b>             | <b>2</b>                        | <b>2</b> | <b>12</b> | <b>2</b>                    | <b>0</b> | <b>8</b> | <b>7</b>                            | <b>3</b> | <b>31</b> |
| <b>ENGINE DEPARTMENT</b>  |                                 |          |           |                             |          |          |                                     |          |           |
| Atlantic Coast            | 0                               | 0        | 0         | 0                           | 0        | 0        | 0                                   | 0        | 0         |
| Gulf Coast                | 1                               | 0        | 0         | 0                           | 0        | 0        | 1                                   | 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         |
| <b>Totals</b>             | <b>1</b>                        | <b>0</b> | <b>0</b>  | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>1</b>                            | <b>0</b> | <b>0</b>  |
| <b>STEWARD DEPARTMENT</b> |                                 |          |           |                             |          |          |                                     |          |           |
| 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        | 2         |
| <b>Totals</b>             | <b>0</b>                        | <b>0</b> | <b>0</b>  | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>0</b>                            | <b>0</b> | <b>2</b>  |

**Totals All Depts** 3 2 12 2 0 8 8 3 33

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

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

**PIC-FROM-THE-PAST**

This photo was sent to the *Seafarers LOG* by Antoinette Warren, the wife of Pensioner **Paul A. Warren** of Mandeville, La.

The picture was snapped in New Orleans during an organizing drive aboard the *Mobile City*. Warren is kneeling at left. Also in the photo is former SIU Vice President Lindsey Williams (standing fourth from left).

Brother Warren, now 87, is a charter member of the SIU, having joined in 1938 in Alabama. He sailed in the deck department with the SIU as well as during WWII in all theaters of operation.

An official in the union for 32 years, Warren was active in all SIU beefs and served as an organizer on the Great Lakes and with Cities Service and Isthmian. Additionally, he worked as a patrolman in the port of New Orleans. Holding Book No. W-3, Warren may well be the seniormost SIU official.







An inland captain and a member of the engine department who upgraded his skills on five separate occasions are among the eight Seafarers announcing their retirements this month.

Captain **Richard N. Roel Sr.** navigated the waterways for nearly three decades, yet found time to upgrade his skills at the Harry Lundeberg School of Seamanship in Piney Point, Md. And speaking of upgrading, **Paul R. Wolf** did it often. The Brooklyn, N.Y. native visited the union's school in 1979, 1981, 1984, 1992 and 1994, each time improving his skills as a member of the engine department.

Four of the retirees sailed in the deep sea division, three navigated the inland waterways, and one plied the Great Lakes.

Two of the new pensioners were members of the steward department, four others sailed in the deck department and two shipped in the engine department.

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

#### DEEP SEA



**ALBERT HENDRICKS**, 58, began his career with the SIU in 1962, joining in New York. The Mobile

Ala. native first navigated the waterways aboard the *Elizabeth*, operated by the AH Bull Steamship Company. A member of the steward department, Brother Hendricks last sailed in March. Prior to his retirement, he sailed aboard the *PFC Eugene A. Obregon*, operated by Waterman Steamship Corp. Brother Hendricks resides in Mobile.

**FAGALILO MALIGA**, 59, was born in American Samoa. Brother Maliga started his career with the SIU in 1978 in the port of San Francisco. He first sailed aboard

the *Santa Magdalena*, operated by Delta Steamship Lines. A member of the steward department, Brother Maliga last navigated the waterways in 1999. His final voyage was aboard the *Sea-Land Innovator*. Brother Maliga lives in Long Beach, Calif.



**WILLIAM F. MURPHY**, 70, sailed as a member of the deck department. He joined the SIU in 1974 in New York. His



first ship was the *Erna Elizabeth*, an Albatross Tanker Company vessel. The Worcester, Mass. native served 20 years with the U.S. Marine Corps before becoming a Seafarer. Brother Murphy upgraded his skills often at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Before retiring he sailed aboard the *Sea-Land Express*. Brother Murphy resides in Okinawa, Japan.

**PAUL R. WOLF**, 60, hails from Brooklyn, N.Y. Brother Wolf began his career with the SIU in 1962, joining in the port of New York. Prior to becoming a Seafarer, Brother Wolf served in the U.S. Army from 1957 to 1960. A member of the engine department, he first sailed aboard the *Capri*, operated by Peninsular Navigation Corporation. A frequent upgrader, Brother Wolf attended the union's school in 1979, 1981, 1984, 1992 and 1994. Prior to his retirement, he sailed aboard the *LNG Gemini*, operated by Pronav Ship Management. Brother Wolf resides in West Melbourne, Fla.

#### INLAND

**SAMUEL T. JACKSON JR.**,

representative from 1961 until retiring in 1977.

Morrison said he met Mooney during an organizing campaign in Buffalo in 1960. The two remained friends thereafter.

"Ed worked very, very hard explaining what a union would mean, and he was talking to people who weren't used to the idea of a union," noted Morrison. "He impressed me right away. He was a gentleman to everyone around him, always had time to hear any kind of complaint or beef—and there were plenty of them at that time."

Morrison added that he stays up-to-date on the latest SIU news and that the union "has done so many things for people who wouldn't have had a chance if it weren't for the SIU. It still does that today—gives a chance to people who want to make something of themselves."

61, hails from Charleston S.C. Brother Jackson joined the SIU in 1976 in Houston. A member of the engine department, he sailed primarily aboard Marine Contracting & Towing vessels. His first voyage occurred in 1976; his last, in 1988. Brother Jackson still calls Charleston home.

**RICHARD N. ROEL SR.**, 63, began his SIU career in 1961 in Philadelphia. Born in Camden, N.J., Captain Roel first navigated the inland waterways aboard a Curtis Bay Towing Company vessel. The captain upgraded his skills at the Paul Hall Center for Maritime Training and Education earlier this year. Prior to his retirement, he sailed at the helm of McAllister Towing of Philadelphia vessels. Brother Roel resides in Westville, N.J.

**PAUL VON BODUNGEN**, 38, hails from New Orleans. Brother Von Bodungen started his SIU career in 1980. The Port Sulphur, La. resident spent his entire career navigating the inland waterways aboard Crescent Towing Salvage Company, Inc., vessels. A member of the deck department, Brother Von Bodungen's most recent voyage was in 1998.

#### GREAT LAKES

**JAMES P. M. WALSH JR.**, 59, was born in Wisconsin. He start-

## 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.



ed his career with the SIU in 1962, joining in Duluth, Minn. A member of the deck department, Brother

Walsh spent his entire career sailing aboard Great Lakes Towing Co. vessels. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1995. Brother Walsh resides in South Range, Wis.

## SIU Joins 'Bloody Thursday' Remembrance



Retired SIU VP West Coast George McCartney carried a message of solidarity to the recent ceremony conducted in San Francisco by the International Longshore & Warehouse Union (ILWU) commemorating the 66th anniversary of the General Strike of 1934. "What was true then, remains fact today. Namely, we are strongest when we stand and work together," stated McCartney at the large gathering of union members, politicians and other citizens. The 1934 strike involved thousands of union members—including mariners and longshore workers—along with more than a thousand police and eventually the National Guard. It turned tragic on "Bloody Thursday" (July 5) when a policeman fired fatal shots into the crowd, killing two workers.

