

The

www.seafarers.org

Volume 63, Number 5

May 2001

Seafarers Log

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



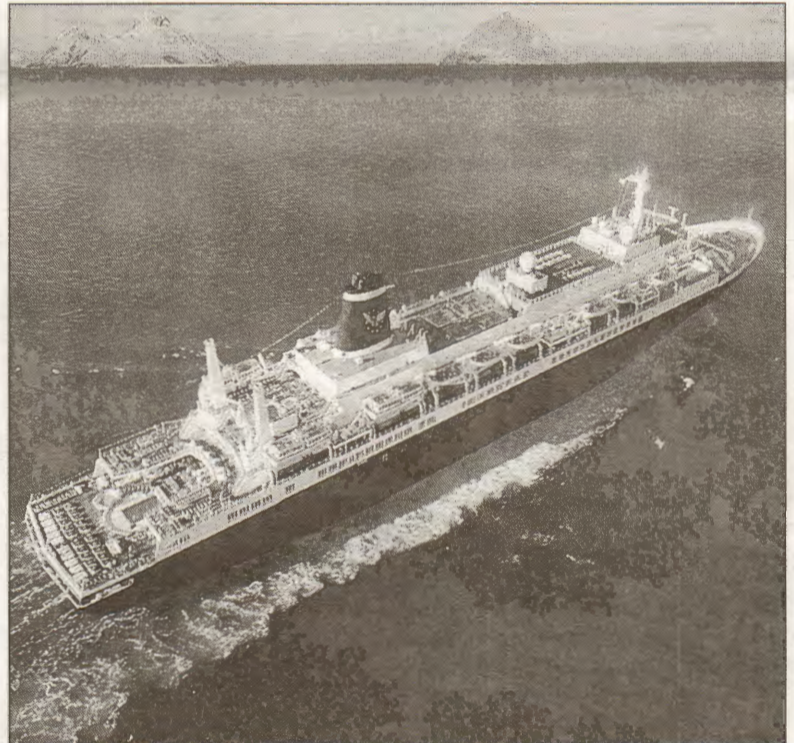
Cape May Light Joins SIU Fleet

Seafarers Crew Coastal Cruise Ship

The new coastal cruise ship *Cape May Light* is the latest addition to the fleet of SIU-crewed vessels. Following ceremonies April 25 in Alexandria, Va., the ship begins its itinerary this month. Below left, OS Richard Bergeron and AB Giovanni Feliciano load provisions for the dedication ceremony, and at right, OS Jason Musmeci welcomes guests aboard the vessel. Page 3.



Patriot Sparkles



A number of improvements have been made to the Hawaii-based cruise ship *ms Patriot*. Pages 11-14.

Coalition Urges ANWR Development

Job Growth, New Energy Source Cited as Key Benefits by 'JobPower'



U.S. Sen. Ted Stevens (R-Alaska), speaking at a March 27 press conference on Capitol Hill, explained some of the expected benefits of exploration and development of the Coastal Plain of Alaska's Arctic National Wildlife Refuge (ANWR). The SIU supports ANWR development and recently joined the coalition JobPower to promote it. Also present at the press conference were (from left) SIU President Michael Sacco and Operating Engineers President Frank Hanley. Page 3.

Administration Signals Jones Act Support

Page 5

Newest LMSR, Pomeroy, Launched in San Diego

Page 3

SIU-Crewed USNS Dahl Commended for Rescue

Page 7

President's Report

Cruise-Ship Gains Benefit SIU, Nation

The fleet of SIU-crewed cruise ships keeps growing.



Michael Sacco

That's good news for the union and for the nation.

During a shipboard ceremony last month in Alexandria, Va. on the *Cape May Light*, I was struck by the progress of the American-flag cruise ship industry in the past year. From the *Columbia Queen* in the Pacific Northwest to the *ms Patriot* in Hawaii, and from the *Cape May Light* to its sister ship *Cape Cod Light* along the coasts, we're witnessing the beginning of a potential boom for U.S.-flag passenger vessels.

The best is yet to come. As you probably know, U.S. Lines is building the two largest cruise ships ever constructed in an American yard, with launches scheduled for 2003 and 2004.

Credit must go to American Classic Voyages, parent company of the aforementioned ships. Their commitment to the U.S. flag is leading the way in building a newer, bigger and better American-flag cruise ship industry.

I'm sure that when most people look at beautiful new vessels like the *Cape May Light* (and the others), they see it from a passenger's point of view. And from that perspective, there's plenty to be excited about.

But I see this from a different angle.

When I see the *Cape May Light*, I see new jobs for American citizens. I see more proof that U.S. shipyards can get the job done. And I see an enhancement of America's national and economic security.

That last point is especially important. The cruise ship industry isn't the best-known segment of the U.S. Merchant Marine, but it's an important part just the same.

It helps build a manpower pool of qualified mariners. Many of the same crew members who prepared the *Cape May Light* for its inaugural voyage may someday use their skills to deliver vital cargo to U.S. troops overseas. A lot of the training and skills that they need to operate the *Cape May Light* also can be used on tankers and containerships and military RO/ROs.

There are other benefits. Compared to the runaway-flag ships which—for now—dominate the market, I'm positive that U.S.-flag cruise vessels will provide a safer product, both for the passengers and for the environment.

Already, the *Patriot* has created new shoreside work with the opening last year of the SIU's new safety school in Hawaii.

And it's about time this nation started benefiting from the millions and millions of dollars spent each year by U.S. citizens on vacation cruises.

During the April 25 ceremony on the *Cape May Light*, I couldn't miss the irony of welcoming a new ship almost literally in the shadow of the nation's capital, where so much of our industry's fate is decided. Part of our job is working with Congress and the administration to help ensure that they understand the multi-faceted advantages for America with the addition of each new U.S.-flag vessel. There's much more to such ships than a nice appearance and an enticing itinerary.

We will continue that work, just as we remain committed to providing the world's best-trained crews—on every type of vessel.

The SIU is proud to be aboard the *Cape May Light*. We'll continue to do everything possible to support companies like American Classic Voyages and to make sure that ceremonies like last month's become the rule, rather than the exception.

Another Month, Another List of FOC Detentions

Runaway-flag ships accounted for more than half of the vessel detentions in March by the U.S. Coast Guard.

Nine of the 15 ships detained are runaway-flag vessels, also known as flag-of-convenience (FOC) ships. All 15 fly foreign flags.

Among the detainees, two are Panamanian-flagged. According to Coast Guard reports, the main deck of the general dry cargo ship *Ilha Do Fogo*, inside the deck house, "was wasted and holed." Combustible liquids were stowed in an unprotected space, and the emergency portable fire pump didn't work. Additionally, "there were electrical hazards throughout the vessel from improper installation and maintenance: anchor windlass, light fixtures, and electrical appliances on the weather deck." The *Ilha Do Fogo* was confined in Fall River, Mass. on March 2.

Apparently, things weren't

much better aboard the Panamanian-flagged bulker *Krissa*, held in New Orleans on March 26. The crew couldn't perform a fire drill; the engine room bilges were contaminated; the chief engineer's certification had expired; and the emergency fire pump "leaked cooling water excessively."

One of the more unsettling reports described conditions on the Liberian-flagged chemical tanker *Marine Pioneer*, halted in Houston on March 10. According to the Coast Guard account, "qualified personnel were not available in the cargo control room during cargo offloading."

Also on the *Marine Pioneer*, there were no toxic gas indicators (benzene) or procedures in place for maintaining vapor-testing equipment or tank overflow alarms. Nor were there any operable oxygen analyzers on the tanker.

The agency also indicated that

the ship operator (Parakou Shipping, Ltd.) "was not responding quickly to the vessel's request for required parts," and that the crew's waste-management plan and record-keeping were lacking.

Similarly, a lengthy report was issued for the general dry cargo ship *Multiflex Sprint*, registered in the Bahamas. Detained in Baltimore on March 31, the vessel was cited for inoperable bridge propulsion controls; an inoperable emergency fire pump; excessive leakage of fuel and water from the main propulsion engine and auxiliary machinery; and leaking "hazardous amounts of exhaust gas into the engine room" from the main engine.

In addition, the hatch cover hydraulic system leaked oil onto the main deck, and the rescue boat release mechanism didn't work. The Coast Guard further noted a shortage of stores, contamination of the potable water, and an inoperable food cold-storage system.

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

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



AP/WIDE WORLD PHOTOS

The U.S. Coast Guard's monthly list of vessel detentions reveals many of the hazards connected with runaway-flag shipping. Above, the runaway-flag tanker *Westchester*—which spilled half a million gallons of crude oil near New Orleans last November—trails a containment boom in the Mississippi River.

Panama's False-Document Saga Indicates 1,000 Bogus Certificates Firings Follow Embarrassing Exposé by ITF

On the heels of a high-profile incident in which the Panama Maritime Authority (AMP) sold a first officer's certificate to the head of the International Transport Workers' Federation (ITF), news reports last month stated that more than 1,000 "mariners" are working under false documents issued by Panama.

Meanwhile, the AMP reportedly fired 14 employees, including the manager of the licensing division, and suspended at least 26 others while government attorneys ostensibly continue investigating the false-document situation.

In March, ITF General Secretary David Cockroft—with no seafaring experience—purchased (for approximately \$4,500) mariner's credentials from the AMP authorizing him to navigate a vessel. Although the notion of a runaway-flag registry selling documents wasn't new, the incident crystallized the danger and corruption connected to runaway flags, also known as flags of convenience (FOC). The episode received substantial coverage in the industry press and some high-profile reporting in the commercial media.

The ITF has fought against runaway-flag shipping for more than a half-century. (The SIU is one of 570 unions affiliated with the London-based federation.)

Reacting to the AMP dismissals, Cockroft stated, "So long as these are some of the guilty parties, then it is a useful first step. It is also a recognition of what the rest of the world has known for years: that Panama has been not just a pioneer of the flags of convenience system, but also of the laxity and legal abuses which that system encourages.

"If Panama is truly committed to improving its

maritime operations, it needs to change its register from an operation without responsibilities, whose sole purpose is making money," Cockroft added. "The ITF is happy to meet with the AMP at any time to assist with what would be the long and difficult task of cleaning up the Panamanian register."

Panama is the world's largest shipping register. Almost none of the 6,000-plus vessels registered in that nation are owned by genuine Panamanian companies, staffed by Panamanian crews or commanded by Panamanian officers.

In the weeks after Panama sold credentials to Cockroft, press reports quoted an anonymous AMP spokesman as saying that an initial investigation allegedly turned up more than 1,000 mariners holding phony documents.

Additionally, the magazine *Fairplay* reported that the inquiry will check assertions made by former Panama President Guillermo Endara that his nation's consulates in New York and Miami employ relatives of AMP workers who are involved in the scam. Applications for mariner licenses are accepted at Panamanian consulates worldwide.

Among the ITF's goals in its campaign against runaway-flag shipping are the elimination of the FOC system and the establishment of a regulatory framework for the shipping industry based on the concept of a genuine link between the flag a ship flies and the place where it is beneficially owned and controlled. The federation also seeks to attack all substandard shipping and secure ITF-acceptable standards on all ships irrespective of flag.

Volume 63, Number 5

May 2001

The SIU on line: www.seafarers.org

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

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

Copyright © 2001 Seafarers International Union, AGLIWD All Rights Reserved.



1st Coastal Cruise Ship Christened

SIU members are sailing aboard the newly christened *Cape May Light*, a coastal cruise ship scheduled to enter service this month.

Ceremonies for the 224-passenger ship took place April 25 in Alexandria, Va., near Washington, D.C.

"We're all here because we love the U.S.-flag Merchant Marine," said U.S. Labor Secretary Elaine Chao at the christening. "We want to see it strong and revitalized."

Chao said the *Cape May Light* means "increased employment, and that's why I'm so pleased. I salute the men and women who will sail aboard her."

She further credited SIU President Michael Sacco "for his wonderful leadership" in promoting a strong U.S.-flag fleet.

Sacco pointed out at the ceremony that the vessel represents new shipboard jobs and enhances U.S. national and economic security. He noted that the new billets will help build and maintain a pool of qualified mariners—a sentiment later echoed by Chao.

Built in Jacksonville, Fla., the *Cape May Light* is the first vessel



U.S. Labor Secretary Elaine Chao, keynote speaker at the christening, said that "every single vessel entering the U.S. fleet is vitally important to national security." Pictured with her are (from left) American Classic Voyages CEO Philip Calian, U.S. Coast Guard Chaplain Capt. Leroy Gilbert, *Cape May Light* Capt. Charles Beverly, American Maritime Officers President Michael McKay, Chao, SIU President Michael Sacco, and Emanuel Rouvelas, chairman of Preston Gates Ellis & Rouvelas Meeds LLP.

in the new Delta Queen Coastal Voyages fleet. A sister ship, the *Cape Cod Light*, is expected to

enter service in August. The company, a subsidiary of SIU-contracted American Classic Voy-

ages, plans three more additions to its coastal fleet during the next few years.

"This is a nice boat, it really is," stated OS Jason Musmeci aboard the *Cape May Light*. "Everyone is working well, across all departments, and the technology aboard the ship is very advanced."

The 300-foot vessel is named after an historic lighthouse and is "designed to resemble the classic coastal ships of the late 1800s," noted the company.

Itineraries for the *Cape May Light* and *Cape Cod Light* include the U.S. Eastern Seaboard, Great Lakes, Canadian Maritime Provinces, Belize, Costa Rica, Honduras, Mexico and Panama.

At the christening, American Classic Voyages CEO Philip Calian credited the partnership between labor, business and government for facilitating the new coastal cruise ships. He said the

Continued on page 7

ANWR Development Offers Major Benefits

Coalition Points to 700,000 New Jobs, Decreased Dependence on Foreign Oil

The SIU is part of a new coalition of trade unions, elected representatives and businesses that is urging Congress to open the Alaska Arctic National Wildlife Refuge (ANWR) for oil exploration and development as part of a comprehensive energy package—an action that will generate up to 700,000 domestic jobs.

SIU President Michael Sacco, joined by presidents of other unions and members of Congress, endorsed ANWR development at a Capitol Hill press conference on March 27.

"By opening ANWR, the United States can increase domestic oil production, reduce our reliance on foreign sources of

oil, and create hundreds of thousands of new jobs for American workers," stated Sacco, who also serves as president of the 8-million member Maritime Trades Department, AFL-CIO. "ANWR will be explored and drilled by American workers; the oil transported through U.S.-built pipelines; refined and distributed by domestic facilities; and its by-products used by U.S. energy producers and U.S. consumers."

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

The coalition is named



Teamsters Pres. James P. Hoffa



SIU Pres. Michael Sacco

JobPower.

Also voicing support at the press conference were U.S. Sens. Frank Murkowski (R-Alaska) and Ted Stevens (R-Alaska), and Teamsters President James P. Hoffa.

Murkowski recently introduced S. 388, the National Energy Security Act of 2001, which includes authorizing language to develop ANWR. Young is sponsoring H.R. 39, the Arctic Coast Plain Energy Security Act of 2001.

"I'm pleased to see JobPower join the growing chorus of calls to open ANWR," noted Murkowski. "This group will help educate key members of Congress on the need for a sound, responsible energy policy that promotes economic development and job creation, enhances our national security, and meets the nation's energy demands. ANWR is a key part of such a policy—one that provides jobs for Americans and power to the American people."

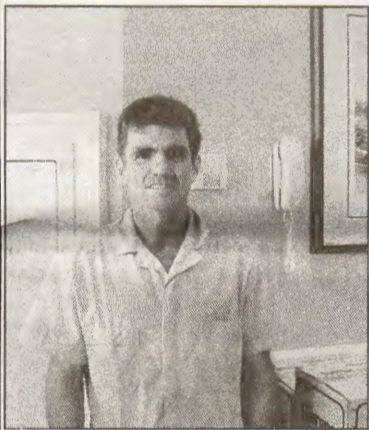
"It will mean more jobs to make sure we do it right," asserted Stevens. "The technology is there to develop this area... If

predictions are right, the supply of oil from ANWR will be about equivalent to the amount of oil we have imported from Saudi Arabia for more than 30 years."

U.S. Rep. Don Young (R-Alaska), though unable to attend the press conference, also weighed in with his backing. "The support of this group underscores the profound importance the opening of ANWR means to the working men and women in the U.S.," Young said. "Hundreds of thousands of jobs depend directly on Congress' decision to permit environmentally sound production in what could be one of our largest oil discoveries. This signals a sea change in this debate, and a bill permitting environmentally sound development is going to happen."

Hoffa declared that ANWR development will help free America's working families from a current predicament "between a rock and a hard place. On one side, there's an economic recession that is darkening our doorstep. On the other side, an

Continued on page 9



AB Frank D'Amelio helps load stores for the ship's dedication.

Seafarers Begin Crewing Pomeroy May 1

The newest ship to be crewed by Seafarers for the U.S. Navy's Military Sealift Command (MSC) was christened the *USNS Pomeroy* (T-AKR 316) March 10 at NASSCO Shipyard in San Diego. It is the seventh of eight new construction ships completed by NASSCO under the government-mandated initiative known as the Strategic Sealift Program.

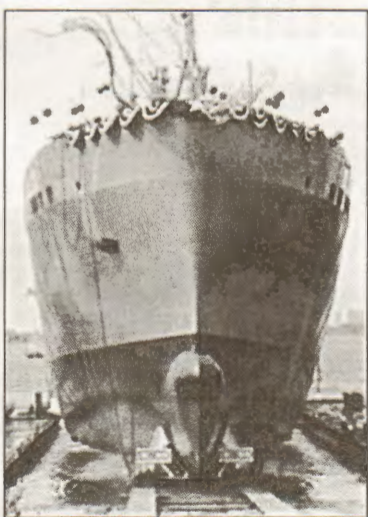
The 950-foot vessel was named in honor of Army Private First Class Ralph E. Pomeroy, a Korean War Medal of Honor recipient whose brave actions in Korea in 1952 cost him his life but enabled his platoon to hold their position during a surprise attack.

