



# The Seafarers Log

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

## SIU Job Growth Continues

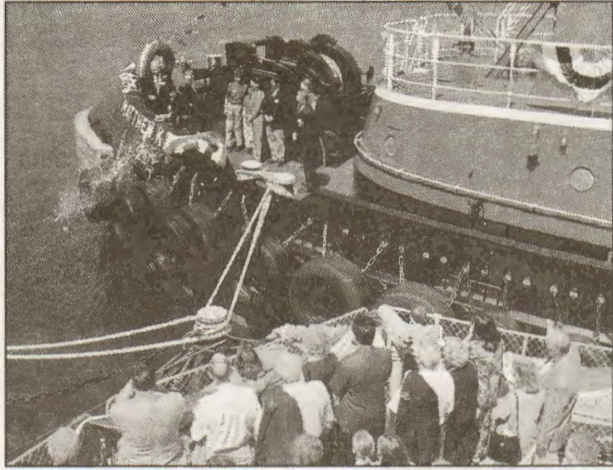


Photo by Robert Mihovil

### G&H Christens Z-Drive Tug

Seafarers in the Gulf Coast region recently welcomed a new Z-drive tug to the G&H Towing fleet. The *Matthew K*, christened in Galveston, Texas in late September, is getting positive reviews from SIU boatmen. Page 4.

### Seafarers Crew Reflagged Cruise Ship

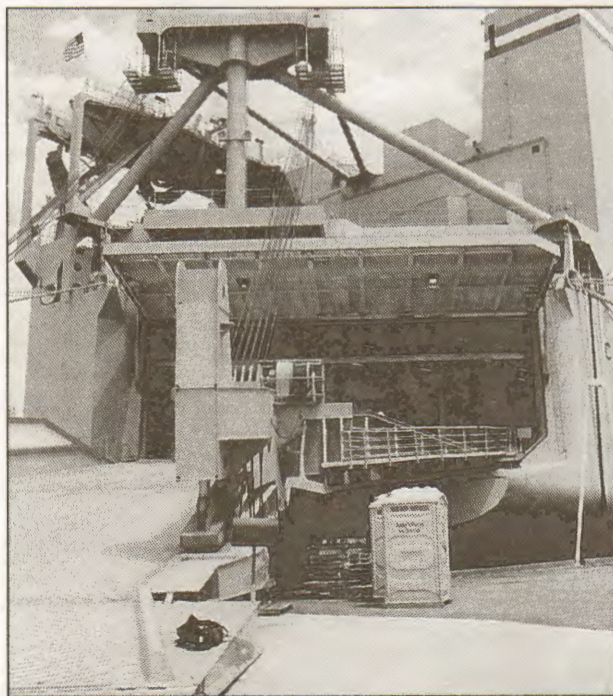


In mid-October, SIU members signed on aboard United States Lines' newly acquired cruise ship *Patriot* in Oregon. Formerly the *Nieuw Amsterdam*, the vessel is slated to cruise the Hawaiian Islands starting Dec. 9. Bosun Bernie Eda (right) and other crew members climbed the gangway as the vessel was reflagged under the Stars and Stripes. Page 4.