Reprinted from past issues of the *Seafarers LOG*

### 1944

One of the most modern union halls in the country was officially opened last week by the SIU. The six-story building at 51 Beaver Street will house both the New York Branch and the Atlantic & Gulf District offices. The union occupies the top five floors with the shipping hall taking the entire second floor. The lounge, complete with card and writing tables, takes the third floor. The stewards' offices

and the baggage room, which offers free baggage checking for members in good standing, are on the fourth floor, and branch offices, including the office of the *Seafarers LOG* take up the fifth floor. Atlantic & Gulf District headquarters comprise the top floor. The reaction of the membership to their new home has been very favorable. Commenting on the new building, one Seafarer said, "From now on we don't have to take off our hat to nobody."

### 1964

The Seafarers International Union has called

upon the Maritime Advisory Committee to denounce the use by American companies of ships registered in Panama, Liberia and Honduras, and to recommend to the president, the congress and the appropriate government agencies a six-point program of action against these runaway flags.

"The runaway operator," the SIU asserted, "is a predatory parasite, roaming the seas in search of profligate profits, meanwhile preying upon the more poorly paid peoples of other lands in the worst traditions of old-fashion-

ed dollar imperialism and economic colonialism."

### 1984

The *Pfc. Eugene A. Obregon*, the second of three vessels that have been converted for military charter under the TAKX program, was christened on September 8 in San Diego. She was preceded by the *Sgt. Matej Kocak*, which was christened in August, and will be followed by the *Maj. Stephen W. Pless*. The work is being performed for Waterman Steamship Corp. and will be operated under charter by the Military Sealift Command.

## THIS MONTH IN SIU HISTORY

### Pensioner Makes SPAD Donation in Mooney's Memory

Joe Morrison knew Ed Mooney for 40 years, so the retired recertified bosun understood how deeply Mooney cared about the SIU.

With that in mind, Morrison last month made a \$300 contribution in Mooney's memory to the Seafarers Political Action Donation (SPAD).

"It's the best remembrance I possibly could give Ed," stated Morrison, who sailed with the SIU from 1960 to 1992. "SPAD helps make sure the union gets good jobs and benefits in the future, and that's what Ed was all about."

Mooney, a popular and effective SIU official, passed away July 4, at age 84. He first sailed with the SIU in 1944, and later worked as a headquarters



# Final Departures

## DEEP SEA

### EDMUND BURNETT



Pensioner Edmund Burnett, 72, died May 26. Brother Burnett began his career with the SIU in 1969 in the port of Houston and first sailed

aboard the *Steel Architect*, operated by Isco Inc. A native of Hawaii, he was a member of the steward department and began receiving his pension in 1990. Brother Burnett returned to sea in 1991 during the Persian Gulf War, working aboard Seahawk Management's *Falcon Leader*. Galveston, Texas was his home.

### CALVIN DeSILVA



Pensioner Calvin DeSilva, 73, passed away June 6. A member of the deck department, Brother DeSilva joined the SIU in 1947 in the port of New

York. Born in Trinidad, West Indies, Brother DeSilva first sailed aboard the *Steel Maker*, operated by Isco Inc. He last sailed aboard the *Sea-Land Crusader* and began receiving his pension in 1989. Brother DeSilva resided in Orlando, Fla.

### ALBERT ESTRADA



Pensioner Albert Estrada, 77, died May 17. Born in New Orleans, Brother Estrada began his SIU career in 1947 in the port of New Orleans.

He first sailed aboard an Alcoa Steamship Company vessel. A member of the steward department, Brother Estrada served with the U.S.

Navy from 1943 to 1945. He upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1981. In 1989, he sailed aboard the Waterman Steamship-operated *Sam Houston* and began receiving his pension that same year. Chalmette, La. was his home.

### CLAUDE H. GILLIAM

Pensioner Claude H. Gilliam, 74, passed away May 30. A native of Tennessee, Brother Gilliam began his career with the SIU in 1951 in the port of Baltimore. A member of the steward department, Brother Gilliam first sailed on Metro Steamship Corporation's *Atlantic Water*. He served in the U.S. Army from 1944 to 1947. Prior to his retirement, he sailed aboard the Waterman Steamship Corp. vessel *Stonewall Jackson*. Brother Gilliam began receiving his pension in 1991 and resided in Gretna, La.

### KENNETH GILLIAM

Brother Kenneth Gilliam, 53, died May 30. Born in Galveston, Texas, Brother Gilliam started his SIU career in 1991, joining in the port of Houston. He first sailed aboard the *Cape Edmont*, operated by InterOcean Uglund Management Corporation. A member of the deck department, Brother Gilliam last sailed on the *Liberty Star*, operated by Liberty Maritime Corporation. Galveston was his home.

### HEBER GUYMON



Pensioner Heber Guymon, 74, died Nov. 11, 1999. Brother Guymon joined the SIU in 1948 in the port of Baltimore and first sailed

aboard a Sinclair Oil Corporation-operated vessel. Born in Hunnington, Utah, he sailed as a member of the engine department. Brother Guymon upgraded his skills at the Seafarers Harry Lundeberg

School of Seamanship in 1974 and began receiving his pension in 1981. Prior to his retirement, he sailed aboard the *Sea-Land Commerce*. El Paso, Texas was Brother Guymon's home.

### WILLIAM R. HORNE



Pensioner William R. Horne, 73, passed away May 17. Born in New Jersey, Captain Horne began his career with the SIU in 1947, first sailing aboard the *Council Grove*, operated by Cities Service. Brother Horne began receiving his pension in 1988. Prior to retiring, he sailed aboard the *Transpacific*. He resided in San Francisco.

### IRA R. JESSE JR.



Pensioner Ira R. Jesse Jr., 65, died June 5. Born in Texas, Brother Jesse began his SIU career in 1967 in the port of San Francisco. A member of

the steward department, he first sailed aboard the *Andrew Jackson*, operated by Waterman Steamship Corp. Brother Jesse served in the U.S. Air Force from 1953 to 1957 and began receiving his SIU pension in 1988. Prior to retiring, he shipped aboard Westchester Marine's *Beaver State*. Brother Jesse resided in Las Vegas.

### FREDERICK JOHNSON



Pensioner Frederick Johnson, 78, passed away May 5. Bosun Johnson joined the SIU in 1942 in the port of New York. Born in Massa-

chusetts, he first sailed aboard the *Charles Warfield*, an Alcoa Steamship Company vessel. A member of the deck department, Bosun Johnson upgraded his skills by completing the bosun recertification course at the Seafarers Harry Lundeberg School of Seamanship in 1974. He began receiving his pension in 1986. Prior to his retirement, Bosun Johnson sailed aboard the *OMI Missouri*. Mobile, Ala., was his home.

### TOM MARSHALL



Pensioner Tom Marshall, 76, passed away June 2. Brother Marshall began his career with the SIU in 1955, joining in San Francisco. A native of

Louisiana, he was a member of the steward department and first sailed aboard the *North PLT Victory*, operated by Sheppay Steamship. Brother Marshall began receiving his pension in 1991. Prior to his retirement, he sailed aboard the *Sea-Land Pacific*. New Orleans was his home.

### CONLIN M. MURPHY



Pensioner Conlin M. Murphy, 77, passed away June 2. Brother Murphy began his career with the Seafarers in 1952 in the port

of San Francisco. A member of the steward department, he first sailed aboard the *Del Oro*, operated by Delta Steamship Lines. Prior to joining the SIU, Brother Murphy was in the U.S. Army, serving from 1941 to 1944. He began receiving his pension in 1988. Prior to his retirement, Brother Murphy sailed aboard *Mokihana*. He called San Francisco home.