On hand at the christening ceremonies were members of Pomeroy's family, including two brothers and three sisters. One of

his sisters broke a bottle of champagne over the ship's bow, while another served as maid of honor. The vessel was then released stern-first into San Diego Bay.

Speakers at the launching ceremony were U.S. Rep. Duke Cunningham (R-Calif.), a member of the Defense subcommittee of the House Appropriations Committee; U.S. Rep. Bill Young (R-Fla.), chairman of the House Appropriations Committee; and Vice Admiral Gordon S. Holder, commander of MSC. Other speakers included Rear Admiral Dennis G. Morral, U.S. Navy Program Executive Officer for Expeditionary Warfare Programs; Brigadier General Edward T. Buckley, Assistant Division Commander 7th Infantry Division, and Richard H. Vortmann, president of NASSCO.

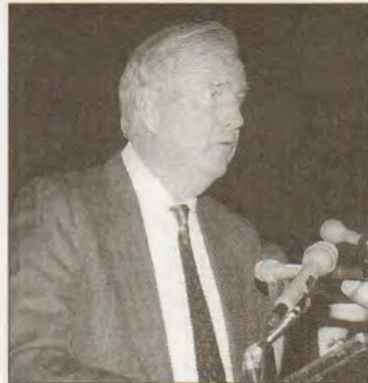
The vessel will be delivered to the MSC in August and in December will join her sister ships of the Watson class—the *USNS Watson*, *USNS Sisler*, *USNS Dahl*, *USNS Red Cloud*, *USNS Charlton* and *USNS Watkins*—in the prepositioning fleet. The final ship of the Watson class, the *USNS Soderman*, is scheduled to be launched in April 2002 and delivered the following September.



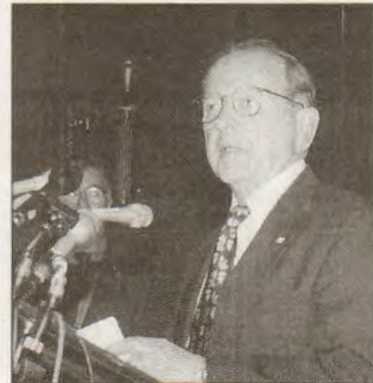
The christened *USNS Pomeroy* is released stern-first into San Diego Bay.

Representing new jobs for SIU members, the *Pomeroy*, one of the U.S. Navy's largest ships with a cargo-carrying capacity of more than 380,000 square feet, will preposition Army cargo at Diego Garcia in the Indian Ocean.

The strategic sealift ships are large, medium-speed, roll-on/roll-off ships (LMSRs), the largest ships ever launched down a sliding ways in the United States and the largest ships that can fit through the Panama Canal.



U.S. Sen. Frank Murkowski



U.S. Sen. Ted Stevens

USNS Pomeroy (T-AKR 316)

- Length: 950 feet
- Beam: 106 feet
- Draft: 34 feet
- Displacement: 62,644 long tons
- Speed: 24 knots

Parent Co.'s Filing Not Expected to Disrupt NPR-Navieras

It's "business as usual" for SIU-contracted NPR-Navieras, even as its parent company, Holt Group Inc., reorganizes its financial structure.

Holt Group recently filed for Chapter 11 protection under the U.S. Bankruptcy Code. The Philadelphia-based container shipping, stevedoring, warehousing and trucking group plans to shake up and reorganize its fiscal composition, which is overburdened by a \$300 million debt. Holt and 24 of its subsidiaries and affiliates, including NPR-Navieras, filed petitions in the District of Delaware.

The company plans to come out of protection sometime this summer. Meanwhile, it will operate as normal, continuing payment of employee salaries, wages and benefits with no interruption or change in any customer-related practices.

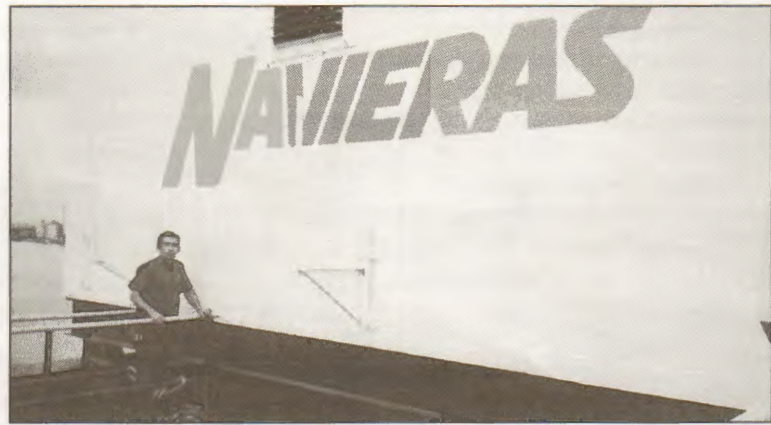
"It's very much business as usual," said family spokesman Leo Holt, after the company made the voluntary petition March 21. Chapter 11 allows a

company to continue operating its business while it seeks a settlement of its debts.

In the first nine months of last year, published reports said, Holt posted losses of nearly \$40 million, compared with \$7.5 million in losses during the corresponding period in 1999. Revenues also declined, by \$23.5 million over the same time frame.

The revised company strategy is for creditors to translate debts into equity and free up capital to invest in its shipping and stevedore operations.

The Holt Group, with annual sales in excess of \$300 million, is a leading provider of integrated cargo transportation and logistics management services in the contiguous United States. It also provides cargo-related services including stevedoring, warehousing and trucking at owned and leased marine terminal facilities in New Jersey, Pennsylvania, Delaware, Florida and Puerto Rico.



Bosun Antonio Mercado poses near a new paint scheme he completed at NPR-Navieras in Puerto Rico. Although the line's parent company recently filed for Chapter 11 bankruptcy, no interruption is expected at NPR-Navieras.

Seafarers Earn Bonuses From 3 MSC Companies

SIU crews soon will receive pay bonuses from three U.S. Military Sealift Command (MSC) contracted companies, reported SIU Vice President Contracts Augie Tellez.

Maersk Line Limited, Patriot Contract Services, Inc. and Dyn Marine Services recently were designated to receive bonus money from MSC under two performance recognition programs, Tellez noted. Each company, in turn, will distribute payments to crews working on their respective vessels based upon previously negotiated formulas.

Maersk and Patriot were recognized under MSC's large, medium-speed, roll-on/roll off (LMSR) performance award program while Dyn Marine Services was cited under the command's technical analytic geographic survey (TAG-S) perfor-

mance award program.

Maersk was graded as "superior" and has already received funds from MSC. Individual bonus checks will be based on the time crew members were employed within the LMSR fleet, according to Tellez. Unlicensed crewmembers employed aboard Patriot-operated LMSR vessels will receive funds based on a similar framework.

Dyn Marine crews are sharing in \$80,000 in award funds from MSC. Like the Maersk and Patriot crews, those working under Dyn Marine contract will receive bonuses based on previously negotiated formulas by unlicensed and licensed unions.

"We have reviewed the payment schedules and agree that they all comply with our negotiated settlements," Tellez said.

Crowley Authorized for Cuba Run

SIU-contracted Crowley Liner Services in early March received authorization from the Bush administration to provide common carrier services for licensed cargo from the United States to the Republic of Cuba.

The Office of Foreign Assets Control (OFAC), a component of the U.S. Treasury Department, issued the authorization.

In gaining the approval, Crowley becomes the first U.S. ocean carrier sanctioned to do business in the communist country in more than 40 years. Officials for the Jacksonville, Fla.-based business said they hoped to begin shipments right away, but that everything was contingent on potential customers securing licenses to ship goods.

Agricultural goods such as poultry and dairy products primarily constitute the cargo Crowley has

been authorized to ship.

Jacksonville and Port Everglades are expected to be the ports that Crowley utilizes for service to Cuba. Jacksonville served as the largest port of entry end exit for trade to Cuba before the 1959 Cuban revolution.

The company applied for permission to do business with Cuba late last year when the Clinton administration hinted that portions of the United States' 1960 trade embargo against the island nation could be rescinded. Congress last year passed the Trade Sanctions Reform and Export Enhancement Act of 2000. This legislation authorized OFAC to license the transport of agricultural commodities, medicine, medical devices or other products directly from the United States to the Republic of Cuba.

Mayaguez Rescues 5 from Sinking Sailboat

The SIU-crewed *Mayaguez* on April 5 rescued all five people from a sinking sailboat approximately 70 miles off the coast of Cape Canaveral.

The U.S. Coast Guard issued a public service commendation to the captain and crew of the *Mayaguez*, citing their "determined efforts, outstanding initiative and adept seamanship skills."

After receiving a distress call from the sailboat *Spinning Jenny of Lune*, the Coast Guard dispatched an aircraft to locate the boat's position, according to the commendation. Subsequently, the

agency requested the *Mayaguez* to take aboard the five mariners from the foundering boat. "The crew of the *Mayaguez* quickly and diligently altered course to render assistance to the mariners, who had abandoned ship to a life raft," notes the citation. "Due to the quick response and dedication, the five sailors were rescued.... The crew of the *Mayaguez's* commitment and decisive, selfless actions are most heartily commended and are in keeping with the highest traditions of public service and the United States Coast Guard."

Seafarers sailing aboard the *Mayaguez* during the rescue included Recertified Bosun Patrick Ray, ABs Marvin Chester, James Frank, Michael McKnight, Alan Barnett and Charles Wright, Chief Electrician Michael Martykan, OMUS Joseph Arch, Blanca Ortega and Allen Newgen, EU Juma Juma, Recertified Steward Eva Myers, Chief Cook Ivan Salis and UMMs Roque Lambert and Jorge Mora.

The ship is operated by NPR-Navieras.

SIU-Crewed MV Ascension Featured on Island Stamp

An SIU-crewed vessel is featured on a postage stamp printed by a British-governed island in the South Atlantic.

The *M/V Ascension*, operated by Sealift, Inc., is one of three vessels portrayed on the postage stamp issued by the Government of Ascension Island. Also shown are the *Wide Awake II* and the *Maersk Gannett*.

The stamp, issued as part of a four-stamp series, was circulated

for Christmas 2000. The themes of the series are local island scenes relating to Christmas songs. The 15-pence (cent) stamp on which the *M/V Ascension* appears is titled "I Saw Three Ships."

The *M/V Ascension* is a containership that provides dedicated liner service from Port Canaveral, Fla. to Ascension Island. The vessel resupplies the U.S. Air Force Base on that island.



The *M/V Ascension*, the vessel at left in the set of stamps, is crewed by SIU members.

No Relation . . . But 3½ Stars



While ashore in Apollo Bay, Australia, camera-equipped Storekeeper Terry Malone discovered a magnificently named motel. No, it isn't affiliated with the SIU—but it does offer 12 guest rooms and free parking. As for the name, the lodge is located near "beaches, boating, fishing" and other amenities, according to information found on several travel-related web sites.

New Twist on Army Headgear: Black Berets Made in China

As the contentious issue concerning the distribution of black berets to all U.S. Army soldiers played out during the past two months, a staggering twist came to light. Namely, the Pentagon reportedly skirted a long-standing "buy American" law when it ordered more than one million of the berets from China and other Third World countries.

As this issue of the *Seafarers LOG* went to press, it remained unclear whether the Army would proceed with the order. The House Committee on Small Business on April 5 ordered the Defense Logistics Agency (DLA) to suspend the contracts, pending completion of congressional investigation into the matter.

One day earlier, a Pentagon news conference—scheduled essentially to justify the \$27 million procurement—abruptly was cancelled. At that time, 24 crew members from a downed American reconnaissance plane were being detained in China.

U.S. apparel manufacturers charge that the order last October by U.S. Army Gen. Eric Shinseki for foreign-made berets stems from an arbitrary deadline. A federal law known as the Berry Amendment requires the Pentagon to purchase clothing made in the U.S. of 100 percent domestic components. Shinseki wanted every soldier in the Army outfitted with a black beret by June 14, the Army's 226th birthday. Because U.S. factories could not meet that deadline, the DLA uncharacteristically waived the amendment.

According to news reports, U.S. factories could have produced the berets if given a longer and more traditional deadline.

A spokesman for the American Apparel and Footwear Association told a Washington reporter that the Pentagon usually waives the Berry Amendment only if no U.S. company makes the item.

Black berets traditionally have been exclusive to Army Rangers. Now, Rangers will wear tan berets, while the rest of the troops will wear the black models.

Bush Administration: Jones Act 'Essential'

In its first public statement on the Jones Act, the Bush administration declared the law must be maintained as "an essential element of U.S. maritime policy that provides important economic and national security benefits to the nation, such as support of the U.S. shipbuilding and ship repair industries, and maintenance of a labor base of skilled American mariners."

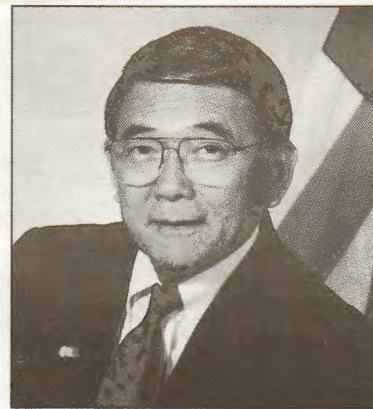
Transportation Secretary Norman Mineta made the statement in response to a written question following his confirmation hearing before the Senate Commerce Committee.

The Jones Act requires that cargo moving between U.S. ports be carried in vessels that are U.S.-crewed, U.S.-built and U.S.-owned. Similar U.S. cabotage laws reserve the movement of passengers and the performance of marine services such as dredging, towing and salvage to vessels that are U.S.-crewed, U.S.-owned, and U.S.-built.

During the 2000 campaign, the Bush/Cheney ticket issued an equally strong statement of support for the Jones Act. "Programs that have contributed to the growth of our domestic fleet, such as the Jones Act ... should be

maintained," Bush declared when a candidate for the nation's highest office.

Elsewhere in his written responses to questions from the Senate committee, Mineta said, "A strong maritime industry capable of serving the commercial and national security needs of the country requires more than a fleet of U.S.-flag commercial vessels. It requires a base of trained mariners to crew our ships, a shipbuilding and repair industry capable of building and repairing those ships, and a national maritime infrastructure including ports, waterways and intermodal connectors that can serve the economic growth and national security requirements of our nation. I hope to work to bolster the strength and effectiveness



U.S. Transportation Secretary Norman Mineta

of each of these critical aspects of a strong maritime industry.

"While it is necessary to continue support for key elements of the U.S.-flag commercial fleet, such as the Jones Act and the Maritime Security Program," he continued, "this administration will also vigorously pursue negotiations aimed at ending international practices that disadvantage U.S. companies."

Maritime Alliance Requests Ballast Water Standards

The Transportation Institute in late March formally asked the U.S. Coast Guard to initiate the process establishing a mandatory, nationwide ballast water management program.

A joint appeal from a broad-based alliance of organizations representing the majority of vessels involved in domestic as well as foreign trade, the request took the form of a letter. It was addressed to Coast Guard Commandant Admiral James Loy.

The petition suggested to Admiral Loy "that a realistic and comprehensive national ballast water management program is necessary to address the transfer of aquatic invasive species in ballast water in an environmentally sound manner, while preserving the operating safety and flexibility required by vessels trading in U.S. waters."

The international coalition advised the Coast Guard that development of such a program should—to the extent possible—be synchronized and consistent with the International Maritime Organization's continuing efforts to formulate an international plan governing ballast water.

The alliance of trade associations said in the petition that it will support a mandatory ballast management program that permits the use of ballast water exchange as well as other management methods. Such a program, the group contends, comprehensively will address ballast water management issues on the wide spectrum of vessel types calling at U.S. ports.

Currently, ships entering U.S. waters from outside the exclusive economic zone, under guidance

contained in the National Invasive Species Act of 1996, have been asked to report their ballast water management practices. In addition to other specifics, these reports are supposed to include information on how ballast water is retained aboard each vessel.

The coalition views the following as essential elements of an acceptable management program:

- Promulgation of a mandatory national ballast water management program.
- Creation of a ballast water management standard.
- Certification/Approval of ballast water management technologies and practices.

In addition to the Transportation Institute, the alliance consists of the American Maritime Congress, American Petroleum Institute, Chamber of Shipping of America, International Association of Independent Tanker Owners, Lake Carriers' Association, Maritime Institute for Research and Industrial Development, and World Shipping Council.

Ballast water is carried by ships to provide stability and adjust a vessel's trim for optimal steering and propulsion. The use of ballast water varies among vessel types, among port systems, and according to cargo and sea conditions.

Ballast water often originates from ports and other coastal regions, which are rich in planktonic organisms. It is variously released at sea, along coastlines, and in port systems. As a result, a diverse mix of organisms is transported and released around the world with the ballast water of ships.

Rear Admiral Robert C. North Retires; Pluta Named Successor to USCG Position

A change of command took place April 27 when Rear Admiral Robert C. North retired as assistant commandant for marine safety and environmental protection at the U.S. Coast Guard headquarters in Washington, D.C. In that capacity, he coordinated national and international regulatory programs for commercial vessel safety, port safety and security, and marine environmental protection. Admiral Paul J. Pluta was named his successor.

RADM North, who was the assistant commandant since May 1997, has been very supportive of the SIU and its attempts to improve marine safety. Bill Eglinton, the director of training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., has worked with Admiral North over the past few years. "The admiral has been very supportive of MERPAC (the Merchant Marine Personnel Advisory Committee of which Eglinton was chairman for several years)," Eglinton noted.

(MERPAC serves as a deliberative body to advise the secretary of transportation, via the U.S. Coast Guard commandant, on matters relating to the training, qualification, licensing, certification and fitness of seamen serving in the U.S. merchant marine.)