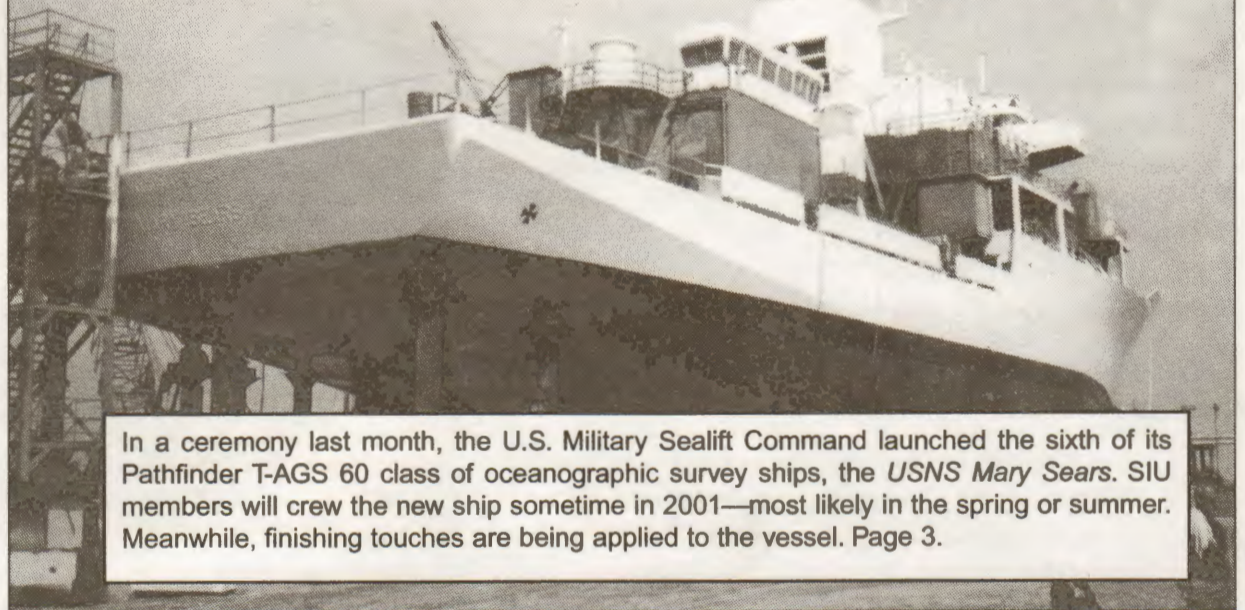


### SIU-Contracted Companies to Operate 45 RRF Vessels

SIU members will crew 45 Ready Reserve Force (RRF) ships (including the *Cape Washington*, pictured here) for the next five years, following a government announcement that upheld earlier contract awards for vessels by the U.S. Maritime Administration. The SIU secured substantial wage increases and benefit gains aboard the 45 ships awarded to six of its contracted operators. Page 3.



### MSC Launches New Survey Ship



In a ceremony last month, the U.S. Military Sealift Command launched the sixth of its Pathfinder T-AGS 60 class of oceanographic survey ships, the *USNS Mary Sears*. SIU members will crew the new ship sometime in 2001—most likely in the spring or summer. Meanwhile, finishing touches are being applied to the vessel. Page 3.

Photo courtesy of MSC

### Safety School Opens in Hawaii



The SIU and the Paul Hall Center for Maritime Training and Education last month opened a new, U.S. Coast Guard-approved basic safety training school in Barbers Point, Honolulu. The facility primarily is intended for use by local residents for new job opportunities aboard U.S.-flag cruise ships as well as to meet the increased demand for trained mariners from Hawaii. Page 3.

# President's Report

## Continued Progress

Doesn't it seem like yesterday when all the talk was about "Y2K" and the millennium bug and epic New Year's Eve celebrations?

Well, we're almost through the year 2000. And just like during the 1990s, the SIU is still on a roll.

In this union, our top priority is clear: good jobs and job security for the membership. That goal never changes.

I'm proud of the SIU's work in consistently achieving that goal. This month alone, for example, we are reporting major contractual gains on the RRF ships; new jobs on the cruise ship *Patriot* and the Z-drive tug *Matthew K*; and the launch of MSC's newest SIU-contracted surveillance vessel.

We also opened, with the assistance of the Paul Hall Center for Maritime Training and Education, a new basic safety school in Hawaii. It mainly is designed to help the union and its contracted companies meet the increased manpower requirements that go hand-in-hand with the expansion of the U.S.-flag cruise ship fleet as well as the increased demand for trained mariners from Hawaii.

Those gains certainly aren't the only ones the SIU has made. As we reported in October, three to six new tankers have been ordered for the Jones Act fleet. Those ships will be crewed by SIU members.

Additionally, the Paul Hall Center has opened a first-class simulator building featuring the world's most modern equipment.

These successes, along with many others that have been reported throughout the year in the *LOG* and at membership meetings, don't come easy and they don't happen by accident. Particularly in our industry, we have to scratch and claw for everything we gain. We constantly battle against foreign-flag interests who would love nothing more than to see the U.S. flag wiped off the seas.

One way we can win that fight is through the continued good work of the Paul Hall Center's advisory board. Through close examination of the industry and careful planning, the board has been instrumental in helping the SIU provide our contracted companies with the world's best-trained mariners. More information about this key group begins on page 5.

Overall, with the year winding down and the holidays approaching, we in the SIU have much to be thankful for. We've worked for—and won—many new jobs and substantial contractual improvements. We've improved our capability to provide state-of-the-art training for any and all Seafarers who want it.

We also have our sights set on even bigger gains in the future. And we intend to keep on winning.

## Job Well Done

On a personal note, I extend my most sincere thanks and appreciation to John Graykowski for his terrific work as deputy maritime administrator and (twice) as acting maritime administrator. Mr. Graykowski, as reported on page 7, is stepping down from MarAd. He truly embraced MarAd's cause, and his enthusiasm will be missed.

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



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# SIU, Other Maritime Unions Unite in Battle to Improve 'Oil Patch Mariners' Conditions

## Members Asked to Help in Gulf Coast Effort

For the last two years, five maritime unions have worked together to organize the offshore mariners sailing in the Gulf of Mexico oil patch.

The campaign is reaching mariners aboard offshore service vessels (OSV) and tugboats that pull oil rigs to location. The effort is taking place all along the Gulf—from Florida to Texas—and has the full support of the AFL-CIO.

By working together, the unions—which include the American Maritime Officers; the International Organization of Masters, Mates & Pilots; the Marine Engineers' Beneficial Association; the National Maritime Union; and the Seafarers International Union—are consolidating their resources to benefit those seeking a voice at the workplace.

Each of the unions had been fielding requests from oil patch mariners to join. Many workers were afraid they would be unable to meet the Standards for Training, Certification and Watchkeeping for Seafarers (STCW) requirements when they are implemented in 2002. Others described the horrific conditions they experience regularly while at sea and were looking for help. Still others knew from family and friends who are members of the maritime unions about the benefits and job security of having a

union contract.