### DEAN PRINDLE

Pensioner Dean Prindle, 75, died May 5. Born in California, Brother Prindle began his SIU career in 1956. He first sailed aboard the *Fair Port*, operated by Waterman Steamship Corp. A member of the deck department, Brother Prindle served with the U.S. Air Force from 1946 to 1948. He began receiving his pension in 1990. Prior to his retirement, he sailed aboard the *Sea-Land Pacific*. Brother Prindle resided in Oakland.

### RICARDO RISBECK



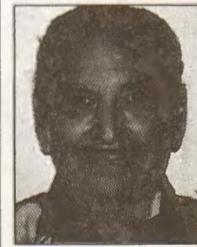
Brother Ricardo Risbeck, 60, passed away May 16. A native of Pennsylvania, Brother Risbeck started his career with the SIU in

1966, joining in Seattle. His first voyage was aboard the *Sea-Land Anchorage*. A member of the engine department, Brother Risbeck upgraded his skills in 1973 and 1987 respectively at the Seafarers Harry Lundeberg School of Seamanship. He last sailed aboard the *Sea-Land Enterprise*. Brother Risbeck resided in Bellingham, Wash.

### EDWARD RULEY

Pensioner Edward Ruley, 76, died May 12. Bosun Ruley started his career with the Seafarers in 1943, joining in the port of Norfolk, Va. A member of the deck department, he first sailed aboard a Waterman Steamship vessel. Brother Ruley began receiving his pension in 1990. Prior to his retirement, the Maryland native sailed aboard the *SS Point Susan*, operated by Point Venture Corporation. Baltimore was his home.

### ALEJANDRO SERRANO



Pensioner Alejandro Serrano, 73, died June 6. Brother Serrano joined the Seafarers in 1961 in the port of New York. Born in Puerto

Rico, Brother Serrano first sailed aboard the *Pisces*, operated by Balton Shipping. He worked as a member of the steward department and began receiving his pension in 1995. Prior to his retirement, Brother Serrano sailed aboard the *Mayaguez*, operated by Puerto Rico Marine Management Inc. Brother Serrano resided in his native Puerto Rico.

### INLAND

#### BYRON DAVIDSON



Pensioner Byron D. Davidson, 57, died May 2. Brother Davidson served in the U.S. Navy from 1960 to 1964. The Colorado native launched his career with the

SIU in 1969 in the port of New Orleans sailing in the deck department. His first ship was the *Steel Advocate*, operated by Isco Inc. He later transferred to the inland division. Brother Davidson began receiving his pension in 1999. Prior to retiring, he sailed aboard Crowley Towing & Transportation vessels. Cypress, Texas was his home.

### HAROLD DEICH



Pensioner Harold A. Deich, 81, died April 18. A Maryland native, Brother Deich started his career with the SIU in 1957 in the port of

Baltimore. A member of the deck department who also sailed as a captain, he first worked aboard Wheeling Steel Corporation vessels. Brother Deich served in the U.S. Army from 1944 to 1946. Prior to his retirement in 1981, he sailed aboard Charles H. Harper & Associates vessels. Glen Burnie, Md. was his home.

### CYRUS GUSSMAN



Pensioner Cyrus Gussman, 79, passed away April 23. A native of Morgan City, La. Boatman Gussman began his career with the SIU in 1964

joining in Port Arthur, Texas. He served with the U.S. Army from 1939 to 1946. A member of the engine department, Brother Gussman began receiving his pension in 1985. During his career, he sailed primarily aboard vessels operated by Higman Barge Lines. Brother Gussman resided in Louisiana.

### GREAT LAKES

#### PAUL MONAHAN

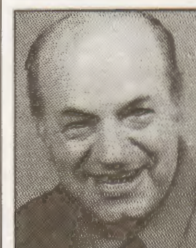


Pensioner Paul Monahan, 77, died Nov. 30, 1999. Born in Pennsylvania, Brother Monahan began his career with the Seafarers in 1968, joining in

Chicago. A member of the deck department, he first sailed aboard the *Southdown Challenger*, operated by Cement Transit Company. Brother Monahan served with the U.S. Marine Corps from 1941 to 1947 and began receiving his SIU pension in 1991. Prior to his retirement, he sailed aboard the American Steamship Company-operated *Charles E. Wilson*. Brother Monahan resided in Albany, N.Y.

### ATLANTIC FISHERMEN

#### SALVATORE LoPICCOLO



Pensioner Salvatore LoPiccolo, 81, died June 1. A native of Massachusetts, he joined the Atlantic Fishermen's Union before it

merged with the AGLIWD in 1981. During his career, he also sailed aboard deep sea vessels as a member of the deck department. LoPiccolo was a resident of Gloucester, Mass. He began receiving his pension in 1981.

## Letter to the Editor

### The Legacy Of Two Seafarers

Two dedicated union members, later to become officials, were taken from us recently, only weeks apart. The legacy and contributions provided by these men remain intact.

Edward Mooney and Juan Reinos were a big part of my life as an active seaman.

I shipped out of Brooklyn from the time Ed was first elected a patrolman until he was appointed headquarters representative and everything in between. His position toward the rank-and-file members never changed. He was always there for anyone with a reasonable concern.

Ed, along with John Dwyer, were instrumental in handling a delicate Brooklyn waterfront problem that might otherwise have gotten out of hand.

I was a shipmate of Juan's. When he was chosen to work ashore, I personally was skeptical. Are we going to trade a great steward, great cook and even greater shipmate for a three-piece suit, cluttered desk and typewriter (remember them?)? Time allayed those fears. It is common knowledge that Juan played a large role in making the food and stewards' program the overwhelming success that it is today.

My next protracted stay other than New York was in San Francisco. As fate would have it, Juan was elected port patrolman there. My stay in San Francisco suddenly became a pleasant experience.

I was blessed. I could never have picked this exacta. Memories are reward enough. If someone should ask if I knew Ed or Juan, I can proudly answer in the affirmative. To both families, I send my sincere condolences.

Anthony Notturmo  
Villas, N.J.



# 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.

**LNG GEMINI** (Pronav Ship Mgmt.), May 21—Chairman **Zanal A. Sirigar**, Secretary **Georg G. Kenny**, Educational Director **Mark Freeman**, Deck Delegate **Scott J. Seiler**, Engine Delegate **Dasril Panko**, Steward Delegate **Sukirman Suraredjo**. Chairman reported new mattresses received. Educational director advised members to take advantage of training facilities at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Recommendations for next contract include adding prescription coverage for dependents and issuing insurance cards. Question sent to contracts department concerning injury reports. Recommendation made for union to look into transportation to and from ship and for status of contract negotiations with Pronav. Discussion held on how to spend ship's fund. Suggestions included new microwave, refrigerators for all staterooms and upgraded satellite TV system. Steward thanked crew for help maintaining clean ship. Crew, in turn, expressed gratitude for having "one of best cooks in union onboard."

**MAERSK ARIZONA** (Maersk Line), May 19—Chairman **Scott A. Heginbotham**, Secretary **Grant H. Armstead**, Educational Director **David W. King**, Deck Delegate **Joseph LeBeau**, Engine Delegate **Daniel F. Avery**, Steward Delegate **Raford C. Nixon**. Chairman announced new washers and dryers due on arrival in Houston or New Orleans. Vessel then heading for Mombasa, Kenya. Educational director urged all members to upgrade at Piney Point, Md. Clarification requested by deck department on overtime. Request made for repair of antenna. At present, ship not able to pick up news broadcasts. Crew members also requested verification of company policy regarding monetary advances. Vote of thanks given to steward department for great chow.