Eglinton also recalled that two years ago, when the International Maritime Organization (IMO), a United Nations specialized agency headquartered in London, England, was pushing to have sole lookouts on the bridge at night, Admiral North, who headed the U.S. delegation to meetings of that organization, helped



RADM Robert C. North



RADM Paul J. Pluta

stop the proposal in its tracks.

Prior to assuming the duties of his most recent position, RADM North served as assistant commandant for acquisition at Coast Guard headquarters, where he had responsibility for directing programs for the acquisition of major systems, products and services to support Coast Guard mission requirements worldwide. Before that, he served as commander of the eighth Coast Guard district in New Orleans, where he was responsible for all Coast Guard operations over a 26-state area from the Gulf of Mexico to the border with Canada.

A graduate of the Baltimore Polytechnic Institute, State University of New York Maritime College at Fort Schuyler and the U.S. Army War College in Carlisle, Pa., RADM North has received many decorations, among them the Legion of Merit, the Meritorious Service Medal, the Coast Guard Commendation Medal and the Coast Guard Achievement Medal, as well as

numerous citations and special operations service awards.

Like his predecessor, Rear Admiral Paul J. Pluta served as commander of the eighth Coast Guard district, headquartered in New Orleans before being named assistant commandant for marine safety and environmental protection.

He is a graduate of the Coast Guard Academy and holds an M.S.E. degree in naval architecture and marine engineering from the University of Michigan.

RADM Pluta first served as an assistant engineering officer aboard the cutters *Chincoteague* and *Minnetonka*. From 1988 to 1991, he served as commanding officer at the Marine Safety Office in Wilmington, N.C., where his command played a key role in support of Operation Desert Storm.

He holds the Legion of Merit, Meritorious Service Medal and two Coast Guard Commendation Medals.



Porter Yehia Kaid replenishes the cereal dispenser aboard the *American Republic*.



DEU Richard Cole clamps down on one of the *Buffalo's* hatches.



Preparing the tug *Hannah D. Hannah* for fitout of the 2001 season in South Chicago, Ill. are OS Steve Nemeth (left) and AB Eric Meier.

Fitout on the Great Lakes 2001



Above: There's nothing like freshly baked bread, being removed from the oven by 2nd Cook James Martineau aboard the *St. Clair* in Toledo.



DEU Musid Musleh tightens a clamp aboard the *John J. Boland*.

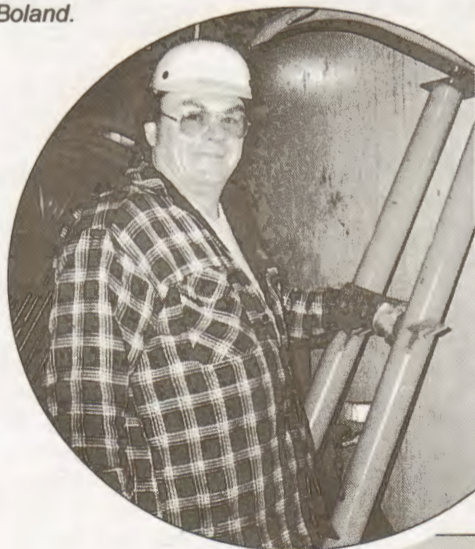


Getting the *John J. Boland's* winches into working condition for the first trip of the season is Wheelsman Scott Gallagher.



Left: Checking out the navigation equipment on the *St. Clair* is Wheelsman Nels Johnson.

Below: Martin Hochstafel is the gateman on the *John J. Boland*.



Aboard the ITB *Susan W. Hannah/Southdown Conquest* in Port Huron, Mich. are (from left) SIU Safety Rep. Todd Brdak, Conveyorman Courtney King, Cook Gerald Rifembark and AB Lawrence Budnick.



DEU Hamid Hizam is happy the shipping season has started again on the *American Republic*.

Right: AB Jeffery Lalond secures a hatch aboard the *John J. Boland*.



Above, 2nd Cook Nasser Aljalham takes out a fresh batch of buns from the oven aboard the *John J. Boland*, while at right, Porter Mohamed Saadi gets dessert ready to put out for the *St. Clair* crew members.



USNS Dahl Aids Injured Mariner

A Greek mariner is out of harm's way today, thanks largely to the training and actions of the captain and crew of the SIU-contracted *USNS Dahl*.

The large, medium-speed, roll-on/roll-off (LMSR) vessel on Feb. 17 was in the South Pacific Ocean transiting from Charleston, S.C. to Diego Garcia. At about 1:30 p.m., the vessel's radio operator received an emergency call for help from the Rescue Coordination Center in Norfolk, Va.

The transmission alerted the *Dahl* crew of an emergency aboard the Greek Tanker *Astro Beta*. The Greek vessel was located some 140 nautical miles south of the *Dahl's* position. Theodoros Mavromanolakis, a pumpman on the *Astro Beta*, sustained a serious wound when a grinding wheel disc he was using in the vessel's machine shop disintegrated and cut his neck and throat with fragments.

Upon receiving the call, Capt. Mike Burke, master of the *USNS Dahl*, immediately changed the



The SIU-crewed *USNS Dahl*, which entered service in 1999, diverted course to answer an emergency call.

ship's course to rendezvous with the Greek tanker. About four-and-a-half hours later, the LMSR reached the tanker and launched its inflatable boat crewed by Bosun Terry Armas, Chief Mate Chris Larkin and the third assis-

tant engineer.

The three mariners boarded the *Astro Beta* with medical supplies. They examined and treated the victim's wounds. Mavromanolakis' injury was discovered to be within two inches of his

carotid artery, so he needed immediate professional medical attention.

Meanwhile the two ships' masters discussed expeditious action. Since the Greek tanker was fully loaded, her maximum

sustainable speed would be only about 12 knots. The *Dahl*, being a significantly faster ship, could get Mavromanolakis to the closest port faster. So, the patient was transferred to the *Dahl*.

After the transfer, Capt. Burke charted course for Georgetown, Ascension—an island in the Atlantic Ocean between Brazil and Africa—and the *Dahl* got underway. Mavromanolakis was cared for in the LMSR's hospital by Larkin and Third Mate Will Bentley during the voyage to port. Along the way, the duo consulted with a doctor from the Medical Advisory Service in Bethesda, Md. via satellite phone. Once at Georgetown, Mavromanolakis received professional assistance.

"The first aid training these men received at the Seafarers International Union's Piney Point training facility, the American Maritime Officers' training center and the Military Sealift Command's training center paid off," said Capt. Burke. "I was extremely proud of my crew, particularly Chief Mate Larkin, Third Mate Bentley, Third Assistant Engineer Pisch and Bosun Armas."

Petersburg Returns To Guam

It's steady as she goes for the crew aboard the SIU-contracted *Petersburg*. The vessel recently returned to her home port in Guam following a short stay in the shipyard in Singapore.

The crew expressed their happiness with their new contract during a recent visit by SIU representatives. In addition, they indicated that they enjoy the vessel's run and working with their fellow crew members.

The *Petersburg* is a tanker operated by Interocean Uglad Management Corp. (IUM) under contract with the U.S. Military Sealift Command (MSC). The vessel is one of MSC's four Afloat Prepositioning Tankers and is part of the 37 ships in the MSC's prepositioning program.

IUM is based in Voorhees, N.J.



AB Bruce Buchard (left) and AB Miles Copeland take a brief break from their respective duties.



AB Curtis Nicholson stands near the "warning" sign he made to promote shipboard safety.



Pictured above from the left are Third Mate Andrew Matthers, QMED Don Montoya, Oiler Gerome Slade and AB Sjamsidar Madjidji. In the photo at left, AB Robert Wankmueller performs maintenance on the nets.



Wiper Edmund Livings prepares to paint a boiler. Livings is a 2000 graduate of the Paul Hall Center.



AB Brock Booker (left) briefs Bosun Peter Funk on the bench he built on the ship's deck, which contains eye-wash and a fire extinguisher.



Members of the steward department keep the remainder of the crew happy with their culinary creations. Pictured in the galley are (from the left) SA Minnie Thomas, Chief Steward Oscar Angeles, Chief Cook Thalys Ealy, SA Ros Clark, SA Erni Lizada and SA Qais Ahmed.



Pumpman Dave Bouda checks a valve.

Active in Alaska



The SIU participated in the Alaska AFL-CIO legislative conference in February, with the event taking place in Juneau at the governor's mansion. Pictured at the meeting are (from left) SIU VP West Coast Nick Marrone; Susan Knowles, wife of Alaska Governor Tony Knowles; Lt. Governor Fran Ulmer; and SIU Representative Harold Holten.

Cape May Light Readies for 1st Cruise

Continued from page 3

Cape May Light and its sister ships are reminders of the importance of the Passenger Vessel Services Act and the Jones Act—cabotage laws which enhance U.S. security.

American Maritime Officers President Michael McKay described the coastal cruise

ships as "an ambitious undertaking by a courageous company. This vindicates the Passenger Vessel Services Act, which has been under unjust criticism in recent years.... Without Congress' support of the Jones Act and the Passenger Vessel Services Act, ceremonies like today's are not possible."



The *Cape May Light* enters service this month following dedication ceremonies April 25.



New Orleans—Pictured from left to right are Patrolman James Brown, Port Agent Steve Judd, VP Contracts Augie Tellez, VP Gulf Coast Dean Corgey, President Mike Sacco and Executive VP John Fay.



SIU President Mike Sacco addresses Seafarers at the April membership meeting in New Orleans.



West and Gulf Coast Seafarers Welcome Headquarters Officials

Meeting Topics Include STCW, SIU-NMU Merger

Seafarers recently welcomed SIU headquarters officials to the union's halls in Wilmington, Calif. and New Orleans, respectively.

Pictured on this page are photos from an informal gathering at the Wilmington hall in February; from the April membership meeting in New Orleans; and also from the March membership meeting at the SIU hall in Mobile, Ala.

Among the topics discussed at the halls were the SIU-NMU merger; the union's support of exploration and development of the Alaskan Arctic National Wildlife Refuge (ANWR); upgrades to various SIU halls in recent years as well as the opening of several new halls; new job opportuni-

ties for Seafarers in the inland and cruise-ship industries; and upcoming contract negotiations.

Other subjects presented at the halls included the training requirements for the amended STCW convention; performance bonuses earned by Seafarers-contracted U.S. Military Sealift Command ships; wage increases for Waterman's repositioning ships; a manning increase on AMSEA's fast sealift vessels; and a change in management operations for the double eagle tankers, from Interocean Uglad Management to Hvide Marine (with all contracts remaining in place).



Wilmington—SIU VP West Coast Nick Marrone, GSU Eduardo Munizaga, SIU President Mike Sacco



SIU President Mike Sacco greets (left photo) GSU Jennifer Smith and (above) 2nd Pumpman Linton Acliese in Wilmington.



Mobile—Retiree Red Roach, SIU Representative Hubert Cain, Retiree Tobe Dansley



Left: Wilmington—AB Mike Blunt, AB Bernard DeRepentigny, SIU President Mike Sacco, Port Agent John Cox



Right: Mobile—Port Agent Ed Kelley, Capt. Mike Yarbrough



Mobile—SIU boatmen from Crescent Towing (left photo) meet with VP Gulf Coast Dean Corgey (second from right) following the meeting. Pictured from left to right are Joe Tucker, Charles Tucker, Kyle Tucker, William Tucker, Corgey and Benny Tucker. The meeting (above) packed a full house.

Former Cargo Vessel, Page Now Carries Ammo

renamed in honor of a Korean War hero. Patricia T. Holder, wife of MSC Commander Vice Adm. Gordon S. Holder, was the ship's sponsor during the Feb. 21 renaming ceremony. Admiral Holder served as the event's keynote speaker.

The *Page* and its sister ship, the SIU-crewed *Sgt. Edward A. Carter Jr.*—scheduled for delivery to MSC in June—will carry all the U.S. Army's containerized prepositioned ammunition, by the end of the year.

The 949.8-foot *Page* is owned and operated by Maersk Lines Ltd. of Norfolk, Va., under a five-year charter to MSC. Maersk operates some two dozen SIU-crewed vessels for MSC and in the Maritime Security Program. The company's fleet includes containerhips, roll-on/roll-off prepositioning vessels and T-AGOS vessels.

Crew members aboard the Seafarers-contracted *Lt. Col. John U.D. Page* continue to represent the union in a professional manner during the performance of their daily duties.

The vessel, chartered by the U.S. Military Sealift Command (MSC), is a self-sustaining ammunition transporter. Formerly a cargo ship, which sailed under the name *Newark Bay*, it recently was tied up in Sunny Point, N.C. to load cargo.

Following completion of a conversion program, which commenced in October 2000 at the Norfolk Shipbuilding and Drydock Co. in Norfolk, Va., it was



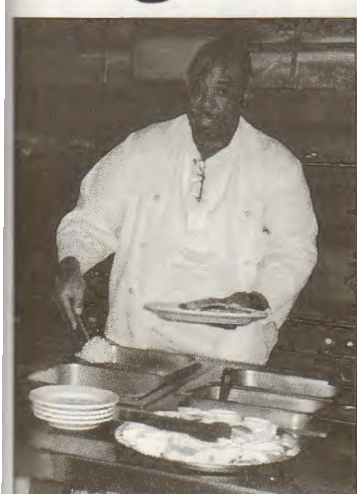
Chief Steward James O. Kidd Jr. shows off one of his prized creations in the steward department.



AB Thomas Murphy



Wiper Jared M. Lee heads to the fourth deck for a meal following a productive day in the engine room.



Chief Cook McKinley Jones Jr. serves up a meal to crew members in the galley.



GSU Wanda J. Glinke is hard at work in the galley.



It's lunch time for Electrician Mohamed A. Ali (above) and QMED Richard K. Larsen (below).



AB George Marfo, left, joins Bosun Michael Moore, AB Steve Westfall and AB Ed Jaynes for a meal.



Bosun Michael Moore and AB George Marfo



AB Steve D. Westfall prepares to post the sailing board.



Chief Steward James O. Kidd Jr., Bosun Michael Moore, Chief Cook McKinley Jones



Bosun Michael Moore displays the stencils for the vessel's new name.

SIU Joins Coalition Urging Congress to Open ANWR

Continued from page 3

energy crisis that is threatening to cut off electricity, heating oil and other necessary fuel.

"The Teamsters support actions that will help working families with both problems," he continued. "All of organized labor does. Opening up the Coastal Plain of ANWR will pump millions of dollars of new activity into our nation's economy, while at the same time dramatically increasing our domestic oil production."

The coalition also pointed out that developing America's largest untapped domestic source of oil not only will reduce U.S. dependence on foreign energy sources, but also boost the nation's sealift capabilities and industrial base by encouraging construction of more American-built ships, which will be crewed by U.S. mariners.

Further, despite concerns from environmental groups, the coalition emphasized that developing an energy policy which includes ANWR will be done in an envi-

ronmentally responsible manner. Technological advances and the dedication of American workers to ecologically sound operations will enable safe, efficient and environmentally sound development.

Finally, the group observed that the area proposed for exploration constitutes less than 1 percent of the 1.5 million acres that make up ANWR. That area basically is an Arctic desert and a small fraction of the 88,000 acres that make up the North Slope.

Organizations represented at the conference included the SIU, MTD and Teamsters; American Maritime Officers; International Association of Bridge, Structural, Ornamental, and Reinforcing Ironworkers; International Union of Operating Engineers; Laborers' International Union of North America; National Marine Engineers' Beneficial Association; Transportation Institute; and United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada.



Capt. Vickers: Mentor and Motivator

It has been said that the accomplishments of a student are measured by the successes of his or her teacher. If that is the case, then Capt. Ted Vickers is a very successful man, indeed.

A number of SIU members recently attended the Paul Hall Center to take STCW-related courses. They were all crew members who worked for Capt. Vickers at one time or another between 1983 and 1986. All are now captains and mates themselves and claim that Capt. Vickers was a true role model. They note that Vickers ran a tight ship (tug) with respect, good humor and caring. In addition to his nautical knowledge, they say that Vickers

served as a mentor and motivator for everyone who sailed with him. Because of his caring approach to his crew, a true bond has formed over the years. And every time one of his crew members upgraded, they took his teachings and applied them to their own studies.

When the upgrading Seafarers learned that Capt. Vickers lives not too far from the school, they invited him to lunch, setting up one of the dining room tables with a sign reading "Reserved for Capt. Vickers' Crew."

And for just a little while, it was like old times.

CAPTAIN AND CREW REUNITE—Following a luncheon in his honor, retired Capt. Ted Vickers is happy to be with his former crew members at the Paul Hall Center. From the left are Capt. Steve Sears, Capt. Mike Lydick, Capt. Mike Davis, Capt. Ted Vickers, Chief Mate Vladimir Salamon, Chief Mate Scott Trester, Capt. Bill Gossett and Chief Mate Chester Stephens. Not pictured is Chief Mate Roger Rothschild.

Around the World

With the SIU



The galley gang aboard the *Mayaguez* includes (from left) Chief Cook Ivan Salis, Chief Steward Edward P. Dunn and Messman Roque Lambert.