The unions assisted a grassroots organization called the Gulf Coast Mariners Association (GCMA), located in Houma, La. The GCMA, founded by men and women who work in the oil patch, were tired of the runaround they were getting from the large companies who took over the mom-and-pop outfits during the best times of the 1980s and early 1990s. The founders of the GCMA realized the mariners needed a voice.

From its simple start a few years ago, the GCMA now boasts a membership of more than 1,000 mariners in Florida, Alabama, Mississippi, Louisiana and Texas.

As it grew, the GCMA received more and more firsthand accounts of the problems and dangers faced by oil patch mariners. Many of them were direct violations of safety and labor regulations issued by the U.S. Coast Guard. Yet, almost all of the reports included a statement that the violations never were given to federal authorities because the mariners feared losing their jobs.

Some of these statements reminded the representatives of the five maritime unions of the experiences reported by the organizers 50 and 60 years ago when they were organizing the deep sea industry:

## Union Members Address Plight of Offshore Mariners

"The first thing I started hearing from mariners when I got down here is the common statement, 'They treat us like s...'. I know it's not pretty to hear, but that's what they say. And it's not just against the boat companies, but the oil companies and vendors. I hate to see mariners treated like they are the bottom of the barrel. Everyone talks like that so much, you even hear guys referring to themselves as 'boat trash.' I can't believe how they get paid for 12 hours and work 18 or 20 hours a day with no overtime, and it just seems normal. It's hard to agitate around overtime because no one really expects it. People can get fired for anything at any time—just because someone doesn't like you or wants to hire their nephew. And there's nothing they can do about it except pack their bags and start looking for another job."

Jimmy Deano, OMU organizer from SIU

"The mariners in the Gulf today have constantly stated they would not want their children to follow them into the industry. They see that their fathers still have to work into their 70s because they have no pension and need the money. They cannot afford to retire. They want a better life for their children and this industry does not provide it unless they can get some help. That's why they are looking for someone like the unions to provide job security and long-term benefits."

Tim Dragone, OMU organizer from AMO

"Organizing is a much tougher job than I ever imagined. The mariners in the Gulf are treated like second-class citizens whose rights are ignored by the boat companies. They're told they're not allowed to speak to union organizers or even among themselves about a union. These mariners are routinely ordered to break environmental laws and the rules of good seamanship. They're slowly getting stronger and I'm proud to help them toss away the chains of slavery that have bound them too long."

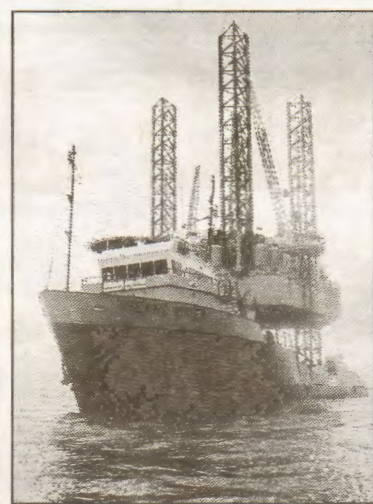
John Hasson, OMU organizer from MEBA

"The mariners here are getting such a raw deal. When you look at conditions on the boats—pay, benefits, food—it's unbelievable sometimes. The companies treat them like a number. The captains have no authority on the boats, but the companies want to call them supervisors to try to keep them out of the union. They are called 'boat trash.' When they are on the vessels, it's like a prison camp. If anyone needs a union, it's these guys down here."

Gary Hensley, OMU organizer from MM&P

"We have the working conditions of a Third World country right here in our own backyard, and it's time to clean it up! These mariners can get the job done under the worst conditions, be it weather, fatigue or poor equipment. They make it happen. So I say it's about time that they get the respect and recognition that they deserve, and the only way that's going to happen is if the mariners stick together. They need a union."

John Ebanks, OMU organizer from NMU



The five maritime unions are united in their effort to end the abuse faced by oil patch mariners who work aboard vessels like this one in the Gulf of Mexico.

■ "The 12-hour rule is ludicrous. It does not make sense when it cannot be enforced. Either run more than 12 hours or turn the wheel over to an ... inexperienced. You close your eyes and pray."

■ "The whole crew would be up all day shifting barges and chipping and painting. Then the company would call and give us orders to get a material barge and take it offshore. This was a four-man crew doing this job. And this is a continuous cycle."

■ "I have been working on boats for about 28 years. The number one issue that I see which needs to be addressed at this time for the inland and coastwise mariner is fatigue and hours worked."

■ "I was the only one [capable] to handle my boat, running my work sometimes beyond 12 hours. Stress is a big part of my life. Keep going to keep the company, and the oil company, happy. I have no choice. It doesn't matter whether I'm tired or not. I'm just a person that has to feed my family and keep a roof over his head."