**OVERSEAS VIVIAN** (OSG), May 18—Chairman **Doyle W. Ellette**, Secretary **Claude C. Hollings III**, Educational Director **Murray W. Robertson**, Engine Delegate **Andrew Lopez III**. Chairman announced ship en route to Durban, South Africa. Captain to get van so crew can go ashore. He thanked crew for cooperation and asked everybody to be aware of safety issues and report unsafe items to department heads. Fresh vegetables and fruits to be brought aboard in Durban. Educational director stated upgrading skills at Piney Point is road to higher wages. No beefs or disputed OT reported. All communications read and posted. Chairman told crew that LOG gives members information on maritime news both at sea and ashore. Steward department given vote of thanks for job well done.

**PRODUCER** (CSX Lines), May 21—Chairman **William J. Card**, Secretary **David A. Cunningham**, Educational Director **Alan A. Rogers II**, Deck Delegate **Joseph A. Osorio**, Steward Delegate **Pedro Laboy**. Chairman announced payoff in Oakland, Calif. upon arrival. Vessel now on regular 14-day run to Long Beach and Honolulu. Bosun reminded everyone to separate plastic items from regular trash and to keep messhalls locked in port. Crew

members also advised to check expiration date on z-card and make sure other documents (passports, STCW, TRBs) are up-to-date. Educational director urged everyone to upgrade ratings in department. Treasurer stated \$848 in ship's fund. Clarification on reliefs requested in engine department. Suggestion made to ask contracts department to consider doubling pension and reducing seatime required. Bosun thanked steward department for good food and for keeping areas clean and well stocked. Steward thanked relief bosun for help with garbage during voyage and Chief Cook Laboy for keeping galley spotless. Request made by member for meals made with no beef, pork, lamb, cheese and pasta; also that pork not be added to beans and soup.

**WASHINGTON** (ATC), May 7—Chairman **Rudy Santos**, Secretary **Scott Opsahl**, Educational Director **Charles W. Dahlhaus**, Deck Delegate **Gavino A. Octaviano**, Engine Delegate **Patrick Lynch**, Steward Delegate **Samuel Harris**. Chairman announced payoff in Cherry Point, Wash. Vessel may anchor prior to docking; if so, ship will pay off at anchor. Secretary reminded members to leave clean room for next person. Educational director urged everyone to upgrade and keep endorsements current, check expiration date on z-card and have TRB signed. He also suggested donating a little extra to SPAD to help keep SIU interests known on Capitol Hill. No beefs or disputed OT reported. Request made for electronic money transfer capability and for company-supplied DVD player. Crew radio antenna requires repair. Crew baggage locker, now used as weather gear locker by officers needs to be reclaimed. Next ports: Ferndale, Wash. and Valdez, Alaska.

**CAPE JACOB** (Amsea), June 3—Chairman **Robert W. Johnson**, Secretary **James M. Kasha**, Deck Delegate **Kelvin W. Johnson**, Engine Delegate **Lawrence T. French**, Educational Director **Lawrence T. French III**, Steward Delegate **Arturo A. Rodriguez**. Chairman talked about retroactive pay increase resulting from resolution in contractual agreement. Captain discussed repatriation flights and answered questions from crew. Secretary spoke more about new Amsea contract and how it benefits everyone in SIU. Educational director stressed need for keeping STCW endorsement and TRBs up to date and of upgrading at Piney Point. Treasurer announced \$100 in ship's fund to be used for purchase of movies. Donation made to American Diabetes Association on behalf of crew member aboard ship. No beefs or disputed OT reported. President's report read from most recent LOG and discussion ensued on past and future of SIU. Voyage completed to Maldives with 22 Navy personnel aboard. Also took part in British operations mission. All went well; vessel to depart for Singapore July 10. Everyone reminded to be safety conscious at all times. This includes wearing goggles or other eye protection and safety shoes. Vote of thanks given to Steward Kasha and his department for job well done.

**CAPE LOOKOUT SHOALS** (IUM), June 22—Chairman **Steven L. Bush**, Secretary **Jose A. Rivera**.

Chairman confirmed vessel has new charter for next several years, beginning early July. Run will be from Valdez to Nikolski, Alaska with occasional trips to Anacortes, Wash. No beefs or disputed OT reported. Communications are slow aboard ship, with no LOGs received recently. This expected to change with change of route and new P.O. box in Nikolski. Suggestion made to have contracts department look into negotiating with company for various improvements, which will help attract relief crew members.

**GREEN ISLAND** (Waterman Steamship Corp.), June 4—Chairman **Bennie Freeland**, Secretary **John G. Reid**, Educational Director **James Laratta**, Deck Delegate **Desiree M. Crockett**, Engine Delegate **Philip W. Zalewski**. Chairman talked about need for coffee makers in pantry and increase in provisions. Secretary reminded everyone getting off to strip beds and obtain fresh linens for next person; also to return any movies to video library. Educational director encouraged members to upgrade skills at Piney Point and to ensure STCW and other documents in order. He also mentioned help is available for anyone with alcohol or drug problems. Check with patrolman at any SIU hall. Beef reported in deck department; no disputed OT noted by department delegates. Request made that satellite dish be included in next contract for all SIU ships and that vacation time and overtime be counted toward seatime. Vote of thanks given to steward department for excellent job with limited stores.

**GUAYAMA** (NPR, Inc.), June 11—Chairman **Roan Lightfoot**, Secretary **Gina G. Lightfoot**, Steward Delegate **Jerry S. Gant**. Chairman announced payoff in Jacksonville, Fla. June 16. He noted safety pamphlets posted in messhalls and for everyone to become familiar with material, especially in light of upcoming Coast Guard inspection. Secretary suggested crew members attend upgrading courses at Paul Hall Center. Educational director reminded members about SCTW cutoff date (Feb. 2002) and not to wait until last minute. Some disputed OT brought up in deck department; no beefs reported by department delegates. Steward department given vote of thanks for fine job. Next ports: San Juan, P.R. and Jacksonville.

**INTEGRITY** (U.S. Ship Mgmt.), June 4—Chairman **Domingo Leon Jr.**, Secretary **Stephanie Sizemore**, Educational Director **Dennis R. Baker**. Educational director advised crew members to upgrade skills at Piney Point to secure brighter future and noted that new simulator building with state-of-the-art equipment to be ready soon. He also reminded crew members getting off to supply rooms with clean linens. No beefs or disputed OT reported. New dryer for crew on order. Suggestion made for contracts department to look into increasing maintenance and cure and extend medical benefits to dependents. Thanks given to steward department for excellent food. Next port: Boston, Mass. and Elizabeth, N.J.

**LIBERTY STAR** (Liberty Maritime), June 18—Chairman **Robert B. Lindsay Jr.**, Secretary **Joseph C. Birke**, Educational Director **Junious Williams Jr.**, Deck Delegate **James E. Sullivan**, Engine Delegate **Joseph Williams**, Steward Delegate **Julio Guity**. Chairman announced Haifa, Israel as next port of call. Crew members should be aware that *Liberty Star* works from bell to bell. No word from company on June 15 pay increase. Educational director stated STCW requirements need to be fulfilled; he encouraged members to attend upgrading courses at Paul Hall Center. Treasurer announced \$238 in ship's fund. Clarification

requested by deck delegate on mandatory overtime for day workers Saturdays and Sundays in port or at sea. Beef reported in engine department regarding no weekend night-time overtime. New microwave requested for crew on mess decks. Vote of thanks given to steward department for job well done.