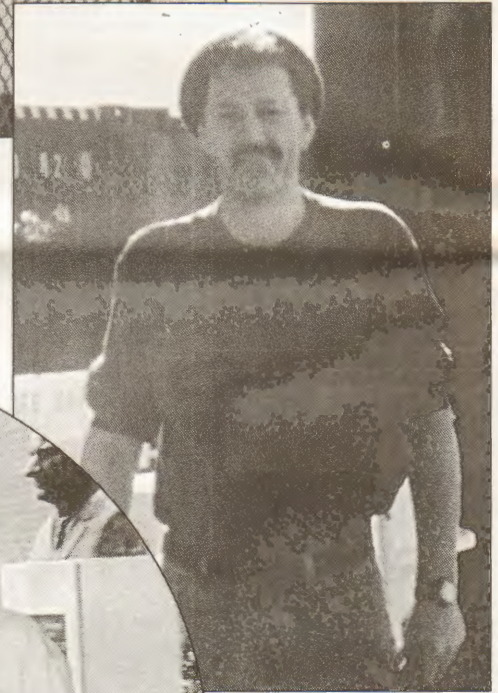
Right: The two Neils share a laugh at the MTD executive board meeting last February in Los Angeles. From the left are SIU Port Agent Neil Dietz and U.S. Rep. Neil Abercrombie (D-Hawaii).



Above: San Juan SIU Port Agent Victor Nuñez (right) inspects the working conditions on the NPR, Inc. cranes in Puerto Rico. With him is AB Roberto Flores.



Left: AB Joseph Hubert shows his painting technique on one of the NPR, Inc. cranes.



Right: Working on the deck of the *Mayaguez* is AB John Weaver.



Pictured in Tacoma, Wash. near the CSX Anchorage in March are longtime Seafarers and Bosuns John Cain (left) and Vern Poulsen.



Left: Everyone enjoys returning to the Paul Hall Center and seeing old friends while upgrading their skills. From the left are Recertified Steward Robert Wilcox, Chief Electrician Christo Tsipliareles and Recertified Steward Joseph Gallo Jr.



Left: Unlicensed Apprentice Ole Olsen (left) and OS David Parks enjoy the scenery as the *Global Sentinel* approaches the port of Vancouver, British Columbia.



Russell Barrack is the bosun aboard the *Mayaguez*, an NPR, Inc. vessel.

DAWN OF A NEW ERA



FACILITIES

- 9 passenger decks
- 7 passenger elevators
- Extensive open deck space
- 2 outdoor swimming pools
- Shuffleboard area
- Fifth Avenue shops and boutiques
- Barbershop and beauty parlor
- Photo galleries
- Medical center
- Self-service laundries
- Conference and meeting center
- Theater

FACTS AND FIGURES

Gross tonnage: 33,930 GRT
Height: 126 feet from water line to top of stack
Length: 704 feet
Beam: 90 feet
Draft: 25 feet
Main Engines/Propulsion: 2 Sulzer main engines, 22,400 total hp; 2 bow thrusters, total 3,000 hp; 2 stern thrusters, total 3,000 hp
Speed: 19 knots
Stabilizers: Sperry Marine automatic stabilizers

Recent Projects to Crew Member Areas

- Crew shower partitions were improved to eliminate standing water by extending the shower walls down to the deck in order to channel water into the drains.
- All crew clothes washers and dryers are fully functional.
- Ventilation has been improved and the series of "hot" cabins has been corrected and are now much cooler.
- All crew cabins have had new lock cylinders installed in order to improve crew security.
- Vending machines and additional food service equipment—ice cream chest, ice chest, hot dog machine—have been added to the crew dining area.
- During February, the crew bar and "slop chest" officially was opened and is now operating on a daily basis. Profits from this area are being credited to the crew fund.
- An onboard Crew Welfare Committee has been formed. This representative group from all shipboard departments will address crew recreational needs.
- Regular meetings are being conducted with SIU representatives to address crew issues.
- A review of the crew menus has been undertaken to increase satisfaction and selection. The Hotel Director has surveyed the crew for their input and has organized a crew "food committee."

The Patriot

Vessel Signals New Beginning For U.S. Cruise Industry

United States Lines began carrying passengers between New York and Europe in the early part of the 20th century—in the golden age of ocean-going passenger travel. It was a glamorous world enjoyed by such famous actors, artists and inventors as Cary Grant, Salvador Dali, Mary Pickford and Thomas Edison.

Today, a part of that golden age has returned with the *ms Patriot*, the first in a new fleet of elegant and modern United States Lines cruise vessels.

Meet the SIU-crewed *ms Patriot* . . .

Shipshape!

As with any ship that undergoes refurbishment, the *Patriot* had to work out its share of kinks. Fortunately, the issues that surfaced during the vessel's West Coast stay have been addressed.

Improvements have been made to the crew shower partitions, clothes washers and dryers, cabin ventilation and security. Vending machines and additional food service equipment have been added to the crew dining area. In February, the crew bar and "slop chest" opened, with profits credited to the crew fund.

Additionally, other improvements are pending, such as installation of a satellite TV system, replacement of various fixtures in the restrooms, and repair or replacement of certain floor tiles.

"It's important for us to do a good job crewing the ship," noted SIU Vice President Contracts Augie Tellez. "You can see a big part of the future of our union in the *Patriot*—namely, the two new cruise ships that are being built for U.S. Lines. The *Patriot* itself is a beautiful ship, but it's a springboard to bigger and better things for SIU members.

"The union and the company are working together to identify and address the crew's concerns," he continued. "We're putting together programs to tackle those issues. Our ultimate goals are to provide a stable, well-trained manpower group and a positive working environment. All of our efforts are geared toward that."

Brief History

The ship, which carries up to 1,212 passengers, was built as the *Nieuw Amsterdam* in 1983 by Chantiers de l'Atlantique in St. Nazaire, France. It was acquired from Holland American Line at a cost of \$114.5 million and was delivered to American Classic Voyages (AMCV, the parent company of United States Lines) Oct. 18, 2000. After undergoing a \$21 million renovation at Cascade General Shipyard in Portland, Ore., it sailed on Thanksgiving Day to host a series of trade industry preview events in Los Angeles and San Francisco. The ship was renamed the *ms Patriot* and launched in Hawaii under

American Classic Voyages Co.'s United States Lines on Dec. 9, when it inaugurated year-round, seven-night cruise service throughout the Hawaiian Islands. The christening ceremony reflected both the heritage of Hawaii and the spirit of America as Maggie Inouye, wife of Senator Daniel Inouye, officially dedicated the ship.



The United States Lines' logo, a stylized American bald eagle, is prominently displayed on the *Patriot's* smokestack.

"We envision United States Lines as 'America's cruise line,'" stated AMCV President and Chief Operating Officer Roderick K. McLeod. "It offers a brand-new experience for cruise enthusiasts: the convenience of a cruise vacation in a comfortable, all-American-type atmosphere with emphasis on experiencing the Hawaiian Islands, up-close and personal."

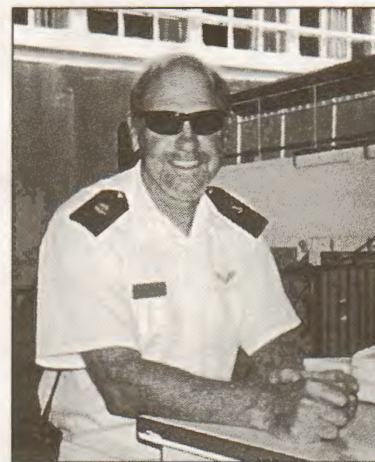
Adorning the smokestack is a stylized American bald eagle centered on a field of gold stars. The wings of the eagle suggest the stripes of the American flag; the three top stars represent the initial three vessels in the United States Lines fleet; and the other six stars represent United States Lines' commitment to its customers, employees, shareholders, community, the environment and our nation.



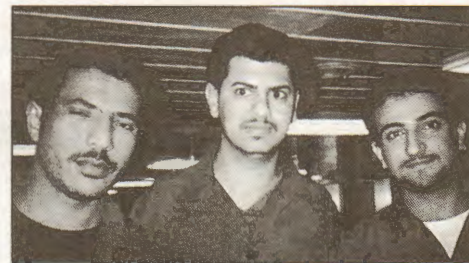
The logo of United States Lines is a stylized American bald eagle centered on a field of gold stars.

The U.S. Flag

From the moment United States Lines introduced the *ms Patriot* on Dec. 9, 2000, a star-spangled tradition was born—one befitting the largest American cruise ship and the first major ocean-going passenger vessel to register in the United States in more than 40 years. Each American flag that flies over the vessel during its weekly Hawaii cruises is one that has flown over the nation's Capitol in Washington, D.C. According to AMCV's McLeod, "The Stars and Stripes reflect our commitment to providing high-quality, all-American cruise vacations and revitalizing the U.S.-flag cruise industry."



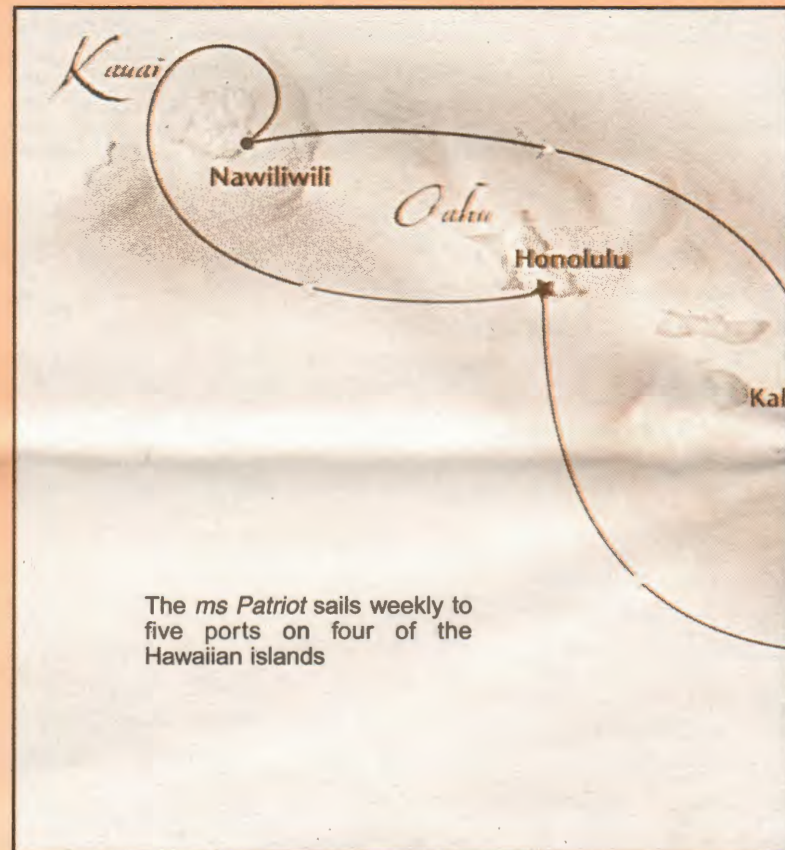
AB Jeff Kalbach



GU Nabil Sharif, GU Ebrahim El Shaibi and GU Esa Abdullah



Cocktail Server Brenda Black



Hawaiian Influence

In addition to the regular cruise experience, the *ms Patriot* offers passengers the opportunity to gain more knowledge about the rich heritage of the Hawaiian Islands.

The Destination Learning Center is the "heart" of the vessel, a place where travelers can learn about Hawaii and the 80 optional shore experiences offered in the ship's island exploration program. The ship's Hawaiian teacher, or "kumu," shares the islands' history and lore, and passengers may choose to learn to



Destination Learning Center

speak the Hawaiian language, dance the hula, play the ukulele and create a lei. Resource materials and displays of island artifacts and furnishings add to the total Hawaiian experience.

Children enjoy the knowledge shared by the kumu, but they also have their own part of the ship. During its refurbishment, special centers—Graffiti's for teens and Kaleidoscope for pre-teens—were designed to offer different activities away from their parents featuring games, parties, contests, movies, tournaments and more.

But many of the optional excursions are wonderful opportunities for families to enjoy together and include a submarine exploration of undersea life around the islands, kayaking, horseback riding and snorkeling.

Additionally, at certain times of the year, special cruises are featured. For example, over the Memorial Day, Independence Day, Veterans Day and Pearl Harbor Day holidays, the ship will sail into Pearl Harbor to visit the memorial built above

the *U.S.S. Arizona* (which was sunk Dec. 7, 1941), and passengers can learn more about the meaning of the Hawaiian harbor in the course of American history.

Whale watching cruises take place from January through March, and Aloha festival cruises are scheduled during the month of September to help the Hawaiians enjoy their native culture. Celebrating a birthday, engagement, honeymoon, anniversary? Different packages also can be arranged for any of these events. Even weddings can now be performed aboard the ship.





Internet Lounge



Living Room of Presidential Suite



Bedroom of Presidential Suite



Graffiti's Teen Center



Waikiki Beachboys Club

Accommodations

Aboard the 33,930-ton *ms Patriot*, there are so many things to do that returning to your room is necessary just to rest up for your next island adventure. There are 606 suites and staterooms divided into 15 categories—everything from the luxurious presidential

suite to the 20 parlor suites and 122 superior ocean view staterooms to the 266 ocean view staterooms or 197 of the more economical interior staterooms. All feature TV, radio, telephone and individual climate controls. Fares vary according to season, and all include onboard meals, activities, entertainment and port charges.



Kumu Study

Itinerary

The *ms Patriot* departs every Saturday evening year-round from Honolulu on seven-night, five-port cruises of four of the Hawaiian islands—Nawiliwili, Kauai; Kahului, Maui; Hilo, Hawaii; Kona, Hawaii—before returning to Honolulu.

No wonder Hawaii is known as America's paradise! Each island has something different to offer for both adults and children—from black sand beaches and tropical rainforests to fiery volcanoes and ancient Polynesian sites to coffee plantations and sugar cane fields to hiking trails and incredible golf courses—and more. All these options make it a little daunting for a visitor to figure out exactly what to see.

But the ship's Island Explorations program is there to help, showcasing 80 optional shore excursions with tour itineraries that can be customized based on a passenger's personal interests or fitness level. Passengers receive detailed excursion information for each port to help them choose specific tours, and experienced local guides meet pas-

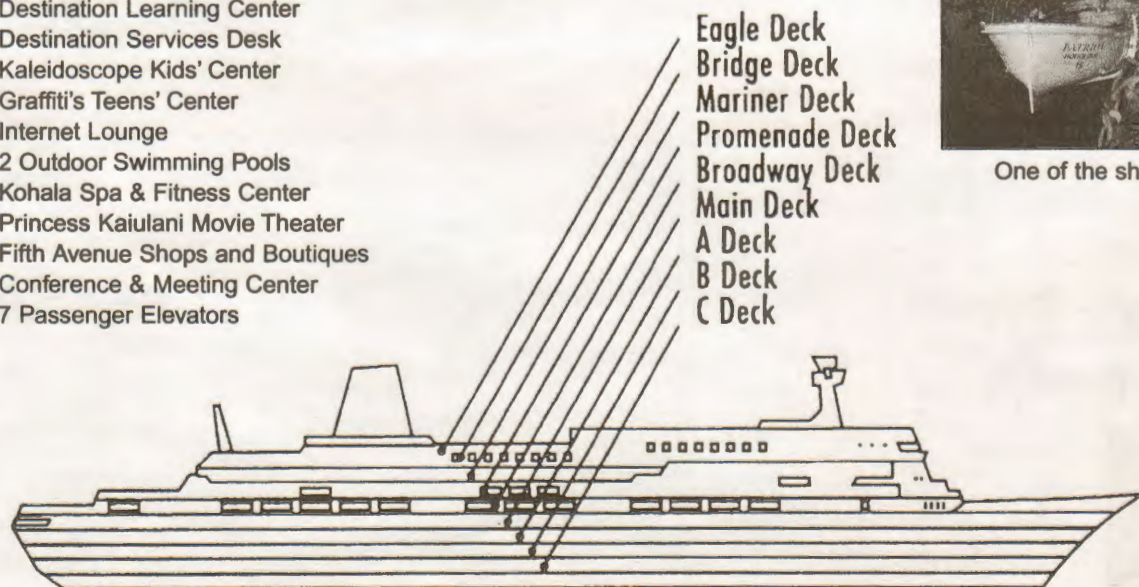
sengers right at the ship's dock for virtually all excursions.



Discover Hawaii's Tropical Beauty

Ship Specifications and Facilities

- 1,212 Passengers
- 33,930 Gross Tons
- 704 Feet Long
- Automatic Stabilizers
- 9 Passenger Decks
- Destination Learning Center
- Destination Services Desk
- Kaleidoscope Kids' Center
- Graffiti's Teens' Center
- Internet Lounge
- 2 Outdoor Swimming Pools
- Kohala Spa & Fitness Center
- Princess Kaiulani Movie Theater
- Fifth Avenue Shops and Boutiques
- Conference & Meeting Center
- 7 Passenger Elevators



One of the ship's lifeboats



Founder's Lounge



Kaleidoscope Kids' Club

Activities

Daytime hours are mostly spent exploring the islands or enjoying the amenities of the ship, including two outdoor pools, a whirlpool and comfortable lounges for taking in all the beautiful scenery. And for all those who can't exist without e-mail, an Internet Café is at the ready with nine computers standing by for some indoor surfing.

The nights are a different story. Passengers may enjoy listening and

dancing to the *ms Patriot's* musicians, who play a variety of jazz, swing, contemporary Hawaiian and classic rock throughout the ship's nine bars and lounges. Cultural shows, revues, comedy acts, singing, dancing and passenger talent shows keep things lively. There is also a 230-seat theater which shows first-run movies.

"Madam Pele's Night of Fire," however, is the signature event

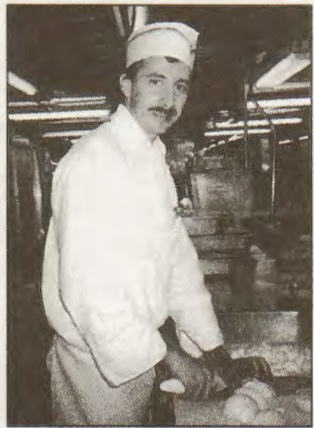
which occurs when the ship passes the crimson lava flow of Hilo's Mt. Kilauea, the world's most active volcano. Crew members and passengers gather on deck to view Madam Pele, the volcano goddess, and festivities ensue, including an outdoor volcano-theme dessert buffet, known as the Feast of Fire, as well as an award-winning comedy show.