Others offered actual accounts of dangerous situations:

■ "I was working as a deckhand with Coastal Towing. Me and the captain were the only crew. We were working with rig Workhorse 4 (a jackup rig), moving it from one location to another in Vermillion Block 31. Many times it would take us 12 to 30 hours to get the rig on location where it could start to work on the well. With just two men on board, we were unable to cook or get any sleep. The captain would complain to our office about the hours and that we were tired and needed some rest, but they told us that the boat was not making enough money to put a third man on to help. Finally I had enough and I quit."

■ "I have 16 years experience as a tankerman with a grade A document. I worked on the *MV San Miguel* for Buffalo Marine in Texas. I have worked hitches of 35 days straight. We were work-

Continued on page 6

# SIU-Contracted Companies to Manage 45 RRF Vessels

## Wages, Benefits Substantially Increased

SIU members will crew 45 Ready Reserve Force (RRF) ships for the next five years, following the General Accounting Office's announcement in late September that upheld earlier contract awards for 74 vessels by the U.S. Maritime Administration.

The SIU secured substantial wage increases and benefit gains aboard the 45 ships awarded to six of its contracted operators. The union also has attained retroactive wage increases totaling at least 4 percent for the years 1999-2000—a period in which

the RRF vessels operated under contract extensions because of a 1998 protest concerning the government's bidding procedure.

The new five-year agreements call for much larger wage boosts, plus Seafarers Welfare and Pension Plans benefits at their top levels; inclusion of the Seafarers Money Purchase Pension Plan at 5 percent of base wages; increased vacation benefits and other gains.

The new contracts are retroactive to May 1, 2000. Crew turnover among the 74-ship RRF fleet was scheduled to begin Nov. 1 on

most of the vessels, although a few began earlier.

The SIU-contracted companies which were awarded contracts are American Overseas Marine Corp. (AMSEA); Crowley Liner Services; Interocean Uglan Management.; Ocean Duchess; Pacific Gulf Marine; and Patriot Contract Services. A list of the SIU-crewed vessels accompanies this article.

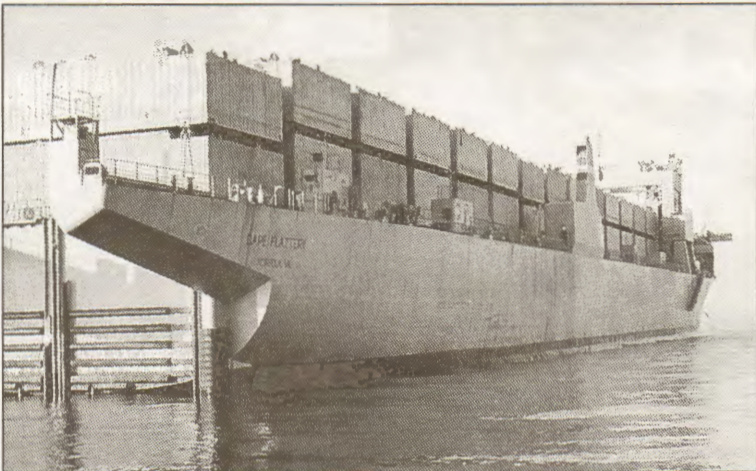
The vessels in the RRF fleet are used when the nation's armed forces require surge shipping, such as during the Persian Gulf War or more recent operations in Somalia, Haiti and Bosnia. The ships are owned by the government and operated by private shipping companies using American merchant mariners.

The fleet is maintained in various states of readiness. Some vessels are ready to sail at a moment's notice as prepositioning vessels. Others stand in reserve or reduced operating status (ROS), ready to be fully crewed and deployed in four days or fewer. The rest of the fleet operates under 10-to-20-day activation status.

The fleet includes tankers, RO/ROs, barge carriers, crane ships and breakbulk vessels.

### RRF Ships to Be Managed by SIU Companies

<b>American Overseas Marine Corp. (9)</b>	Cape Washington Cape Wrath	<b>Pacific Gulf Marine (8)</b>
Beaver State		Diamond State
Cape Jacob	<b>Interocean Uglan Mgmt. Corp. (11)</b>	Equality State
Cape John	Petersburg	Cape Farewell
Cape Johnson	Potomac	Cape Florida
Cape Juby	Gopher State	Cape Flattery
Cape Nome	Flickertail State	Keystone State
Curtis	Cornhusker State	Gem State
Green Mountain State	Cape Mendocino	Grand Canyon State
Wright	Cape Fear	
	Cape Mohican	
<b>Crowley Liner Services (8)</b>	Cape May	<b>Patriot Contract Services (6)</b>
Cape Inscription	Chesapeake	Cape Breton
Cape Intrepid	Mount Washington	Cape Bover
Cape Isabel		Cape Blanco
Cape Island	<b>Ocean Duchess (3)</b>	Cape Borda
Cape Lambert	Alatna	Cape Gibson
Cape Lobos	Chattahoochie	Cape Girardeau
	Nodaway	



Pacific Gulf Marine's *Cape Flattery* is one of eight RRF ships the company will manage and operate under a contract with the U.S. Maritime Administration.