**LIBERTY SUN** (Liberty Maritime), June 11—Chairman **Joseph W. Moore**, Secretary **John B. McGill Jr.**, Educational Director **Lorie**

duties. Suggestion made for membership to receive Christmas bonus. Steward expressed interest in having union forms put on CDs for shipboard computer use. Movies purchased in El Segundo, Calif. Some members expressed desire for exercise area. Vote of thanks to steward department, especially T. M. Curley. "Good food is the standard and not the exception." Next port: Honolulu.

**OVERSEAS NEW YORK** (ATC), June 11—Chairman **Carlos**

## Old Friends Meet Again



Third Mate Mark Holman (left), who sent this photo to the LOG, and Bosun Dave Garoutte recently made a trip to South America on the SS *Cleveland*. The two graduated from the same bosun recertification class at Piney Point in 1988. Both also joined the union immediately after completing the entry-level training program: Holman in 1980 and Garoutte in 1972.

**Christmas Jr.**, Deck Delegate **Abraham M. Murray**, Engine Delegate **Robert L. Stevenson**, Steward Delegate **Henry Greene Jr.**. Chairman announced payoff in New Orleans June 12. Both he and secretary gave words of encouragement to unlicensed apprentices aboard vessel. Educational director pointed out positive results of attending upgrading courses at Paul Hall Center. Some disputed OT reported in engine department; no beefs or disputed OT in deck or steward departments. Requests made for new VCR and typewriter.

**MARINE COLUMBIA** (ATC), June 11—Chairman **Gregory L. Hamilton**, Secretary **James F. Dunne**, Educational Director **Ronald Gordon**, Deck Delegate **Fred L. Collins**, Engine Delegate **Carlos Ortiz**, Steward Delegate **John F. Huyett**. Educational director advised crew members to attend necessary courses at Paul Hall Center to comply with STCW. Chairman noted weights and dartboard approved for purchase and additionally requested two new trash containers—one for plastics and one for biodegradable items. Treasurer announced \$1,509 available in fund for purchase of dartboard and weights and \$250 in emergency fund. Disputed OT reported in engine department. Everyone asked to help keep noise down in passages. Extra launch requested but not approved. Vote of thanks given to steward department for job well done. Suggestions sent to contracts department for negotiation of new contract.

**OVERSEAS CHICAGO** (ATC), June 12—Chairman **Christopher J. Kicey**, Secretary **Gregory S. Lynch**, Educational Director **Miguel Callazo**. Chairman thanked everyone for hard work. He said payoffs would take place monthly as soon as company gets payroll plan installed on ship. Secretary discussed union's money purchase pension plan (SMPPP). Educational director announced new ATC class at Piney Point being developed and encouraged all members to upgrade skills at the school, particularly to be up to industry standards for STCW. Movie fund to be created; donations accepted by GSU T. M. Curley. No beefs or disputed OT reported; clarification requested on coffee making

**Loureiro**, Secretary **Jeffrey L. Smith**, Educational Director **Edward H. Self**, Steward Delegate **Saeed Saeed**. Chairman announced payoff in Ferndale, Wash. June 13. Educational director stressed upgrading skills at Paul Hall Center and noted ATC safety course not yet scheduled. No beefs or disputed OT reported. Communications received from contracts department concerning vacation pay and current agreement. Clarification requested on interest rate for money purchase pension plan. Requests made for new crew lounge furniture and room for exercise equipment. Thanks given to steward department for job well done.

**RELIANCE** (CSX Lines), June 10—Chairman **Lance X. Zollner**, Secretary **Gene C. Sivley**, Educational Director **Michael A. Rubino**, Deck Delegate **Russell Haynes**, Steward Delegate **Mose Peacock Jr.**. Chairman announced payoff in Tacoma, Wash. June 16 and thanked crew for smooth voyage. Educational director reminded crew members of importance of contributing to SPAD, particularly in this election year. No beefs or disputed OT reported. Steward department given vote of thanks for great job.

**R.G. MATTHIESEN** (Ocean Shipholding Inc.), June 24—Chairman **Robert G. Bell**, Secretary **Lovell McElroy Sr.**, Educational Director **Moses Micken Jr.**, Deck Delegate **Brian Matthiesen**, Engine Delegate **Todd Moreland**, Steward Delegate **Elhussieny Elnaggar**. Chairman announced annual inspection by Lloyds of London insurance group to take place while at anchor in Manchester, Wash. Secretary noted fresh produce taken on with 90-days stores in Hawaii also due for contamination inspection in Manchester due to federal codes. Educational director reminded everyone to check expiration date on z-card before shipping out. He also suggested attending upgrading courses at Piney Point for job security. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for great meals. Next ports: San Francisco and Crockett, Calif. and Manchester and Ferndale, Wash.



# THE GALLEY CORNER

## Gazpacho

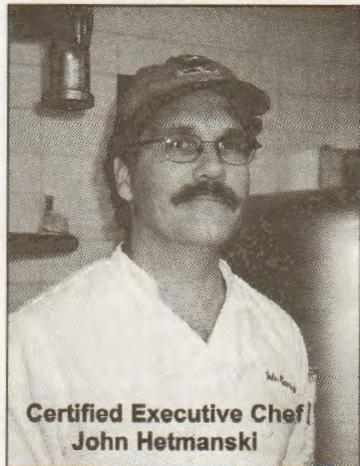
Serves: 25  
Preparation Time: 2 hours

... a great way to use up your garden-fresh vegetables ...

- 1 1/8 gallons red ripe tomatoes, chopped
- 1 1/8 quarts cucumber, chopped
- 1 1/8 quarts large bell peppers, chopped
- 1 1/8 pints onion, chopped
- 4 1/8 cloves garlic
- 1 1/8 quarts bread crumbs
- 1 1/8 cups olive oil
- 1/4 cup balsamic vinegar
- 1 1/8 teaspoons salt
- 1 1/8 teaspoons white pepper

Puree vegetables in blender or food processor. Press through sieve to remove seeds. Puree bread crumbs with olive oil and vinegar. Blend into vegetable puree and season with salt and pepper. Chill well.

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.



Certified Executive Chef  
John Hetmanski

### SUMMARY ANNUAL REPORT

#### FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report for SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of the plan assets, after subtracting liabilities of the plan, was \$4,490,436 as of July 31, 1999, compared to \$3,143,615 as of July 31, 1998. During the plan year, the plan experienced a decrease in its net assets of \$58,379. During the plan year, the plan had a total income of \$5,780,303, including employer contributions of \$5,610,854 and earnings from investments of \$169,449. In addition, the plan restated its beginning net assets to appropriately reflect the provisions of AICPA Statement of Position 92-6 resulting in adjustments to benefit obligations of \$1,405,200.

Plan expenses were \$5,838,682. These expenses included \$274,045 in administrative expenses, and \$5,564,637 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

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

1. an accountant's report;
2. assets held for investment; and
3. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the administrator of the SIU Pacific District Supplemental Benefits Plan, Inc., at 522 Harrison Street, San Francisco, CA 94105-3104, telephone number (415) 495-6882. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105-3104 and at the U.S. Dept. of Labor (DOL) in Washington, D.C., or to obtain a copy from the DOL upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

## Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or

feel that you are not getting your union mail, please use the form on this page to update your home address.