AB Robert Mason and Carpenter Eric Orcwein



SIU Safety Director Jim Storm and 1st Cook Johnny Palencia



2nd Cook David Moulder



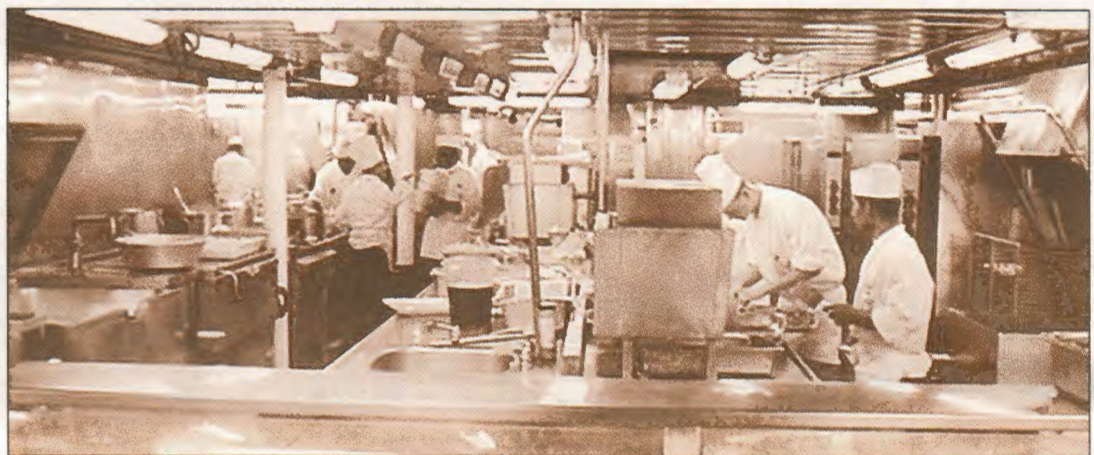
Cabin Attendant Angie Sticka



1st Cook Reuben Maldonado and 2nd Cook Anthony Angel



2nd Cook John Arciaga



Food

In speaking about the cuisine, the passenger dining experience aboard the *ms Patriot* is truly a highlight. A galley staff of 90 SIU chefs, cooks and specialists create the meals for the main dining room (the Manhattan Dining Room) as well as for the alternative Outrigger Café's fare (which serves breakfasts, theme lunches, afternoon grill service and evening dinners). American and Pacific Rim specialties are showcased in the main dining room and are served on china, custom-designed by the suppliers of the original United States Lines. Other information about the art and history of

the original fleet is featured in the menus. And should a passenger still have some room after dinner, there is 24-hour room service as well as an ice cream station. (But not to worry, the shipboard Kohala Spa and Fitness Center can help you shed some of those newly gained pounds. And for pampering, there's a beauty salon with hair, skin and nail service for men and women.)

AB Willie Johnson, OS Jorge Soler, Bosun Christy Fernando, OS Alfonso Banda, OS Andzen Bronkowski and OS Gary Lauer



On the Horizon

While the *ms Patriot* is the first in a fleet of new U.S. cruise liners, United States Lines currently has two 1,900-passenger vessels under construction at Ingalls Shipbuilding in Pascagoula, Miss. The 72,000-ton cruise ships—the largest ever built in a U.S. shipyard—will enter service in Hawaii in 2003 and 2004.



Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2001

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	0	1	1	1	1	0	1	1	1
Baltimore	6	6	3	1	3	1	1	7	5	3
Guam	1	0	2	0	0	0	0	1	2	2
Honolulu	4	3	4	3	5	5	1	16	8	2
Houston	18	10	6	24	14	4	5	42	11	7
Jacksonville	37	23	12	24	13	9	8	55	30	14
Mobile	6	3	7	12	6	4	6	16	12	9
New Orleans	15	12	9	9	9	10	2	25	25	9
New York	22	7	5	16	5	6	0	49	22	7
Norfolk	8	12	4	12	5	3	0	24	20	6
Philadelphia	2	4	3	8	5	3	1	6	3	2
Piney Point	5	4	0	2	3	3	1	7	5	1
Puerto Rico	11	3	3	5	4	5	6	16	2	2
San Francisco	18	9	3	21	4	3	5	33	10	2
St. Louis	2	2	6	1	3	4	1	4	3	6
Tacoma	23	10	7	22	11	5	10	40	14	13
Wilmington	25	12	5	20	10	4	7	38	13	14
Totals	204	120	80	181	101	70	54	380	186	100
ENGINE DEPARTMENT										
Algonac	0	0	1	0	0	0	0	0	1	2
Baltimore	5	2	2	2	0	3	0	9	6	1
Guam	0	1	0	0	0	0	0	0	1	0
Honolulu	7	8	5	3	8	2	0	9	10	5
Houston	15	4	5	22	2	2	3	17	6	8
Jacksonville	13	14	9	8	7	4	3	33	22	9
Mobile	6	4	0	4	4	0	1	16	5	0
New Orleans	5	8	5	6	8	3	3	12	11	8
New York	8	11	1	5	5	0	1	27	16	1
Norfolk	6	11	2	4	9	3	0	9	12	2
Philadelphia	1	2	2	2	2	0	1	4	5	3
Piney Point	1	5	0	2	3	1	0	2	5	1
Puerto Rico	6	2	0	3	2	1	0	8	2	1
San Francisco	8	7	2	7	5	4	1	11	6	2
St. Louis	2	2	0	4	1	0	1	0	3	1
Tacoma	13	6	6	9	6	7	2	21	13	8
Wilmington	8	11	5	4	8	3	3	11	13	10
Totals	104	98	45	85	70	33	19	189	137	62
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	1	1	2
Baltimore	0	0	0	0	0	0	0	3	0	0
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	4	3	20	4	0	0	0	14	10	38
Houston	15	2	0	9	1	0	4	25	3	2
Jacksonville	11	5	4	8	4	0	3	28	10	8
Mobile	5	3	0	3	0	0	0	13	6	0
New Orleans	7	6	3	3	2	0	1	15	10	4
New York	11	4	2	8	2	0	1	25	10	2
Norfolk	7	9	4	5	4	4	2	10	10	2
Philadelphia	7	1	1	5	0	0	0	5	1	1
Piney Point	0	3	0	2	1	0	0	3	4	1
Puerto Rico	0	0	0	2	0	1	0	2	2	0
San Francisco	13	4	1	15	5	0	2	36	4	1
St. Louis	2	1	1	0	1	0	0	3	2	1
Tacoma	15	4	1	18	1	0	5	33	3	2
Wilmington	13	4	3	13	3	1	5	24	7	6
Totals	111	49	40	95	24	6	23	240	83	70
ENTRY DEPARTMENT										
Algonac	0	0	4	0	0	0	0	0	3	4
Baltimore	0	3	1	0	1	0	0	0	5	3
Guam	0	1	2	0	0	0	0	0	1	3
Honolulu	8	22	94	0	11	45	0	15	43	179
Houston	1	10	3	0	13	4	0	3	15	8
Jacksonville	3	16	14	5	7	8	0	6	23	25
Mobile	1	5	2	1	0	1	0	1	12	8
New Orleans	3	5	7	2	8	5	0	6	10	10
New York	4	21	20	3	15	12	0	8	41	33
Norfolk	0	11	9	1	10	8	0	2	15	24
Philadelphia	0	1	1	0	0	1	0	0	3	2
Piney Point	0	20	22	0	14	19	0	0	28	26
Puerto Rico	1	2	10	2	0	8	0	4	6	5
San Francisco	4	7	6	4	8	5	0	7	22	7
St. Louis	0	2	0	0	1	0	0	0	3	2
Tacoma	3	10	20	1	11	21	0	7	21	34
Wilmington	5	14	12	3	4	4	0	7	23	21
Totals	33	150	227	22	103	141	0	66	274	394
Totals All Departments	452	417	392	383	298	250	96	875	680	626

**"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.

June & July 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: June 4, July 2
Algonac	Friday: June 8, July 6
Baltimore	Thursday: June 7, July 5
Duluth	Wednesday: June 13, July 11
Honolulu	Friday: June 15, July 13
Houston	Monday: June 11, July 9
Jacksonville	Thursday: June 7, July 5
Jersey City	Wednesday: June 20, July 18
Mobile	Wednesday: June 13, July 11
New Bedford	Tuesday: June 19, July 17
New Orleans	Tuesday: June 12, July 10
New York	Tuesday: June 5, July 3
Norfolk	Thursday: June 7, July 5
Philadelphia	Wednesday: June 6 Thursday: July 5*
(*change created by Independence Day holiday)	
Port Everglades	Thursday: June 14, July 12
San Francisco	Thursday: June 14, July 12
San Juan	Thursday: June 7, July 5
St. Louis	Friday: June 15, July 13
Tacoma	Friday: June 22, July 20
Wilmington	Monday: June 18, July 16

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

Personal

ALTON HICKMAN JR.

Please contact Sean Hanley at (718) 926-4902.

FRIENDS OF JAMES E. HILL

James E. Hill would like to hear from any ship-mates who sailed with him aboard the Penn Vanguard or the Keva Ideal. You may write him at 1805 Mitchell St., Apt. 1, Tampa, FL 33602.

Correction

In the April edition of the Seafarers LOG, page 13, several photos taken aboard the Sea-Land Voyager inadvertently were included with an unrelated article about the USNS Watkins.



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 Corgy
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

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 Junco Ave., Stop 16 1/2
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

MARCH 16 — APRIL 15, 2001

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	13	13	0	7	6	0	6	7
Algonac	0	10	3	0	3	2	0	7	1
Algonac	0	7	3	0	4	0	0	3	3
Algonac	0	18	35	0	4	5	0	14	30

Totals All Depts 0 48 54 0 18 13 0 30 41

***"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

MARCH 16 — APRIL 15, 2001

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	1	4	0	0	2	3	2	6
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	1	5	2	0	8	1	3	17
Totals	2	2	9	2	0	10	4	5	23
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	1	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	1	0	0	0
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	1	0	0	1	0	0	1
Totals	0	0	1	0	0	1	0	0	1

Totals All Depts 2 2 10 2 0 12 4 5 24

***"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 Ted Vargas of Princeton, W.Va. It was taken in Rotterdam, Holland on the fantail of the *Muncie Victory* in July 1947.

The ship, operated by South Atlantic Steamship Co., was making its last voyage as an SIU-contracted vessel. The crew members had just unloaded their aid cargo of grain to wore-torn Europe.

"We had to tie up to a buoy and offload into barges," Vargas noted in a letter accompanying the photo. "All piers were either occupied or had been destroyed in the war."

With Wiper Vargas (left) is Messman Eric Joseph. The vessel at right is the *Atlantic Wind*, a Liberty ship under Panamanian flag.

Vargas mentioned that Joseph, an ex-boxer, went on to become well known in the SIU because of an act of generosity: He donated the cornea of his right eye to another SIU member, Phil Pron. Pron had been the victim of a ship-board injury that was slowly destroying his eyesight. His only hope was for a corneal transplant. Joseph's retina had been damaged, a carryover from his boxing days. The men, who had not known each other previously, met in the Staten Island Marine Hospital. An article was written about the two Seafarers in a March 1951 *LOG*.

Ted Vargas sailed on three Liberty ships in the '40s and '50s. He presently volunteers as the 12-4 oiler aboard his fourth Liberty ship, the *John W. Brown*, based in Baltimore, and says that vessel's trip to the Great Lakes last year was a huge success.

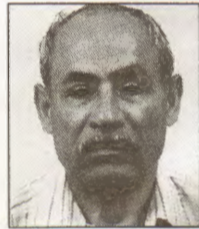




Three captains and one pilot are among the 21 Seafarers announcing their retirements this month. Captains **James M. Bowers**, **Julio R. Santana** and **Steve R. Warford**, along with Pilot **Percy P. Daucet**, sailed the inland waterways for nearly 100 combined years at the helms of their respective vessels.

Nine of the retirees sailed in the deep sea division. Three plied the Great Lakes, while the remaining nine, which include the former captains and pilot, navigated the inland waterways. Fifteen of the retirees worked in the deck department, three shipped in the engine department and three sailed in the steward department. On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



ABDULLA K. ALMAN-SOOB, 64, hails from Yemen. Brother Almansoob joined the SIU in 1976 in

Seattle. He first sailed aboard the *Overseas Juneau*. The steward department member upgraded his skills at the SIU's training school in Piney Point, Md. in 1988 and 1989. He last shipped aboard Interocean Uglund Management's *Northern Lights*. Brother Almansoob lives in Seattle.

WILLIAM J. BEATTY, 68, started his SIU career in 1964, joining in the port of Houston. Prior to becoming a Seafarer,



Brother Beatty served in the U.S. Navy from 1960 to 1964. A member of the engine department, he first shipped in the inland division aboard a G&H Towing Co. vessel. Brother Beatty upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1986, 1995 and 1997. He last worked aboard a Waterman Steamship Corp. vessel. Brother Beatty lives in Roanoke, La.

ROBERT J. FRANKEL, 75, started his SIU career in 1986 in Seattle. Brother Frankel served in the U.S. Navy from 1943 to 1946. Born in New Brunswick, N.J., he sailed in the deck department. His first ship was the *USNS Desteiguer*, operated by Lavino Shipping Co. He last worked on the *Sea-Land Quality*. Brother Frankel calls East Brunswick, N.J. home.



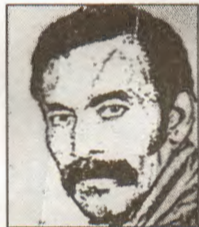
ROBERT F. LEWIS III, 57, was born in Woodbury, N.J. Brother Lewis started his SIU career in 1966, joining in the port

of New York. Prior to becoming a Seafarer, he served in the U.S. Navy from 1961 to 1965. Brother Lewis first sailed aboard the *Sapphire Sandy*. The deck depart-

ment member last worked aboard the *Sea-Land Florida*. Brother Lewis resides in Lakeland, Fla.

JAMES McHUGH, 66, started his SIU career in 1970, joining in the port of New York. Brother McHugh served in the U.S. Navy from 1950 to 1954. The Tamaqua, Pa. native sailed as a member of the deck department. Brother McHugh first shipped aboard the *Steel Design*. He last worked aboard Puerto Rico Marine Management Inc.'s *Carolina*. Brother McHugh lives in Philadelphia.

EFRAIN M. SANTANA, 61, hails from Puerto Rico.



Brother Santana started his SIU career in 1967, joining in the port of New York. His first ship was the *Penn Sailor*, operated by Penn Transportation Co. A member of the deck department, he upgraded his skills at the SIU's training school in Piney Point, Md. in 1977 and 1987. He last shipped aboard Ocean Ships, Inc.'s *Gus W. Darnell*. Brother Santana calls Bronx, N.Y. home.



GARY B. EARL SCOTT, 64, began his SIU career in 1989, joining in the port of Houston. Prior to becoming a

Seafarer, Brother Scott served in the U.S. Coast Guard from 1955 to 1958. A bosun, he shipped in the deck department. Brother Scott first sailed aboard Sea Mobility, Inc.'s *USNS Invincible*. The Portland, Ore. native last worked aboard the *USNS Bold*, operated by Maersk Lines. Brother Scott resides in Dickinson, Texas.

ALVIN TUTSON, 68, started his SIU career in 1964, joining in the port of Houston. The Louisiana native served



in the U.S. Army from 1953 to 1955. Brother Tutson first sailed aboard the *Tamara Guilden*, operated by Transport Commercial. The steward department member last worked aboard Interocean Uglund Management Corp.'s *Pacific*. Brother Tutson lives in Houston.



ELLIS YOUNG, 57, hails from Savannah, Ga. Brother Young started his SIU career in 1970, joining in the port of Jacksonville, Fla. His first ship was Penn Transportation Co.'s *Penn Sailor*. The engine department member upgraded his skills a number of times at the SIU's training school in Piney Point, Md. Brother Young last sailed aboard

the *LTC John U.D. Page*, operated by U.S. Ship Management. He resides in Jacksonville, Fla.

INLAND

GEORGE A. BODDEN, 62, joined the SIU in 1971 in Tampa, Fla. A member of the deck department, Boatman Bodden was born in Honduras. He sailed primarily aboard Red Circle Transport Co. vessels. Brother Bodden calls Tampa home.



JAMES M. BOWERS, 61, was born in Rocky Mount, N.C. He started his SIU career in 1968, joining in the port of Norfolk, Va. Boatman Bowers served in the U.S. Air Force from 1955 to 1958. A member of the deck department, he first shipped aboard a Gulf Atlantic Transport Corp. vessel. Boatman Bowers last worked as a captain aboard the *Interstate 85*, operated by Lynnhaven Services. He calls Kill Devil Hills, N.C. home.

PERCY P. DAUCET, 62, started his SIU career in 1961, joining in Port Arthur, Texas. Boatman Daucet first shipped aboard a National Marine Service Inc. vessel. The Louisiana native sailed as a pilot and upgraded his skills at the SIU's training school in Piney Point, Md. in 1987 and 1993. Boatman Daucet last worked aboard a Hvide Marine vessel. He resides in Welsh, La.



HARVEY R. GALLOP JR., 63, hails from Nags Head, N.C. Boatman Gallop started his SIU career in 1967, joining in the port of Norfolk, Va. He first sailed aboard a Stuart Transportation Co. vessel. The engine department member last worked aboard an Allied Towing vessel. Boatman Gallop lives in Powells Point, N.C.