When the awards first were announced in May, Transportation Secretary Rodney Slater stated, "These contracts will enable the Ready Reserve Force to continue to perform its vital role in protecting America's national security, one of the Department of Transportation's top strategic priorities."

The awards originally were made in the summer of 1998, but MarAd quickly rescinded them following objections to the bidding procedure. Finally, the new contracts were announced earlier this year—but were followed by more protests, this time apparently concerning the outcome of the awards, rather than the method used to determine them.

## Union Election Voting Starts November 1

Voting for officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District, to be conducted by secret ballot, begins Nov. 1 and continues through Dec. 30. This election also includes five proposed constitutional amendments. (See sample ballot, pages 12-13.)

Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2001-2004 term. Such members may pick up their ballots at any of 21 SIU halls throughout the country. Ballots may be obtained from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 30.

The ballot includes the list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents (for a total of 27 positions). It also includes the five proposed constitutional amendments.

In accordance with the union's constitution, a credentials committee composed of six rank-and-file Seafarers, elected by their fel-

low members, reviewed the nomination applications to ensure each candidate's eligibility. The committee's report was prepared Aug. 18 (after the nominations period closed) and approved by the membership at the September meetings. Subsequent to the September membership meetings, a nominee for the position of vice president in charge of contracts and contract enforcement appealed his disqualification by the committee. This individual's appeal was presented to the membership at the October membership meetings and the appeal was granted.

The secret ballots are accompanied by envelopes marked "Ballot" as well as postage-paid envelopes bearing the address of the bank depository where the ballots are kept until submitted to the tallying committee. Each Seafarer must present his or her book to the port agent or agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope.

When the member receives the ballot and envelopes, his or

*Continued on page 7*

## MSC Launches New Survey Ship

### USNS Mary Sears Joins 5 Other Surveillance Vessels

The U.S. Military Sealift Command (MSC) last month ceremonially launched the sixth of its Pathfinder T-AGS 60 class of oceanographic survey ships, the *USNS Mary Sears*.

SIU members will crew the new ship sometime in 2001—most likely in the spring or summer. Meanwhile, finishing touches are being applied to the vessel at Halter Marine Shipyard in Moss Point, Miss.

The *Mary Sears* will join five other SIU-crewed oceanographic surveillance ships operated by Dyn Marine for MSC. The others are the *Pathfinder*, *Bowditch*, *Sumner*, *Henson* and *Heezen*.

Like its forerunners, the *Mary Sears* is 329.5 feet long and can travel at 16 knots. It will join its sister ships in collecting scientific data from coastal as well as deep ocean waters around the world for the Navy Oceanographic Office.



Photo Credit: MSC

The *USNS Mary Sears*, pictured during construction in Moss Point, Miss., is the sixth SIU-crewed T-AGS 60 class vessel operated by Dyn Marine for the U.S. Military Sealift Command.

The ship is the first oceanographic vessel named after a female oceanographer, according to MSC. The late *Mary Sears* "is widely credited with expanding

the role of oceanographic research and data collection," the agency noted. She also helped develop "one of the foremost oceanographic institutions in the world."

## Safety Training School Opens in Honolulu

The SIU and the Paul Hall Center for Maritime Training and Education last month opened a new, U.S. Coast Guard-approved basic safety training school in Barbers Point, Honolulu. The facility primarily is intended for use by local residents for new job opportunities aboard U.S.-flag passenger ships—such as the newly reflagged *Patriot* (see story, page 4).

Already, three groups of students (58 individuals) have completed STCW basic safety training at the new school. At least a few additional installments of the course will be offered before the end of the year; it is anticipated

that consecutive classes will be conducted throughout most or all of 2001.

**The newly reflagged *Patriot* sails to Portland. Page 4**

Instructors from the Paul Hall Center, which is based in Piney Point, Md., directed last month's classes and also provided lifeboat training on the SIU-crewed *SS Independence* in Hawaii. The center's health and safety director, Jim Hanson—a key figure in the planning of the acclaimed Joseph Sacco Fire Fighting and Safety School, which opened last

year in Piney Point—also helped teach the courses, in addition to coordinating much of the setup.

"The students did really well. They especially liked the maze," Hanson noted. "The Coast Guard was there also, and they seemed pleased with the safety switches, the gear and the ratio of instructors to students."

Hanson added that the other instructors—Dennis Donehoo and Ben Cusic—"did a tremendous job both in helping get the facility open and in teaching the courses. They really went the extra mile."

The school is located on a for-

*Continued on page 7*

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Dec. 25 for the observance of the Christmas holiday and Monday, Jan. 1 for the observance of New Year's Day (unless an emergency arises). Normal business hours will resume the following workday.

# Seafarers Crew New Z-Drive Tug

SIU members in the Gulf Coast region are sailing aboard the new Z-drive tug *Matthew K*, following the boat's christening in Galveston, Texas in late September.

"It's really an exceptional boat," said Mate Sean Arbogast. "It's got great maneuverability and it's very comfortable."