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

If you are getting more than

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

Seafarers International Union  
Address Correction Dept.  
5201 Auth Way  
Camp Springs, MD 20746

### HOME ADDRESS FORM

9/00

(Please Print)

Name: \_\_\_\_\_

Phone No.: ( ) \_\_\_\_\_

Address: \_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU  Pensioner  Other \_\_\_\_\_

This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally.

## 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 2000 UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

| Course  | Start Date               | Date of Completion         |
|---|--------------------------|----------------------------|
| Able Seaman   | September 4<br>October 2 | September 29<br>October 27 |
| Lifeboatman   | September 18             | September 29               |
| Radar Unlimited   | October 2                | October 13                 |
| Automatic Radar Plotting Aids*<br>(ARPA) (*must have radar unlimited) | October 16               | October 20                 |

### Engine Upgrading Courses

| Course                          | Start Date                 | Date of Completion      |
|---------------------------------|----------------------------|-------------------------|
| Marine Electrical Maintenance I | September 4                | October 13              |
| Marine Electronics Technician I | September 18               | October 13              |
| Welding                         | September 18<br>October 16 | October 6<br>November 3 |

### Recertification Programs

| Course                | Start Date | Date of Completion |
|-----------------------|------------|--------------------|
| Bosun Recertification | October 9  | November 6         |

### Steward Upgrading Courses

| Course   | Start Date  |
|--|---|
| Galley Operations/<br>Advanced Galley Operations<br>(Every week) | Sept. 4, 11, 18, 25;<br>Oct. 2, 9, 16, 23, 30;<br>Nov. 6, 13, 20, 27;<br>Dec. 4, 11, 18 |
| Certified Chief Cook/Chief Steward<br>(Every other week)         | Sept. 11, 25;<br>Oct. 9, 23, 30;<br>Nov. 6, 20;<br>Dec. 4, 18                           |

### Safety Specialty Courses

| Course   | Start Date  | Date of Completion   |
|--|---|--|
| Tanker Familiarization/<br>Assistant Cargo (DL)*<br>(*must have basic fire fighting) | September 4<br>October 2<br>October 23                                | September 15<br>October 13<br>November 3                             |
| Basic Fire Fighting  | September 18<br>October 16<br>November 6                              | September 22<br>October 20<br>November 10                            |
| Government Vessels   | September 11<br>September 18<br>October 9<br>October 16<br>November 6 | September 29<br>October 6<br>October 27<br>November 3<br>November 24 |
| STCW Basic Safety (refresher)  | September 4<br>September 11<br>October 2<br>October 9<br>October 30   | September 8<br>September 15<br>October 6<br>October 13<br>November 3 |
| Tankerman (PIC) Barge*<br>(*must have basic fire fighting)                           | October 9   | October 13   |

### Academic Department Courses

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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

*With this application, COPIES of the following must be sent: One hundred and twenty (120) days 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.

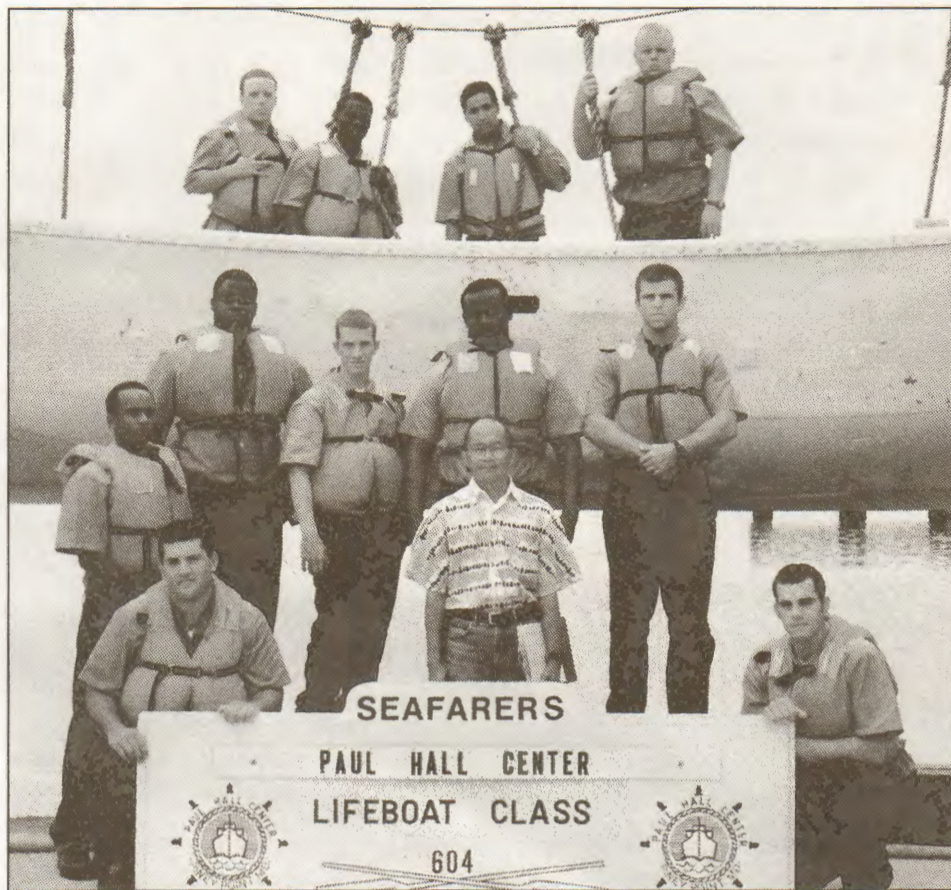
9/00



# Paul Hall Center Graduating Classes



**Unlicensed Apprentice Water Survival Class 598** — Unlicensed apprentices from class 598 who graduated from the water survival course are (in alphabetical order) Malachi Albertie Jr., David Alexander III, John Barrington, Roger Berger, Terry Blade, Earnesto Brandon, John Collins Jr., Edward Deupree III, Jose Echeverria Jr., Patrick Edwards, Lovell Hyman, Jared Lee, John Lightfoot, Edmund Livings, Timothy Manes, Kevin McIntyre, Jose Rivera, John Rochez, Earle Shakes Jr. and Dominic Whitty. Their instructor was Bernabe Pelington.



**Unlicensed Apprentice Water Survival Class 604** — Completing the water survival course are unlicensed apprentices from class 604. They are (from left, front row) Louis Cappadonna, Bernabe Pelington (instructor), Paul Voisin, (second row) Justin Johnson, Roderic Kelly, Larry Tribby, John Rochez, Darren Rollins, (in boat) Matthew Nunez, Damon Straughter, Emilio Abreu and Michael Praslicka.



**Unlicensed Apprentice Water Survival Class 603** — Class 603 unlicensed apprentices who successfully completed the water survival course are (in alphabetical order) Joseph Benavente Jr., Christopher Dionio, Lokona Farias, Jackson Gourgue, Byron Graham, Michael Harvey, Michael Herrera, Kevin Ignacio, Haven Iussig, Nicholas Jones, Ryan Legario, Charles Lewis, Adam Lippe, Samuel Lloyd, Ralph Martin Jr., Jerald Martinez, William McIntyre, Felix Medina, Allyson Pangelinan, Kenneth Simon and Sidney Wagner Jr. (Note: Charles Lewis is not in the photo.)



**Designated Duty Engineer (DDE)** — Completing the designated duty engineer course July 7 are (in no specific order) John Knott, George Murphy Jr., Donald Lumpkins, Monty Dunphy, Richard Robertson, Laurence Gilley and Rene Vazquez. Their instructor, not pictured, was Barney Kane.