DANIEL J. GAYLOR, 68, joined the SIU in 1990 in the port

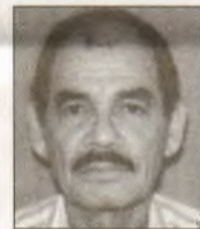
of New Orleans. Brother Gaylor served in the U.S. Air Force and the U.S. Navy before becoming a Seafarer. A member of the deck department, he first shipped aboard the *USNS Triumph*, operated by Sea Mobility Inc. Brother Gaylor last worked aboard a Red Circle Transport Co. vessel. The Massachusetts native calls Pineville, La. home.

JOHN PATRICK MORAN, 61, joined the Seafarers in 1973. Boatman Moran first sailed aboard a National Marine Services Inc. vessel. A member of the deck department, he last shipped aboard a Hvide Marine vessel. Born in New York, Boatman Moran now calls Cheboygan, Mich. home.

RAYMOND RUSHON, 65, started his SIU career in 1972, joining in the port of Philadelphia. Boatman



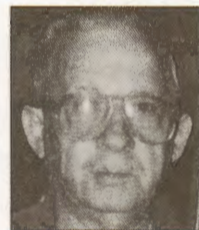
Rushon shipped as a member of the deck department. The Pennsylvania native sailed primarily aboard Crowley Liner Services vessels. Boatman Rushon resides in Havertown, Pa.



JULIO R. SANTANA, 62, joined the SIU in 1976 in his native Puerto Rico. A captain, he sailed primarily aboard

Crowley Towing and Transportation Co. vessels. Boatman Santana upgraded his skills at the SIU's training school in Piney Point, Md. in 1989. He lives in Carolina, P.R.

STEVE R. WARFORD, 71, started his SIU career in 1978, joining in the port of Wilmington, Calif. Born in Arkansas, the



deck department member shipped as a captain and upgraded his skills at the SIU's training school in Piney Point, Md. in 1991. Boatman Warford sailed primarily aboard Crowley Towing and Transportation Co. vessels. He calls San Marcos, Calif. home.

GREAT LAKES



JULIAN W. BUDNICK, 64, joined the SIU in the port of Detroit. Brother Budnick served in the U.S. Army from 1960 to

1962. He first shipped aboard an American Steamship Co. vessel. Born in Rogers City, Mich., the steward department member last worked aboard the *Buffalo*, another American Steamship Co. vessel. Brother Budnick lives in Michigan.

ABDO N. FOTAIH, 59, hails from Yemen.



Brother Fotaih began his SIU career in 1972, joining in the port of Detroit. He first sailed aboard a Michigan Tankers Inc. vessel. The deck department member upgraded his skills at the SIU's training school in Piney Point, Md. in 1978. Brother Fotaih last worked aboard American Steamship Co.'s *Walter J. McCarthy*. He resides in Dearborn, Mich.



DONALD R. GIMPEL, 66, started his SIU career in 1967, joining in Duluth, Minn. Born in Duluth, the deck department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1998. Brother Gimpel last sailed aboard a Great Lakes Towing Co. vessel. He lives in Duluth, Minn.

Reprinted from past issues of the *Seafarers LOG*

1941

The SS *Robin Moor*, an SIU ship, was the first U.S.-flag vessel to be sunk by the Germans (May 21). The crew was given 20 minutes by the German submarine commander to leave the vessel. After the crew launched the lifeboats, and were approximately one mile from the ship, the German submarine torpedoed the *Robin Moor*, sinking it. The attack eventually helped lead to all American-flag ships being armed and supplied with gun crews.

1970

The SIU has opened a vacation center at the Harry Lundeberg School of Seamanship in Piney Point, Md. This is a new and unique union program to make available to SIU members and their families

first-class vacations at the lowest possible.... Fishing, swimming, tennis, sailing, soaking up the sun and exploring the lands that form the coast of the Chesapeake Bay area are some of the things available at the vacation center.

THIS MONTH IN SIU HISTORY

1991

In the aftermath of the conflict in the Persian Gulf, the American military is evaluating the effectiveness of all elements that went into Operation Desert Shield and Desert Storm.

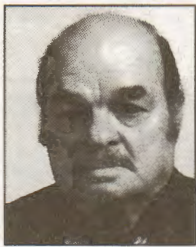
Insofar as U.S. shipping is concerned, the verdict of commanders and planners throughout the military is that the nation's defense interests require more seafarer capability and a healthy American-flag merchant marine....

Secretary of Defense Dick Cheney has highlighted the importance of mobility for the purpose of an adequate defense. A priority of DOD is "the ability to project military power rapidly to areas of U.S. strategic interest," Cheney said.

Final Departures

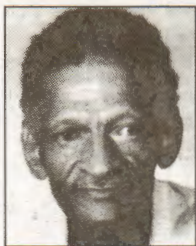
DEEP SEA

PABLO BARRIAL



Pensioner Pablo Barrial, 78, died Dec. 21, 2000. Brother Barrial began his SIU career in 1943, joining in the port of New Orleans. The deck department member first shipped aboard a Delta Steamship Lines vessel. A native of Havana, Cuba, he last worked aboard the *Bay Ridge*, operated by Bay Tankers, Inc. Brother Barrial began receiving his pension in 1986. He lived in New Orleans.

EDGAR BIVENS



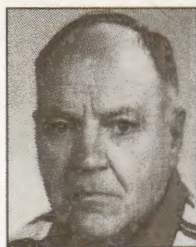
Pensioner Edgar Bivens, 76, passed away Feb. 11. Brother Bivens started working with the SIU in 1966 in the port of Mobile, Ala. The Alabama native first sailed aboard the *Penn Export*, operated by Penn Export Co. Inc. Brother Bivens shipped as a member of the steward department and last worked aboard *Cove Shipping Co.'s Cove Navigator*. Brother Bivens served in the U.S. Army from 1941 to 1946. He began receiving his pension in 1986. Brother Bivens lived in Mobile.

GEORGE BLACK



Pensioner George Black, 80, died Dec. 19, 2000. He started his SIU career in 1948, joining in the port of New York. Born in Burma, Brother Black first sailed aboard Sinclair Oil Corp.'s *Robin Wently*. He shipped in the deck department, last working aboard a Michigan Tankers, Inc. vessel. Brother Black started receiving his pension in 1978. He called Las Vegas, Nev. home.

WALTER BOWEN

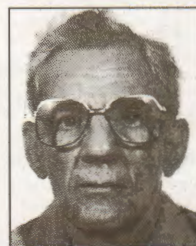


Pensioner Walter Bowen, 84, passed away Jan. 5. He joined the Marine Cooks and Stewards (MC&S) in San Francisco. The steward department member was born in Washington and began receiving his pension in 1971. He resided in Ben Wheeler, Texas.

ROBERT BRIAN

Pensioner Robert Brian, 77, died Jan. 12. The West Virginia native started his SIU career in 1946 in the port of Houston. Brother Brian first shipped aboard the *Rob Gray*, operated by Sinclair Oil Corp. He sailed in the deck department, most recently aboard the *Long Beach*. Brother Brian served in the U.S. Navy from 1941 to 1945. He began receiving his pension in 1983. Brother Brian lived in San Francisco.

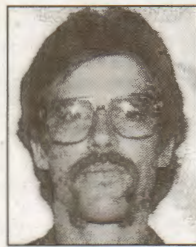
CLAUDE DICK



Pensioner Claude Dick, 76, passed away March 6. He began his SIU career in 1953, joining in Galveston, Texas. Born in League City,

Texas, he first sailed aboard a Bloomfield Steamship Co. vessel. Brother Dick shipped as a member of the deck department and last worked aboard the *Pride of Texas*, operated by Seahawk Management. He served in the U.S. Marine Corps from 1942 to 1945. Brother Dick, who lived in Galveston, started receiving his pension in 1991.

WILLIAM EDWARDS



Brother William Edwards, 43, died Jan. 10. He joined the SIU in 1974 in the port of Piney Point, Md. The Virginia native, who was a member of the

deck department, first sailed aboard an Interocean Management vessel. Brother Edwards last shipped aboard the *Sgt. Matej Kocak*, operated by Waterman Steamship Corp. He called Norfolk, Va. home.

WILLIAM GOEPPNER



Pensioner William Goepfner, 87, passed away Jan. 20. Born in California, he started his career with the MC&S in San Francisco.

Brother Goepfner shipped as a member of the steward department. The *Matsonia*, operated by Matson Navigation Co., and American President Lines' *President Hoover* were among the vessels on which he sailed. Brother Goepfner started receiving his pension in 1972. He lived in Sunnyvale, Calif.

DANIEL HALLEY



Pensioner Daniel Halley, 89, died Nov. 11, 2000. He started his career with the MC&S in San Francisco. Among the ves-

sels the steward department member sailed aboard were Waterman Steamship Corp.'s *Young America* and Matson Navigation Co.'s *Matsonia*. Brother Halley started receiving his pension in 1977. He made his home in Germany.

PETER HAMMEL



Pensioner Peter Hammel, 86, passed away Feb. 24. Brother Hammel started his SIU career in 1955, joining in the port of New York. The

New Orleans native first sailed aboard a Delta Steamship Lines vessel. Brother Hammel shipped in the steward department, last working aboard the *Overseas New York*. He served in the U.S. Navy from 1942 to 1945. Brother Hammel called Chalmette, La. home. He began receiving his pension in 1983.

CHARLES KRAUSE



Pensioner Charles Krause, 85, died Jan. 27. A charter member of the SIU, Brother Krause joined the union in 1938 in Boston. He shipped as a

member of the steward department. The Massachusetts native began

receiving his pension in 1972. Brother Krause resided in Plymouth, Mass.

PETER LYPEN



Pensioner Peter Lypen, 76, passed away Feb. 26. He started his SIU career in 1944, joining in the port of New York. Brother

Lypen shipped as a member of the deck department and first sailed aboard a Bloomfield Steamship vessel. He last worked aboard the *Borinquen*, operated by Puerto Rico Marine Management, Inc. Brother Lypen served in the U.S. Army from 1950 to 1952. He called Elizabeth, N.J. home and began receiving his pension in 1986.

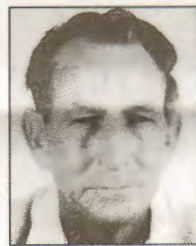
WILLIAM MASON



Pensioner William Mason, 79, died Dec. 12, 2000. Born in California, he started his career with the MC&S. Brother

Mason sailed in the steward department. States Steamship's *Montana* and Matson Navigation Co.'s *Manulani* were two of the vessels on which he sailed. Brother Mason started receiving his pension in 1976. He lived in Long Beach, Calif.

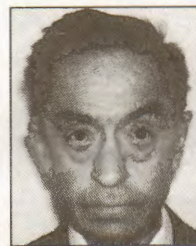
PAUL PARSONS



Pensioner Paul Parsons, 72, died Feb. 3. Brother Parsons started his SIU career in 1961 in the port of Jacksonville, Fla. The Wilkes

County, N.C. native first sailed aboard the *Steel Architect*, operated by ISCO Inc. Brother Parsons shipped as a member of the deck department and last sailed aboard Interocean Management Corp.'s *Cape Fear*. He served in the U.S. Navy from 1946 to 1948. Brother Parsons started receiving his pension in 1992. He called Lenoir, N.C. home.

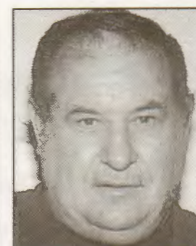
BERNARD ROMANOFF



Pensioner Bernard Romanoff, 81, passed away Jan. 22. He joined the SIU in 1941 in the port of New York. A member of the deck

department, Brother Romanoff first sailed aboard A. H. Bull Steamship Co.'s *Rebel*. The New York native last worked aboard the *Borinquen*, operated by Puerto Rico Marine Management, Inc. Brother Romanoff started receiving his pension in 1988. He resided in Brooklyn, N.Y.

ANTHONY SANTO ROTUNDA



Pensioner Anthony Santo Rotunda, 64, died Feb. 8. He started his SIU career in 1961, joining in the port of New York. Born in Shinnston, W.

Va., the engine department member first sailed aboard a Waterman Steamship Corp. vessel. He last worked aboard the *Carolina*, operated by Puerto Rico Marine Manage-

ment, Inc. Brother Rotunda served in the U.S. Navy from 1956 to 1960. He lived in Fairmont, W.Va. and began receiving his pension in 1995.

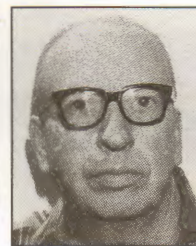
ANTONIO SANTIAGO



Pensioner Antonio Santiago, 82, passed away Jan. 12. Brother Santiago joined the SIU in 1955 in the port of New York. He first sailed

aboard the *Stony Creek*, operated by American Tramp Shipping and Development Co. A native of Puerto Rico, Brother Santiago worked in the deck department, last sailing on Puerto Rico Marine Management, Inc.'s *San Juan*. Brother Santiago began receiving his pension in 1983. He called Staten Island, N.Y. home.

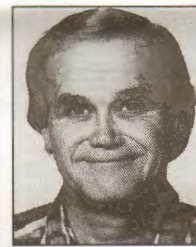
FRANKIE SNOW



Pensioner Frankie Snow, 80, died Feb. 16. Brother Snow joined the SIU in 1951 in New York. He first sailed aboard the

Southern Counties, operated by Terminal Steamship Co. Born in Virginia, Brother Snow shipped as a member of the steward department. He last sailed on Waterman Steamship Corp.'s *Jefferson Davis*. Brother Snow served in the U.S. Army from 1942 to 1945. He began receiving his pension in 1985. Brother Snow resided in his native state.

DONALD THOMPSON



Pensioner Donald Thompson, 66, passed away Feb. 2. Brother Thompson started his career with the

MC&S. The *Monterey* and *Matsonia* were among the vessels aboard which the steward department member worked. A native of Verdale, Minn., he started receiving his pension in 1977. Brother Thompson called Syracuse, Utah home.

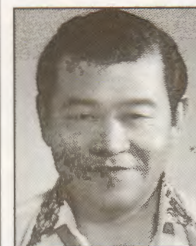
EDWARD UZIEL



Pensioner Edward K. Uziel, 84, died Dec. 18, 2000. Brother Uziel started his career with the

MC&S. The steward department member sailed aboard the American President Lines' *President Hoover* and *President Wilson* during his career. Born in Ohio, he began receiving his pension in 1974. Brother Uziel lived in Santa Rosa, Calif.

JACK WONG

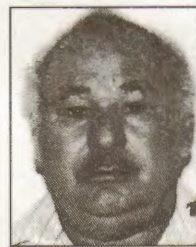


Pensioner Jack Wong, 80, passed away Dec. 22. Born in China, Brother Wong started his SIU career in 1964, joining in the port of

Houston. His first ship was the *Eldorado*, operated by Transasia Transport Corp. A member of the steward department, Brother Wong last sailed aboard the *Sea-Land Innovator*. He served in the U.S.

Navy from 1944 to 1946. Brother Wong, who began receiving his pension in 1986, called Santa Clara, Calif. home.

MAURILIO ZEPEDA



Pensioner Maurilio Zepeda, 68, died Feb. 17. Brother Zepeda started his SIU career in 1961, joining in the port of

Houston. Born in San Juan, Texas, he first sailed aboard Delta Steamship Lines' *Del Valle*. The deck department member last shipped aboard the *Overseas Vivian*, operated by Vivian Tankships Corp. Brother Zepeda began receiving his pension in 1998. He lived in Galveston, Texas.

INLAND

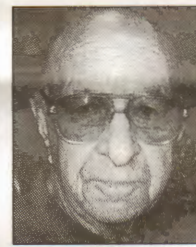


TOMISLAV BAKIC

Boatman Tomislav Bakic, 67, passed away Jan. 31. He joined the SIU in 1979 in the port of

Wilmington, Calif. Born in Croatia, Boatman Bakic first sailed aboard a Crowley Towing and Transportation Co. vessel. The engine department member last sailed aboard an American Marine Services vessel. Boatman Bakic lived in San Pedro, Calif.

GEORGE BAUM



Pensioner George Baum, 88, died Jan. 2. He began his SIU career in 1956 in the port of Baltimore. Boatman Baum first shipped aboard an

Intercontinental Bulk Corp vessel. A member of the deck department, he last worked aboard a Moran Towing Co. of Maryland vessel. Boatman Baum began receiving his pension in 1974. He called Stoneleigh, Md. home.

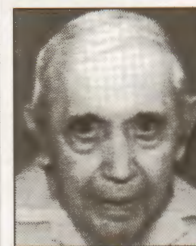
KENNETH GODEKE



Pensioner Kenneth Godeke, 74, died Jan. 5. The Texas native started his career with the

SIU in 1974 in Houston. A member of the deck department, Boatman Godeke sailed primarily aboard G&H Towing Co. vessels. He served in the U.S. Navy from 1944 to 1946. Boatman Godeke called Houston home. He began receiving his pension in 1988.

HAYWOOD TRICHE



Pensioner Haywood Triche, 82, died Jan. 7. Boatman Triche started his SIU career in 1964 in Port Arthur, Texas. Born in Lockport, La., he

sailed as a captain. He first shipped aboard a Slade Inc. vessel and last worked on a Michigan Tankers, Inc. vessel. Boatman Triche began receiving his pension in 1977. He lived in Gibson, La.

Continued on page 20

Digest of Shipboard Union Meetings

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

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

CHALLENGER (CSX Lines), Feb. 11—Chairman **Paul Dornes**, Secretary **Milton M. Yournett**, Educational Director **Roy S. Frett**, Deck Delegate **Julio Mattos Jr.**, Engine Delegate **Gustavo R. Osorio**, Steward Delegate **Angel Correa**. Chairman informed crew of payoff Feb. 12 in Jacksonville. Educational director led discussion on need for basic fire fighting course to comply with STCW. He advised crew members to apply now rather than wait until last minute. He also encouraged them to read LOG for union and industry news and contribute to SPAD. Treasurer reported \$58.50 in ship's fund after purchase of movies. No beefs or disputed OT reported. Suggestion made to reduce time required to file for vacation benefits. Discussion held on improving pension and medical benefits. Captain to be asked about feasibility of installing radio, TV antenna during yard period.