Bay-Houston Towing Company owns the vessel, while G&H Towing operates it. Built at Main Iron Works in Houma, La., the *Matthew K* performs docking operations in the Texas ports of Houston, Galveston, Texas City, Corpus Christi and Freeport. The boat also has general towing capabilities.

"This is an exciting new addition to the fleet," stated SIU Vice President Gulf Coast Dean Corgey. "It shows the type of technological advancement that will keep SIU members in step with the future. It also underscores the value of the new simulators [at the Paul Hall Center for Maritime Training and Edu-



Seafarers (from left) Sean Arbogast, Thomas Sneed, William Hadley and Jeff Welch welcome the newest addition to G&H fleet.

cation] that will be used to train people on these high-tech vessels."

Carroll Young, executive vice president of G&H Towing, played a big role in the *Matthew K*'s design. "It was designed with escort capability in mind, but also with consideration for future possibilities," he noted. "It has an extended keel, and in that regard

it's not a typical Z-drive tug. The hull and winch is [like that of an] escort tug, which also differs from a typical Z-drive.

"It's unique to this area," he continued. "Z-drive tugs aren't common in Texas, but the *Matthew K* has been really well-accepted. It does everything and more than we'd hoped."

Arbogast said the crews are adjusting well to the new boat.

"It's not difficult, just different," he observed. "It doesn't handle like a big boat. You have joysticks like in an airplane, rather than a wheel. There's a bit of a learning curve, but everybody's doing exceptionally well."

All four wheelmen have shown above-average ability to learn the new system."

Both Arbogast and Young pointed out that the *Matthew K* gets high marks for crew comfort.

"I've been here 43 years, and this boat is probably one of the best I've ever seen in that regard," Young said.

"I absolutely agree," noted Arbogast. "The only person you share a room with is your relief. The galley is large, and there are two air conditioning units on the boat—one especially for the wheelhouse."



SIU Mate Sean Arbogast greets the boat's namesake, 12-year-old Matthew Evans Kuebler—a great, great grandson of Capt. W.D. Haden, founder of Bay-Houston Towing.

## Matthew K Fact Sheet

- Length: 100 feet
- Beam: 38 feet
- Draft: 17.1 feet
- Main engines: 2 EMD 12-645 turbo charged engines, 2150 hp each, developing a total of 4300 bhp @ 900 rpm
- Drive units: 2 Ulstein Model #1650 Azimuth Drive Units with 86-inch stainless steel wheels in Nautican high-performance nozzles
- Bollard pull: 110,000 lbs. ahead and 100,000 astern
- Deck machinery: Markey Model #DYSF-52 "Escort" line winch on bow with 750 ft. "Plasma" line rated at 960,000# working strength; 1 Markey variable speed capstan aft
- Generators: 2 Detroit Diesel 6-71 units, each producing 75 kW
- Wheelhouse: Designed with 360-degree visibility
- Fire fighting: 2000 GPM Aurora fire pump, driven by Detroit Diesel 8V-71 with "Skum" fire monitor mounted on forward deck
- Classification: ABS International Load Line
- Electronics: Furuno Radar, 2 VHF radios, PA system, auto pilot with Furuno DGPS system

Source: Bay-Houston Towing Company

## U.S. Lines' Patriot Debuts December 9 Seafarers Climb Gangway To Pristine Passenger Ship

After many months of anticipation, Seafarers in mid-October signed on aboard United States Lines' newly acquired passenger ship *Patriot* in Oregon.

Following the transfer of ownership Oct. 18 from Holland America Line, the 1,212-passenger vessel—flying the Stars and Stripes—proceeded to Cascade General Shipyard in Portland, Ore. for a multi-million dollar refurbishment.

Formerly the *Nieuw Amsterdam*, the *Patriot* will cruise the Hawaiian Islands beginning Dec. 9. According to U.S. Lines' parent company, American Classic Voyages, the *Patriot* will sail every Saturday evening from Honolulu, Oahu. Passengers may select from 80 optional island explorations as the ship cruises to the ports of Nawiliwili, Kauai; Kahului, Maui; Hilo, Hawaii; and Kona, Hawaii before returning to Honolulu the following Saturday.

"This acquisition is great news for the American-flag passenger industry and for the SIU," stated SIU President Michael Sacco. "We welcome the new job opportunities. We also look forward to doing our part to help ensure the continued revitalization of the U.S.-flag passenger fleet."

Philip C. Calian, American Classic's chief executive officer, noted, "We are within weeks of introducing the *Patriot* as Hawaii's largest and most contemporary year-round cruise ship. The ship will pioneer United States Lines' return as 'America's cruise line.'"

Under American Classic's Project America initiative, the company is building a pair of 1,900-passenger vessels slated to begin sailing in 2003 and 2004. They are under construction at union-contracted Ingalls Shipbuilding in Pascagoula, Miss. and will be the largest ocean-going cruise ships ever built in a U.S. yard. The keel for the first ship was laid Oct. 10.

For *Patriot* reservations, call toll-free 877-330-6600 or visit the web site [www.unitedstateslines.com](http://www.unitedstateslines.com). For job opportunities on the *Patriot*, contact your port agent or visit the "jobs" section at [www.seafarers.org](http://www.seafarers.org).