**FOWT** — Earning their FOWT endorsements July 21 are (from left, first row) Manuel Oliveras, William Rozier, Fahd Alsoofi, Paul Flores, Armando Bermudez, Curtis Thornton, Brent Morris, (second row) Mark Jones (instructor), James Brown, Pati Taototo, Pedro Ortiz Jr., Gary Torres, Edward Hopeau, William Watterson, Milton Flynn, Pablo Bermudez, Nicholas Joyce, (third row) Carey Foster Jr., Abdul Munassar, Niko Monsales, Juan Green, (fourth row) Gerald Evans, Ray Avie, Darryl White, John Turner III, Victor Harvey, Rossel Lino and Louis Gracia.

## We Did It!



**Unlicensed Apprentice Graduation** — All the studying pays off for another group of unlicensed apprentice graduates as they receive their certificates June 23. Posing with "Momma" Theresa Price are (in alphabetical order) Gregorio Abalos, Kyle Bailey, Tyrone Brown, Carlos Castillo, Christophe Cummings, Sherrod Frazier, Brian Guiry, Michael McElean, Benny Perez, Karl Roy, Shauntay Shavies and Guy Todd. (Note: two of the graduates are not in the photo.)



# Paul Hall Center Graduating Classes

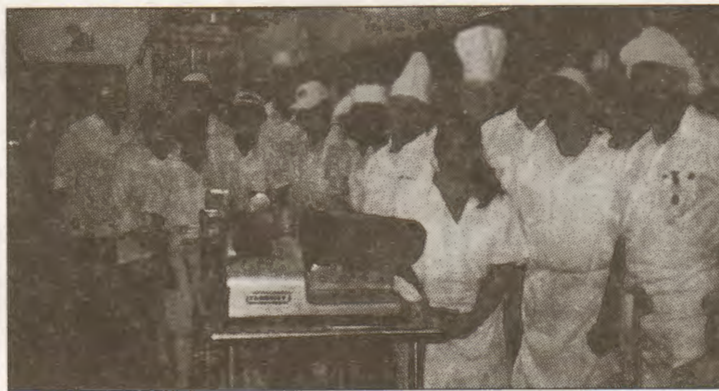


**Tanker Familiarization/Assistant Cargo (DL)** — Completing the tanker familiarization/assistant cargo (DL) course June 16 are (from left, kneeling) Ian Ferguson, Eli Smith, Ronel Guerzon, Charles Walker, Randolph Cash Jr., Marquel Sapp, Raymond Elsner, Chris Todd, (second row) Jim Shaffer (instructor) Chuck Thompson, Janan Driggers, Thomas Odem, Ehtesham Ahmed, Sammy Montana, Kevin Conklin, Melvin Stegall, Justin Rodgers, (third row) Dave Rankin, Riley Donahue, John Gilston and Tom Woerner.



**Able Seaman** — Completing the AB course August 4 are (from left, first row) Enrique Brown, Melvin Hill, Veronica Miller, Gwynne Turkington, (second row) Willie Johnson, David Pratt, Curtis Newman, Rizalino Aldana, Thomas Skubinna, Christopher Green, Timothy Beuk, (third row) William Maggio II, Jeffrey Smith, James Miller, Agustin Miranda, Joshua Weir, Jack Swain, Joel Patzer, Dustin Macomber, Randy Pasquarella, Thomas Morgan, Stan Beck (instructor) and Travis Jarvis.

## Steward Department Skills



**Chief Cook** — Learning specific culinary skills which will prepare them to sail as a chief cook are (in no particular order) Emi Lizada, David Camacho, Natividad Zapata, Herman Stith, Harry Kimble, Gerry Querubin, Tanja Pfizenmaier, George Burgos, Michael Harris, Marcus Nicholas and Vern Andrews. With them are instructors Chef John Hetmanski and Chef John Dobson as well as assistant instructor Chef Phyllis Rand.

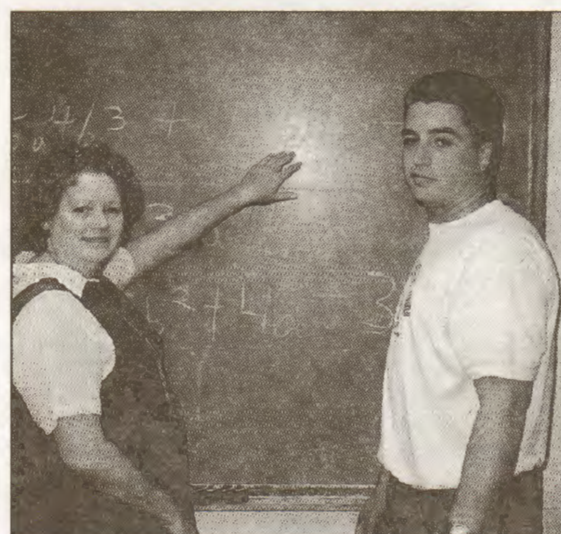


**Chief Cook** — Additional upgraders in the chief cook course are (from left) Michael Harris, Michael Todman, Sixto Batiz, Peter Schuetz and instructor Chef John Hetmanski.



**Galley Operations** — The galley operations course teaches students baking skills. From the left (front row) are Angelo Camacho, Rocel Caballero, Leopold Calderon, Adele George, Kaipo Cornwell, Julio Ciliezar, Juan Rios, (second row) Chef Ed White (instructor), Gary Dottino, Jimmy Williams and Darren Barrett.

## Academic Department



**College Math Prep** — Instructor Peggy Densford (left) works with Pete Malone (Unlicensed Apprentice Class 575) to prepare for college math courses.



**English as a Second Language (ESL)** — William McIntyre, a native of Pattaya, Thailand, studies English with Instructor Peggy Densford.

**Right: Computer Class** — Fateh Saleh, from the port of Wilmington, Calif., practices using the computer with help from Instructor Richard Prucha.







# SIU-Crewed Ship Becomes Tourist Attraction



Chief Steward Warren Lombard (left) and Chief Cook Julio Arzu have everything under control in the galley.

It's not often that ordinary residents get a chance to climb aboard a military vessel, but hundreds of people took advantage of just that opportunity when the SIU-crewed *USNS Bruce C. Heezen* (pronounced HAY-zin) docked in the port of Alexandria, Va. recently and was available for tours.

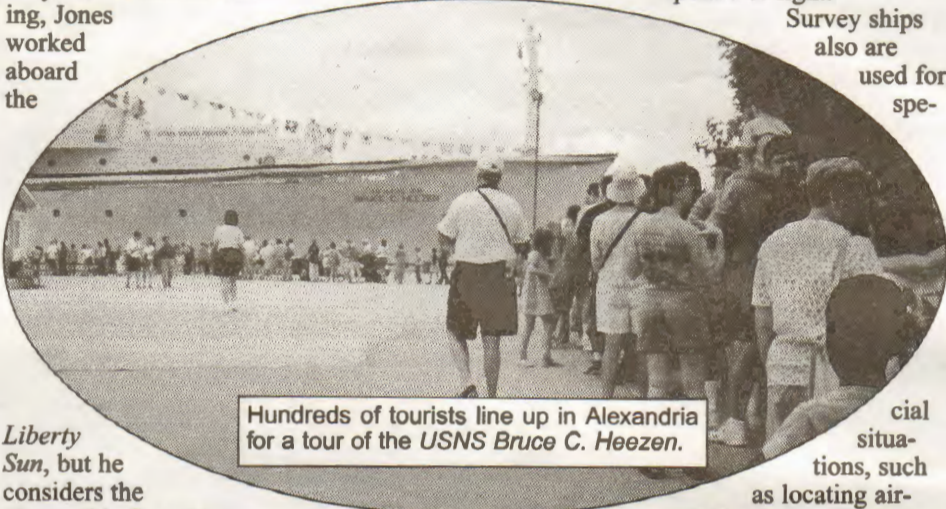
The ship, launched March 25, 1999 and delivered to the Military Sealift Command (MSC) January 2000, is the fifth of the Pathfinder T-AGS 60 class of oceanographic survey ships that are designed to gather underwater data in either coastal or deep ocean waters. In order to perform its mission, the *Heezen* is equipped with the latest survey technology, including a dynamic positioning system, which automatically controls the ship's speed and heading and enables it to maintain its position and follow a track line.