DEVELOPER (U.S. Ship Mgmt.), Feb. 19—Chairman **Dana M. Cella**, Secretary **Robert A. Castillo**, Educational Director **Dimarko L. Shoulders**, Deck Delegate **Mohsin A. Ali**, Engine Delegate **Jason Vogel**, Steward Delegate **Amin A. Mohamed**. Chairman announced payoff Feb. 26 in Houston. He said it was a good trip with a good crew. He stressed importance of contributing to SPAD. Crew bade farewell to three unlicensed apprentices in Charleston, S.C. Secretary thanked everyone for good voyage, and educational director advised crew to read LOG and take advantage of courses offered at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Suggestion made to purchase smokeless ashtrays for those members who smoke in their rooms. Unanimous vote of thanks given to steward department for great meals.

ENDURANCE (U.S. Ship Mgmt.), Feb. 18—Chairman **Francisco C. Munoz**, Secretary **Russell B. Beyschau**, Educational Director **Ramona P. Gayton**, Deck Delegate **Paul S. Wills**, Engine Delegate **Chromer W. Jefferson**. Chairman and secretary reported smooth trip and look forward to their vacations. Secretary also urged crew members to read LOG to keep up with union news, upgrade skills at Piney Point and contribute to SPAD. Educational director asked for everyone's help in keeping dryer clean and free from lint. He also stressed need to complete STCW requirements by Feb. 1, 2002. No beefs or disputed OT reported. Suggestion made to have contracts department look into reducing time needed for vacation check. Crew gave vote of thanks to steward department for job well done.

EXPEDITION (CSX Lines), Feb. 11—Chairman **Norberto Prats**, Secretary **Edgar M. Vazquez**, Educational Director **Douglas D. Greiner**, Steward Delegate **Melvin W. Hite**. Everything running smoothly, according to chairman and secretary. Educational director advised crew to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. President's report from LOG about importance of meeting STCW requirements by Feb. 1, 2002 read and discussed. Suggestion made for contracts department to check into prescription coverage for dependents and to reduce time needed to collect vacation benefits.

GUS W. DARNELL (Ocean Shipping Inc.), Feb. 1—Chairman **Patrick B. Rankin**, Secretary **Kenneth Whitfield**, Engine Delegate **Mike Kifle**. Chairman announced ship to pay off Feb. 3 in Charleston, S.C. Secretary noted repair list passed around. Crew should check rooms and add any repairs needed. Members also asked to fill out address correction card and update any other forms. All three departments reported beefs pertaining to allotments. No disputed OT noted. Recommendations made to have allotments available throughout voyage and increase pension plan benefits. Steward department thanked for job well done.

HAWAII (CSX Lines), Feb. 18—Chairman **Billy G. Hill**, Educational Director **Ronald A. Belcher**, Deck Delegate **James R. Blich**. Chairman announced payoff Feb. 23 in Jacksonville. He noted computer now ready for e-mail use by crew. He asked crew members to keep safety in mind at all times aboard ship. Crew expressed gratitude for new satellite digital TV system. Educational director reminded everyone to keep shipping documents up to date. He also stated that attending upgrading courses at Piney Point "is a must to protect your job" and noted need for STCW compliance by Feb. 1, 2002. He advised crew members to read monthly LOG and have TRBs signed before getting off vessel. Treasurer stated direct TV system costs \$55 monthly; donations accepted. No beefs or disputed OT reported. Suggestion made to reduce seetime needed for vacation benefits. Bosun thanked crew for working together and helping separate plastic items from regular trash. Crew gave thanks to staff of LOG for good work. Next ports: Jacksonville; San Juan, P.R.; Elizabeth, N.J.

HUMACAO (NPR, Inc.), Feb. 4—Chairman **David I. Murray**, Secretary **Marvin T. St. George**, Educational Director **Angel Hernandez**, Deck Delegate **Dwayne L. Gordon**, Engine Delegate **Kenneth A. Adamczak**, Steward Delegate **James C. Wadsworth Jr.**. Chairman announced payoff Feb. 6 in San Juan, P.R. He advised everyone that Feb. 1, 2002 is deadline for STCW compliance. Secretary asked for help keeping messhall and lounge clean. He also said that all doors should be locked for safety while in port. Educational director talked about facilities and upgrading courses available for Seafarers at Paul Hall Center and urged everyone to attend. Treasurer reported \$200 in ship's fund. All monies will be used to purchase new movies. Clarification requested by steward delegate on cleaning of rooms. All communications from headquarters posted in messhall. Recommendation made to ask contracts department to look into increased dental benefits and prescription coverage. Vote of thanks given to steward department. Next ports: San Juan; Jacksonville; Philadelphia, Pa.

LIBERTY SEA (Liberty Marine Corp.), Feb. 18—Chairman **Harold L. Sebring**, Secretary **Thomas D. Kreis**, Educational Director **Michael P. Brown**, Deck Delegate **Gregory A. Poer**. Chairman noted good trip to and from Bangladesh. Payoff scheduled Feb. 20 in New Orleans, La. Crew members reminded to clean rooms before getting off.

Secretary thanked crew for helping separate plastics from regular trash and for turning in dirty linen. Educational director advised everyone to check that all documents are up to date and take advantage of educational opportunities at Piney Point. No beefs or disputed OT reported. Request made for repair of ship's radio and TV antenna.

MAERSK TENNESSEE (Maersk Line, Ltd.), Feb. 26—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtagh**, Deck Delegate **Jeffrey A. Lagana**. Chairman noted watchstanders doing outstanding job. He reminded crew that safety is everyone's business. Secretary stated mail is not being forwarded to ship in accordance with contract and there are not enough work gloves for everyone. Educational director talked about importance of upgrading skills at Paul Hall Center, keeping TRBs current and obtaining STCW certification before Feb. 1, 2002. Treasurer announced \$504 in ship's fund. Crew would like to purchase 25- and 30-pound dumbbells, tape rewinder (220-volt) and new barbecue grill. No beefs or disputed OT reported. Request made for company to provide bottled drinking water until water tests come back showing no problems. Vote of thanks to steward department for good food. Ship heading to ports in Chile, Peru and Panama.

NAVIGATOR (CSX Lines), Feb. 4—Chairman **Werner H. Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Jorge N. Fernandez**, Deck Delegate **Charles E. Gordon III**. Chairman announced vessel arriving in Tacoma, Wash. Feb. 9. Payoff will take place same day. He suggested locking doors while in port and having clean linen for relief. He also thanked crew for good job in separating plastic items from trash. Secretary reported \$118 in tuna fund. He advised crew members to store glasses in proper place during heavy weather. Educational director urged crew to take advantage of SIU's upgrading facilities at Piney Point. Some disputed OT reported by deck delegate. President's report from recent LOG read. Crew discussed report and importance of getting union representation for oil patch mariners in Gulf of Mexico. Request made for company to supply work gloves. Suggestion made for contracts department to look into reducing seetime for pension benefits and having one wage scale for all SIU-contracted vessels. Next ports: Tacoma; Oakland, Calif.

NEW YORK (ATC), Feb. 17—Chairman **J. Carlos Loureiro**, Secretary **Nancy S. Heyden**, Educational Director **Oscar Garcia**. Chairman stated satellite antenna on order and to be hooked up when vessel returns to West Coast. Payoff will take place following meeting in captain's office. Bosun reminded crew members to comply with STCW requirements by Feb. 1, 2002 and thanked deck department for smooth job during lightering operations. He reminded crew of dues increase as of Jan. 1 and led discussion on possible shipboard training. Secretary asked everyone to help keep common areas clean. Educational director talked about upgrading opportunities at Paul Hall Center and reminded crew members to rewind videotapes when finished. All members advised to take care when coming off bow, as steps are slippery when wet. No beefs or disputed OT reported. Communications on work tours read and posted. Suggestions made for next contract, including dependent coverage for prescription drugs and increasing pension according to cost of living. Thanks given to steward department for good food. Next port: Singapore.

OVERSEAS NEW ORLEANS (OSG), Feb. 23—Chairman **Daniel Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John**

Trent, Engine Delegate **Willie J. Franks**, Steward Department **Juan M. Rochez**. Chairman thanked everyone for great job on deck. He reminded members to upgrade skills at Paul Hall Center and get required STCW training before Feb. 1, 2002. Educational director echoed bosun's comments regarding need to attend classes at Piney Point facility. No beefs or disputed OT reported. Crew would like union and company to see

monthly LOG. Treasurer announced \$555.50 in ship's fund. No beefs or disputed OT reported. Crew welcomes two new unlicensed apprentices on board. **Bryan Wells** and **Justin Armstrong** will spend 3 months aboard ship, learning operations of each department. Bosun thanked steward department for barbecues, great food and overall cleanliness. Steward reminded those getting off to get clean set of linen for

Patriotic Meeting



Oiler Ahmed Khoul (right) welcomed SIU Wilmington, Calif. Port Agent John Cox aboard the cruise ship *ms Patriot* when the vessel recently was on the West Coast. Operated by U.S. Lines, the *Patriot* is based in Honolulu.

about satellite antenna for ship. Next port: New York.

PACIFIC (CSX Lines), Feb. 25—Chairman **Lothar G. Reck**, Secretary **Robert P. Mosley**, Educational Director **Keith L. Jordan Sr.**, Engine Delegate **Rhonda Koski**, Steward Delegate **Subagio Wibisono**. Chairman explained importance of contributing to SPAD and how all members benefit from it. He reported on events during Singapore shipyard period and advised crew members to update STCW requirements before Feb. 1, 2002 deadline. He also suggested they read the LOG and know their contract. He asked those getting off to clean rooms and leave fresh linen. Secretary commented on need to complete basic safety training course at Paul Hall Center. He also stated all the help you need for the future is available at the school. "All the training I received really paid off. I appreciate all the training and use it each day." Educational director reminded crew members to keep drug testing and all shipping documents up to date. Without them, you could lose your job. Treasurer announced \$60 in movie fund, \$164.16 in cookout fund and \$255.50 in ship's fund. Plans are to buy a new grill in Tacoma, Wash. No beefs or disputed OT reported. Clarification requested on company contributions to pension plan, availability of unlicensed apprentices and extra vacation days. All crew members gave vote of thanks to steward department. Bosun asked everyone to pitch in and help keep rec. room and laundry area clean at all times. Vote of thanks also given by Bosun Mosley to SIU Assistant Vice President Nick Celona and his staff for all their help. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam; Hong Kong; Taiwan.

PRODUCER (CSX Lines), Feb. 4—Chairman **Daniel W. Seagle**, Secretary **David A. Cunningham**, Educational Director **Michael J. Wells**, Deck Delegate **Joe Salcido**, Engine Delegate **Gregory L. Howard**, Steward Delegate **George Lee**. Chairman reported payoff Feb. 6 on arrival in Oakland, Calif. Union officials to be on hand for collecting dues and answering any questions. Educational director reminded everyone to check STCW certification because after Feb. 1, 2002, you will not be able to sail without it. Fire fighting is one of required courses and is available at Piney Point. Check dates for each course in

next person. Steward also thanked relief bosun and his crew for help with barbecues: "Couldn't have done it without you guys."

SEALAND FLORIDA (U.S. Ship Mgmt.), Feb. 3—Chairman **Thomas E. Driggers**, Secretary **Ronald D. Jones**, Educational Director **Eric D. Bain**, Engine Delegate **Glenn O'Leary**, Steward Delegate **Charles Curley**. Chairman announced arrival in Charleston, S.C. Feb. 8. Payoff scheduled for Feb. 12 in Houston. Secretary noted everything running well aboard ship and crew members are all good team players. Educational director advised members to pay attention to signs posted throughout ship and work safely. No beefs or disputed OT reported. Request made for new chairs for messhalls. It was also noted that too many tapes are collecting in crew lounge. Everyone asked to rewind tapes when finished and return to lockers for others to use. Clarification requested on why payoff port is not first U.S. port after going foreign.

RELIANCE (CSX Lines), Feb. 11—Chairman **Lance X. Zollner**, Secretary **Thomas M. Wybo**, Educational Director **Orlando Cancel**, Deck Delegate **Ramon Duran**, Engine Delegate **Omar Sharif**, Steward Delegate **Abdulla Baabbad**. Chairman announced payoff in Tacoma Feb. 16 and Coast Guard inspection in Oakland, Calif. Feb. 21. He informed crew that hard hats must be worn on deck at all times. Verbal warning to be given for first violation. Secretary asked those members signing off vessel to leave cabins clean and get fresh linen for next person. He also reminded everyone to keep noise down at all times because someone is always trying to sleep. Educational director urged members to upgrade skills at Paul Hall Center and make sure STCW is up to date. Treasurer announced \$94 in ship's fund. No beefs or disputed OT reported. Suggestion made for contracts department to look into changing seetime needed for medical coverage. Request also made for union to provide and post in union halls and in LOG per diem rates for travel within U.S. as well as on foreign voyages. Are there different rates in different countries? Bosun complimented steward department for being best feeding ship in his 25 years of sailing. Thanks also given to chief cook and steward assistant for job well done and to all crew for helping keep ship clean.

Final Departures

Continued from page 18

RALPH TWIDDY SR



Pensioner Ralph Twiddy Sr., 84, passed away Jan. 2. Boatman Twiddy joined the SIU in 1961 in the port of Norfolk, Va. He sailed as a member of the deck department. Born in Dare County, N.C., Boatman Twiddy sailed primarily aboard Gulf Atlantic Towing Co. vessels. He served in the U.S. Army from 1943 to 1946. Boatman Twiddy resided in Creswell, N.C. He began receiving his pension in 1973.

AARON WILBURN



Pensioner Aaron Wilburn, 71, who sailed as a captain, died Jan. 7. Born in Missouri, he joined the SIU in 1959. He first shipped aboard a New York

Central Railroad Co. vessel. Boatman Wilburn last worked aboard a G&H Towing Co. vessel. He began receiving his pension in 1991. Boatman Wilburn lived in Liberty, Texas.

GREAT LAKES

JACOB HAJOSTEK

Pensioner Jacob Hajostek, 79, passed away Jan. 31. Brother Hajostek began his career with the SIU in 1962 in Cleveland. A member of the deck department, he sailed primarily aboard Great Lakes Towing Co. vessels. Born in Cleveland, Brother Hajostek served in the U.S. Army from 1942 to 1945. He started receiving his pension in 1983. Brother Hajostek called Lakewood, Ohio home.

JOSEPH KEELAN

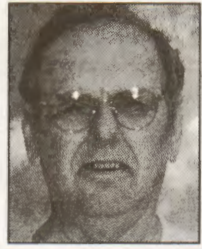
Pensioner Joseph Keelan, 88, died Jan. 22. Brother Keelan started his SIU career in 1947 in the port of Mobile, Ala. Born in Pennsylvania, the deck department member started receiving his pension in 1977. He lived in Tampa, Fla.

JOHN O'DEE

Pensioner John O'Dee, 73, passed

away Feb. 16. Born in Cleveland, Brother O'Dee shipped as a member of the deck department. He worked primarily aboard Great Lakes Dredge and Dock Co vessels, last sailing aboard the *Lemmerhirt*. Brother O'Dee started receiving his pension in 1989. He called North Olmsted, Ohio home.

WILLIAM G. TRUAX



Pensioner William G. Truax, 64, died Jan. 31. The Toledo, Ohio native started his SIU career in 1967, joining in Detroit. Brother Truax

first sailed aboard the *Reiss Brothers*, operated by American Steamship Co. The engine department member last worked aboard Pringle Transit Co.'s *Paul Thayer*. Brother Truax served in the U.S. Army from 1959 to 1963. He started receiving his pension in 1994. Brother Truax lived in Maumee, Ohio.

RAILROAD MARINE

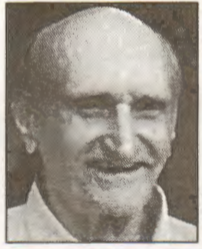
ANTHONY LAUS



Pensioner Anthony Laus, 85, passed away Feb. 15. Brother Laus started his SIU career in 1963 in the port of New York. The Hoboken, N.J. native

shipped as a member of the deck department. Brother Laus worked primarily aboard Erie Lackawanna Railroad Co. vessels. He served in the U.S. Navy from 1943 to 1945. Brother Laus lived in Forked River, N.J. and began receiving his pension in 1977.

TEDDY RONDA



Pensioner Teddy Ronda, 82, died Feb. 1. He started his SIU career in 1960, joining in his native New York. A member of the deck department,

Brother Ronda worked primarily aboard New York/New Jersey Hartford Railroad vessels. He served in the U.S. Army from 1941 to 1944 and started receiving his pension in 1969. Brother Ronda lived in Bronx, N.Y.

LOG-A-RHYTHMS

**Liberty Ships
(And the Men That Sailed Them)**
by Viktor R. Henrikson

Kaiser's coffins they were called,

Cursed by some but respected by all.

From the Atlantic convoys to the waters of Tokyo Bay,

These are the ships that saved the day.

The ships and the men that went to sea,

That's what kept America free.

Watch an old Liberty at anchor, awaiting for the tide,

Then stop and remember and thank your God

That these ships, these men were on our side.

Very few are left now, and soon all will be gone.

The ships and the men that once sailed our oceans,

Both rough and serene, and made us proud of our Merchant Marine.

Viktor Henrikson (aka Mr. Swede), who works in the Government Services Division, is an MSC carpenter and 28-year SIU member.

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. The annual financial committee will be elected during the May 7, 2001 headquarters membership meeting to review the 2000 records. 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.

The STCW Clock Stops Ticking Feb. 1, 2002



Feb. 1, 2002—That is the date by which mariners sailing aboard deep sea or near-coastal vessels must comply with the amended STCW convention.