## Admiral Towing Crews Approve First Contract

The SIU has negotiated its first-ever contract with Admiral Towing & Barge Company in Pearl Harbor, Hawaii. According to Neil Dietz, SIU Port Agent in Honolulu, the agreement is for three years and affects 12 Seafarers who operate three Z-drive tugs.

Following unanimous ratification, the pact was signed Sept. 20, ending negotiations which commenced in June.

Among the contract's highlights are enrollment in the Seafarers Welfare Plan and the Seafarers Money Purchase Pension Plan, wage increases and language for call-out pay.

"I think it's a good first contract," said Chuck

Howard, a member of the negotiating committee.

The historic contract offers a unique challenge for the SIU, Dietz said. The pact is part of a military bid and marks the first time that Navy tugboats in Pearl Harbor have been replaced with civilian vessels. The Navy has retired its tugboats in Pearl Harbor.

The SIU-crewed Admiral Towing tugs are responsible for providing towing, docking and other assistance (including emergency) to various classes of vessels and barges at the U.S. Navy Station in Pearl Harbor. The crews' most delicate duties will involve the docking and undocking of submarines, Dietz said.

In addition to Howard, the SIU contract committee consisted of Deron Schade, a tug captain; and Bill Sneed, a deckhand. These individuals did a ter-

Continued on page 6

## Orgulf Boatman Ratify New Pact

A new contract has been hammered out between SIU boatmen in St. Louis and Cincinnati-based Orgulf Transportation. The new agreement, ratified Sept. 18, covers three years and boasts significant upgrades in wages and benefits.

Approximately 150 full-time and probationary SIU members who crew 21 Orgulf tugboats will benefit from the fresh accord. Negotiations had been ongoing since early August.

Major points of the new contract include:

- Wage increases ranging from 6.1 percent to 8.2 percent in the first year
- Wage increases of 2 percent in the second and third years
- Enhanced welfare benefits that will include prescription coverage for dependents
- An increase in optical and death benefits
- A one-time \$300 signing bonus for SIU members (other than probationary members)
- Stand-by pay or free-time



These SIU members recently joined SIU Vice President Great Lakes Tom Orzechowski and St. Louis Port Agent Becky Sleeper in the successful negotiation of a new three-year contract with Orgulf Transportation. Pictured are, seated from left, Nancy Avery, Martha Smith and Herman Rowe. Standing are W.T. Bush, Doug Ogle and Sleeper.

days (when the company initiates stand-by status)

In addition to the foregoing advancements, the SIU contract committee successfully negotiated for the installation of satellite dishes aboard company vessels.

Orgulf typically has been tough but fair in negotiations, according to SIU St. Louis Port Agent Becky Sleeper.

"Members of both committees [the SIU contract committee and their counterparts representing Orgulf Transportation] worked extremely hard and addressed all the issues on the table," Sleeper said. "We made great strides during the negotiations, especially with respect to up-front wage increases and in the medical plan which now affords prescription coverage for dependents."

"The new contract goes a long way to establishing Orgulf as a premier inland employer company. It offers perhaps the most competitive wage scale out there

and the medical plan is magnificent," she said. "Hopefully the next time around, and with more member participation, we'll make even greater advances."

Martha Smith, a member of the SIU negotiating committee, shared Sleeper's sentiments about the new contract. "The negotiations went very well," she said. "The response we've had from the membership has been very positive."

"They (the membership) were ecstatic with what we got for them as well as what we did not lose" she continued. "We were firm in what we needed...."

"I thought getting the 6 to 8 percent wage increases the first year and the 100 percent medical coverage for everybody, including children and spouses, were quite fantastic. Both are unique in day and age," she concluded.

Chris Ulmer, labor liaison for Orgulf, was equally pleased

Continued on page 5

# Advisory Board Revisits STCW

## Simulators Are a Highlight As Industry Group Studies Training Requirements

The Paul Hall Center for Maritime Training and Education's deep sea and inland advisory board worked through an ambitious agenda last month during its 33rd annual meeting in Piney Point, Md.

As has been the case in each of the last few yearly sessions, the group devoted much of its time to STCW-related issues. It reviewed in detail the convention's various requirements for unlicensed mariners (see charts, page 10). It also refined the system for auditing the SIU's U.S. Coast Guard-accepted training record books (TRBs)—both the actual documents and the school's database that collectively contains the information found in them.

Other topics included the Paul Hall Center's new simulators; strategies for recruiting shipboard personnel; new courses that recently received Coast Guard approval; "distance learning," a term for providing vocational instruction over a secure electronic medium; the school's unlicensed apprentice program; the Coast Guard's interim rule on licensing and manning for officers of towing vessels; and a review of the board's accomplishments during the past year.

The meeting took place Sept. 25-26. Participants included representatives of SIU-contracted deep sea, Great Lakes and inland companies; the Coast Guard and its National Maritime Center (NMC); the U.S. Maritime Administration (MarAd); the U.S. Military Sealift Command (MSC); the U.S. Army Transportation School (Fort Eustis); the Logistics Management Institute; the U.S. Military Transportation Management Command; the National Transportation Safety Board; and the Paul Hall Center.