Survey ships are ambassadors for the United States, stopping at foreign and domestic ports that rarely see U.S. Navy vessels and creating goodwill by helping train other nations' oceanographers and

hydrographers.

While visitors in Alexandria toured the vessel, SIU Headquarters Rep. Carl Peth conducted a union meeting and answered questions posed by the crew members, mostly pertaining to the new contract. With him was Christine Short, who soon will help out in the port of Honolulu as a patrolman.

This is the first ship for OS David Jones of Houston, who graduated from the Unlicensed Apprentice Program at the Paul Hall Center in Piney Point, Md. in May. While still in training, Jones worked aboard the



Hundreds of tourists line up in Alexandria for a tour of the *USNS Bruce C. Heezen*.

*Liberty Sun*, but he

considers the *Heezen* his first ship.

It is also the first voyage for GVA Ann Mensior of Indiana, one of two women aboard ship, and she loves it. The mother of four (and grandmother) recently made a complete career change. And while she noted that it is sometimes difficult to be away from home, she keeps in touch with her family by e-mail and now has an opportunity to see things she has never seen before in Indiana: whales, jellyfish, dolphins, flying fish, a sunset at sea. She hopes to attend upgrading courses at Piney Point as soon as possible.

OS Alvin Clark, who helped greet visitors as they climbed the gangway onto the *Heezen*, graduated from the

Unlicensed Apprentice Program in 1998 and spent one month with the vessel in Gulfport, Miss. prior to sailing first to Norfolk, Va. and then to Alexandria.

For Chief Steward Warren Lombard, however, this is old hat—his fifth time aboard an oceanographic ship. He graduated from the union's trainee program in

class 295 and joined the SIU in 1979.

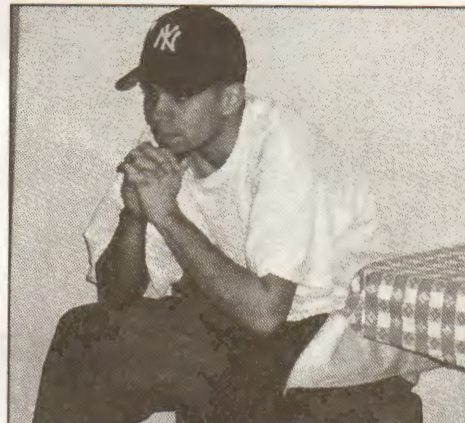
The vessel's mission scientists and technicians from the Naval Oceanographic Office perform surveys aboard the ship to collect data for charting that portion of the world's coastlines that are not adequately charted. The data are utilized in both war and peacetime missions.

The oceanographic ships operate in potential hot spots of the world—such as the Sea of Japan, the Persian Gulf, the Mediterranean coastal waters—wherever the U.S. Navy may be called upon to operate or fight.

Survey ships also are used for special situations, such as locating aircraft that have crashed or

charting wrecks that may be hazardous to shipping. The scientific data collected by the Navy's oceanographic survey fleet are necessary to all U.S. military forces operating on or above the seas who must be prepared to sail or fly at a moment's notice.

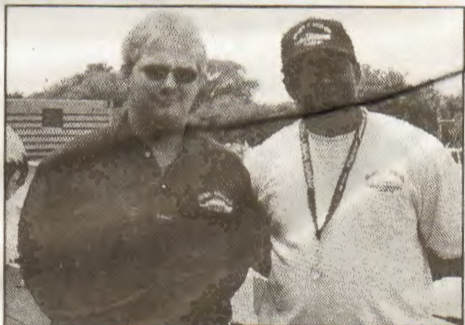
The *Heezen*, which is 329.5 feet long and can travel at a speed of 16 knots, was named for Bruce C. Heezen, a 20th century oceanographer best known for his pioneering work mapping the ocean floors. He died in 1977 of natural causes aboard a submarine that was about to explore the submerged mid-Atlantic mountains that he had studied throughout his 30-plus years as an oceanographer.



During the shipboard union meeting, GVA Joseph A. Gierbolini listens intently to clarification on the current contract.

The *USNS Bruce C. Heezen* was named by a group of fifth graders from Cranston, R.I. The students' entry was chosen from among 2,000 entries from American school children in a 1998 Navy-authorized ship-naming contest, which was held to coincide with the International Year of the Ocean. The contest encouraged students to learn about the maritime sciences, naval oceanography and the use of the Internet as a research tool.

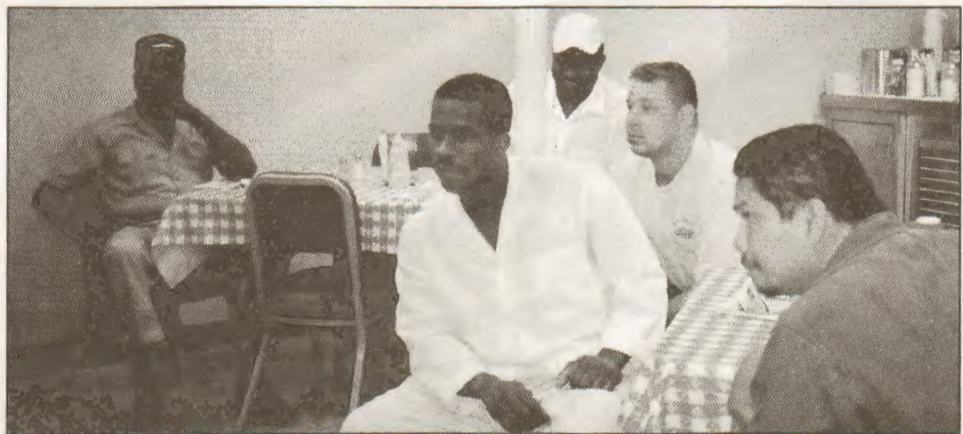
Following a return trip to Norfolk, the vessel, operated by Dyn Marine for the MSC, will head for operations off the coast of Iceland.



Greeting visitors at the gangway are AB Shane Hiller (left) and OS Alvin Clark.



SIU member Rosemary McCann is a nurse aboard the *Heezen*.



Above: While tourists were busy roaming the decks of the *Heezen*, SIU members gathered for a union meeting in the messroom. From the left are Storekeeper Earl Thomas, Chief Cook Julio Arzu, Chief Steward Warren Lombard, OS David Jones and Oiler Jonas Bocaya.



OS David Jones (right) shows Headquarters Rep. Carl Peth his TRB, indicating he was properly credited for steering aboard the vessel.



Left: Honolulu Patrolman (in training) Christine Short (left) talks with GVA Ann Mensior about life aboard ship.