If a mariner has not completed STCW Basic Safety Training (BST) or acquired the 1995 STCW certificate, if required, by Feb. 1, 2002, **then that mariner cannot sail aboard deep sea or near-coastal ships.**

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman (including simulator steering assessments)	May 5	June 1
	June 2	June 29
	June 30	July 27
	July 28	August 24
Lifeboatman/Water Survival	August 25	September 21
	May 19	June 2
	June 16	June 30
	July 14	July 28
Radar (simulator)	August 11	August 25
	August 11	August 24
	August 11	August 24
Radar (one-day renewal)	July 6	
	July 27	
	August 24	
Radar (three-day renewal)	July 3	July 5
	July 23	July 26
	July 23	July 26
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	June 16	June 22
	July 7	July 13
	August 25	August 31
GMDSS (simulator)	May 12	May 25
	June 9	June 23
	July 7	July 21
	August 4	August 18
Bridge Resource Management	June 23	June 29
	July 14	July 20

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	May 19	June 29
	July 14	August 24
QMED - Any Rating	August 25	November 16
Welding	June 9	June 29
	July 21	August 10

Steward Upgrading Courses

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

Recertification

Bosun Recertification	September 8	October 8
Steward Recertification	July 7	August 6

Safety Specialty Courses

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

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.

5/01

Paul Hall Center Classes



FOWT — Earning their FOWT endorsements May 4 are (in alphabetical order) Muniru Adam, Milton Ballard, Lance Barabino, Dwayne Brock, Davon Brown, Neil Brown II, Robert Brown, John Collins Jr., Kevin Fisher, Kevin Hartley, Jon Hemba, Carlton Hendley, Guy Leary, Steven Lombardi, Mark Maduro, Timothy Manes, Harry Mays, Donald McBride, Fred McGauley IV, Rupert Mulzac, Robert O'Neal, Cipriano Panganiban, Matthew Redlinger, Lane Schroeder, Eli Smith, Donna Sylvia, John Westfall and Fred Ziegler. Their instructor, Mark Jones, is at far left.



Welding — With their instructor Buzzy Andrews (in white), upgrading Seafarers who completed the welding course April 20 are (in alphabetical order) Ronald Celious, Edmund Erdt, Timothy Horger, Edward Kelly, Jose Liwag and Charles Sneed.



Able Seaman — Graduating from the AB course May 5 are (in alphabetical order) Steve Bentley, Terry Blade, Dana Brooks, Denetrica Brooks, Alexander Busby, Armando Castillo, Angel Centeno, Jason Dew, David Flores, Ronel Guerzon, Harley Jones, Jeroma Luckett, Michael McErlean, Troy Mitchell, Mostafa Mostafa, Chad Reynolds, Marquel Sapp, James Stanford, Stephen Steward and Tawnia Stucker.



Advanced Fire Fighting — Completing the advanced fire fighting class March 9 are (in alphabetical order) Leo Borrer, Timothy Burke, Richard DeWitte, Owen Duffy, Patrick Duvernay, Russell Kopecki and Edward Wilisch. Their instructor is Anthony Hammett (standing left).

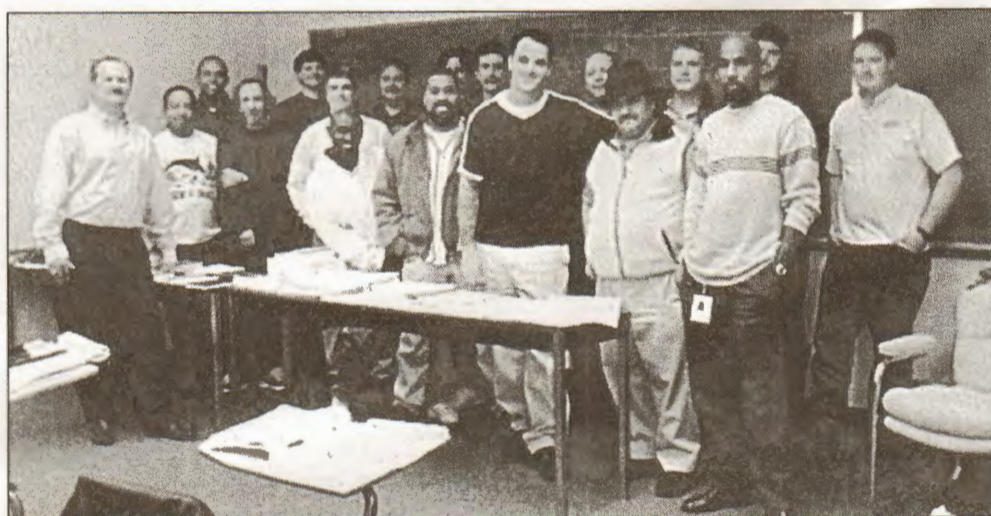
Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.



Phase III Unlicensed Apprentices — Unlicensed apprentices from classes 603, 608 and 609 are in the third phase of their training, having completed the DEU course April 27. From the left are (front row) Uverna Johnson, Chris Marquez, Samuel Lloyd and (second row) Robert Stellan and Shawn Waring. Their instructor, Randy Senatore, is standing in the back.

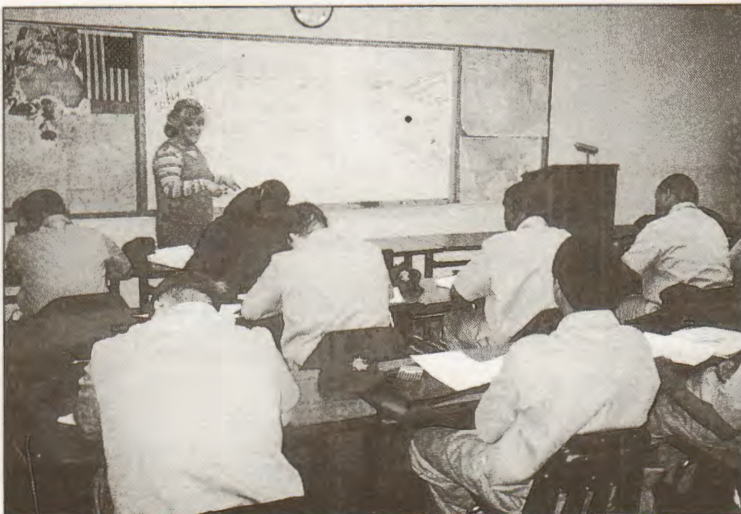


Able Seaman — Receiving their certificates for completion of the AB class ending April 6 are upgrading students with their instructor, Bernarbe Pelington (far right). Included in the class roster (although not all are pictured) are (in alphabetical order) Stanley Adams, Damon Anderson, Gregory Baker, Ronald Bergeron, Avery Brooks, Carlos Castillo, Thomas Coscia, Earnest Dillard Jr., Ronald Gibbs, Brian Guiry, Randy Hayme, Alvin Hester, Darrin Howell, Elijah Huff, Dayvien Johnson, L.G. Johnson, Leslie Klein, John Lightfoot, Douglas Ogle, Randell Porter, Steven Rocker, Silas Sam, Shauntay Shavies, Robert Taylor, Beverly Williams, Richard Williams and Rodolfo Zena.



Tankerman (PIC) Barge — These Seafarers who successfully completed the tanker (PIC) barge course March 16 are (in no particular order) Steven Kroner, Gerard Costello, Douglas Jones, Pete Hudson, John Bellinger, Andre Bernard, Charles Jackson, Chris Lisowski, Michael Knighton, Harvey Wilson, Jeffery McCranie, Bartley Lane, Brian Wynn, Brandon Ponce II, John Jaradat, Craig Melwing and Ilya Ledesma. Not in picture is Ashby Furlough. The course was taught by instructor Mitch Oakley.

Social Responsibility — Instructor Joyce Raum leads a course in social responsibility to the students in unlicensed apprentice class 614.



Paul Hall Center Classes



Water Survival/Lifeboat — Earning their water survival/lifeboat endorsements are (from left front) Keith Foster, Jill Robertson, Gerhard Jakits, instructor Ben Cusic, Tim Molly, Derek Kurch, David Fletcher, Amin Saleh, Gary DiPresso, Flavia Manning, Keo Sivongxay, Elias Parker, David Agosto, Ryan Nakama, Timoteo Lagula, Khaled Taffi, instructor Steve Soltysik, Robert Brock and Ken Caffey.



Lifeboat Endorsement — Electrician Paul Su has worked aboard the *SS Independence* for more than 20 years. With the help of Paul Hall Center instructors Ben Cusic and Steve Soltysik, and the support and tutoring of many of his shipmates, Su earned his lifeboatman endorsement in February, when he graduated from the class held aboard the cruise ship while underway in Hawaii. Joining in the congratulations are, from left, instructor Ben Cusic, Paul Su, instructor Steve Soltysik, Elizabeth Porter, Nicole Chevalier and Amanda Brown.

Water survival and lifeboat classes were held on board the *SS Independence* January 13 through February 13 as it continued its regular cruise itinerary around the Hawaiian islands. Crew members worked their scheduled shifts and completed the classes on their "off time." As of the end of March, more than 300 students had been trained in Hawaii—aboard ship and at the new facility there. Steve Soltysik, who sent these photos, is one of the SIU's Hawaii-based instructors.



Water Survival — Handling a big job takes teamwork! Fellow crew members Will Joquin and Don Smith have their hands full bringing Mike Liugalua into the the life raft during water survival classes taught aboard the *SS Independence*. Crewmates Mike Young and Brandon Allard steady the raft.



LEFT: Water Survival/Lifeboat — Completing the shipboard water survival/lifeboat class are (from left front) Krishinda Bledsoe, Karol Tovar, Bernard Essiful, Amanda Brown, Mariana Ylaya, Brian Moore, Ronnel Sugui, Frank Ababa, Paul Su, Jerico Elgarico, Anthony Lopes, Charlene Medeiros, Elizabeth Porter, Matt Reventas and instructors Ben Cusic and Steve Soltysik.



Water Survival/Lifeboat — Completing the water survival/lifeboat class in between their regular shipboard duties are (from left front) Donald Smith, Larry Genetiano, Stephen Warren, Dana Duarte, Anthony Pace, John Rabanal, John Meacher, Brandon Allard, Mike Liugalua, Ruben Sclot, Will Joquin, instructor Steve Soltysik and David McNeil.



Water Survival/Lifeboat — Graduating from the water survival/lifeboat class, held aboard the *SS Independence*, are (from left front) Melecio Agpoa, Remando Ortiz, Romeo Cacal, Orlando Pajarillo, Michael Young, Arthur Rallos, Danile Cubangbang, Willis Abaya, Vinn Sirongxay, instructor Steve Soltysik and Jason Izaquirre.

LEFT: Water Survival/Lifeboat — Successfully mastering the water survival/lifeboat course held aboard the cruise liner are (from left front) Albino Infnada, Ben Reid, Vince Adams, Shane Hayes, instructor Steve Soltysik, Chester Ramiro, Nicole Chevalier and Vicente Cacacho.



The Seafarers LOG

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

ATTENTION SEAFARERS:

Check all your shipping documents to be sure they are up-to-date and not about to expire. You can't sail without them.

Paul Hall Center Enrollment Soars As Seafarers Eye STCW Deadline

'Haven't Seen This Many People Here Since Desert Storm'

Despite its rural setting, the Paul Hall Center for Maritime Training and Education has the feel of a small city these days.

Students are flocking to the Piney Point, Md. facility. In mid-April, more than 300 upgraders and unlicensed apprentices were enrolled at the school.

Many were there for the center's U.S. Coast Guard-approved STCW basic safety class, a key requirement for numerous mariners under the amended STCW convention. The deadline for compliance with the amended STCW treaty is Feb. 1, 2002. Seafarers have taken notice, as 75 to 100 or more SIU members per week are completing the basic safety course at Piney Point.

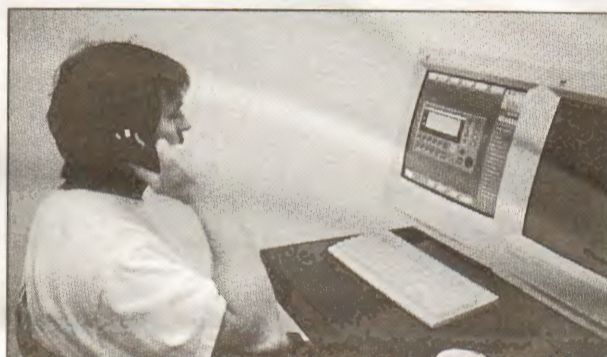
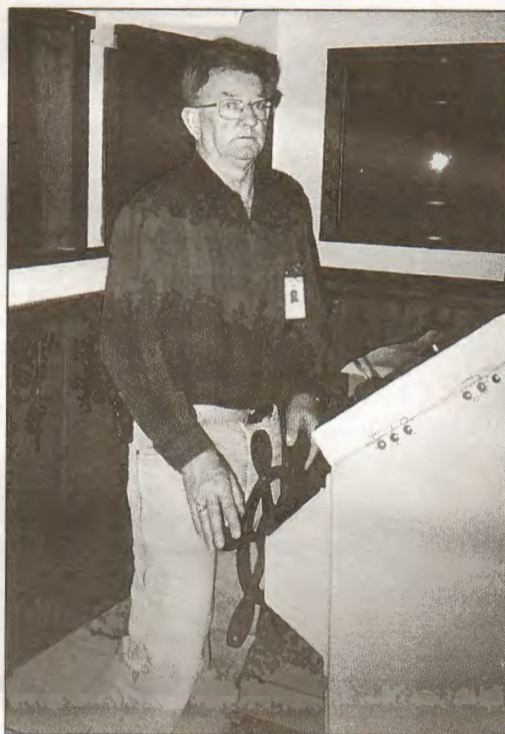
Other students are taking advantage of courses conducted in the center's new simulator (installed last fall), which offers training for shiphandling including radar operation, ARPA, GMDSS, engine room functions, crane operations and liquid cargo procedures. Many of the courses involving the simulator are designed to meet STCW requirements, for deep sea and inland mariners alike. The cutting-edge equipment provides teaching support for a broad range of subjects, including voyage planning and execution, tanker assistant DL, and engine room watchkeeping, to name only a few.

Still others are participating in specially tailored courses that are designed accommodate their respective work schedules. For instance, Seafarers from Moran, Express Marine, and Crowley attended Piney Point in April.

Additionally, the unlicensed apprentice program is thriving. Last month, more than 100



Installed at the Paul Hall Center last fall, the new simulator offers training for (clockwise, from upper left) radar, shiphandling, bridge resource management, GMDSS and more.

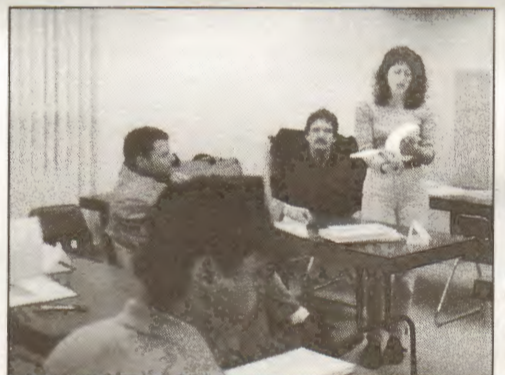


trainees were enrolled in the first component of the three-phase curriculum.

Overall, the past few months may have marked an unprecedented level of peacetime enrollment at the school, which opened in 1967. "I haven't seen this many students here since Desert Storm," observed J.C. Wiegman, assistant director of training. "STCW has a lot to do with that, but we're also still running other upgrading courses—AB, FOWT, lifeboat, the steward department courses and others."

Many of the classes utilize the Joseph Sacco Fire Fighting and Safety School, an extension of the Paul Hall Center campus that opened in June 1999. More than 4,000 students have trained at the world-class facility, which specifically is tailored for mariner fire fighting.

The Paul Hall Center offers approximately 40 courses that are U.S. Coast Guard-approved. Hands-on training is the key component of most courses, while classroom lessons complement



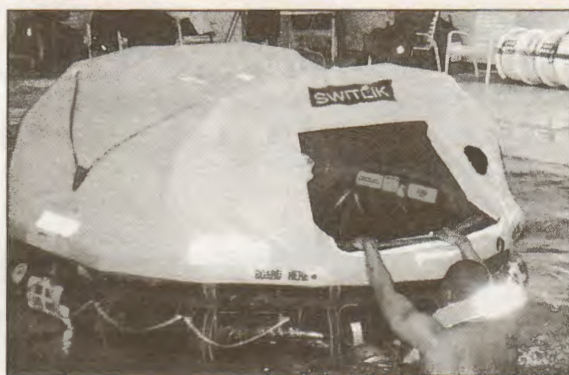
Most of the classes at the Piney Point, Md. facility emphasize hands-on training, but classroom instruction also remains an integral educational component for upgraders and unlicensed apprentices.

the practical learning.

For a list of upcoming courses, see page 21 of this issue of the *Seafarers LOG*. More information about the school is available online at www.seafarers.org.



The fire fighting and safety school, pictured in the photo at left and two below, hosts numerous classes, including STCW basic safety, basic and advanced fire fighting, damage control, water survival, first aid and CPR.



Bosun Touts Life at Sea



Bosun Larry Watson (standing) recently discussed various aspects of going to sea, with 20 juniors and seniors at South Whidbey High School's career center. Several students at the Langley, Wash. school expressed an interest in more information about seagoing careers. Watson, a 24-year member of the SIU, previously encouraged one of his neighbors to attend the unlicensed apprentice program at the Paul Hall Center, located in Piney Point, Md. Jason Hudkins is completing the program's third and final phase. Seafarers who wish to interest local youth in a maritime career are encouraged to contact their local SIU hall to receive promotional material and guidance on how to be a maritime career mentor.