Opening the meeting, SIU President Michael Sacco credited the board for several noteworthy accomplishments since last year's conference. These include the opening of the Joseph Sacco Fire Fighting and Safety School; the formation and work of the TRB auditing committee; and the development of criteria for the new simulators.

"When labor, management

and government work together to solve our problems, it's not that difficult," Sacco stated. "We can solve them together."

The SIU president thanked Paul Hall Center instructors and officials for their efforts in helping secure top-notch simulators for shiphandling, engine room operations, liquid cargo transfer and crane operations—equipment that is expected to significantly enhance dozens of Paul Hall Center courses. He also praised the Coast Guard for working with the school as it developed and updated curriculums to maximize the simulators' instructional value.

SIU Vice President Contracts Augie Tellez pointed out that the conference "is historic because, for the first time, we have NMU officials and contracted operators participating."

Bill Eglinton, the school's director of vocational education, described the advisory board's mission as "a team effort. Together, we come up with solutions. This is a multi-faceted industry, and there's so much going on, we've got to talk about it in order to meet everyone's needs."

He added that since the last meeting, the school has obtained Coast Guard approvals for 15 classes, which include a few renewals and a number of new courses. The school also has produced or obtained more than 1,200 training videotapes that are available to SIU-contracted companies.

One of the conference's highlights was an in-depth, STCW-related question-and-answer session moderated by Capt. Myles "Chip" Boothe and Capt. Ernest Fink of the Coast Guard's NMC. Along with Eglinton, they discussed with the other attendees some of the recurring questions about both the original 1978 STCW convention and the 1995 STCW convention as amended. They reviewed the STCW "checklists" developed by the school as well as various Coast Guard regional examination center (REC) procedures including licensing and certification methods.

The agenda also featured a hands-on tour of the new simulator building. Upgraders and



Conference participants took a hands-on tour of the Paul Hall Center's new simulator building. In photo above and below, Major General Kenneth L. Privratsky, Commanding General of the Military Traffic Management Command, tries the crane simulator and visits the bridge simulator.



entry-level students are expected to begin utilizing the new gear this month.

As reported in previous issues of the *Seafarers LOG*, the bridge simulator is the centerpiece of the new systems. It features a 360-degree viewing sector and three interactive auxiliary bridges. The main bridge includes an integrated ship control console with ARPA/radar, global marine distress system (GMDSS), electronic chart display (ECDIS, with charts from

*Continued on page 10*

## Governor Mel Carnahan, 66, Dies in Oct. 16 Plane Crash

Missouri Governor Mel Carnahan, a friend of labor who was running for the U.S. Senate, died in a plane crash Oct. 16 near St. Louis. He was 66.

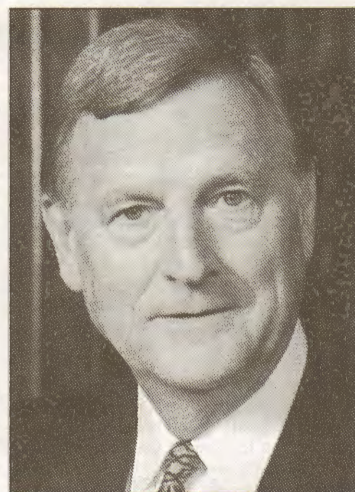
Also perishing in the wreck were Carnahan's son and an aide. The plane was a six-seat Cessna 335 which went down in a rocky area.

Carnahan consistently supported working families. He fought for collective bargaining rights for state workers and opposed "paycheck deception" legislation similar to California's infamous Proposition 226, which was designed to rob workers of their voice in the political process.

The two-term governor's budgets included unprecedented investments in job training and other workforce preparation programs. He strengthened prevailing-wage enforcement and dramatically reduced the time it took to process workers' compensation claims. He also extended health care coverage to thousands of previously uninsured children, and he passed an effective patients' bill of rights.

Carnahan also supported the U.S. Merchant Marine. He twice was honored by the St. Louis Port Council of the AFL-CIO Maritime Trades Department, including earlier this year.

Maryland Governor Parris N. Glendening, chairman of the National Governors' Association, said in a prepared statement, "Mel Carnahan's career and greatness were marked by his gentle humor and tireless



Gov. Mel Carnahan

passion for public service and the people of Missouri."

Michigan Governor John Engler, vice chairman of the association, said, "I served with Governor Carnahan for nearly eight years (in the organization). I came to know him as a man with a deep commitment to public service."

An editorial in the *St. Louis Post-Dispatch* noted, "Among his political peers, including his enemies, Mr. Carnahan was known as an even-keeled, even-handed and progressive policymaker. Making government work was Carnahan's legacy.... We will miss him because he was a kind and decent man."

Carnahan was running for the Senate against incumbent Republican John Ashcroft.

Roger B. Wilson was sworn in Oct. 18 as Missouri's governor.

## Orgulf Pact Signed

*Continued from page 3*

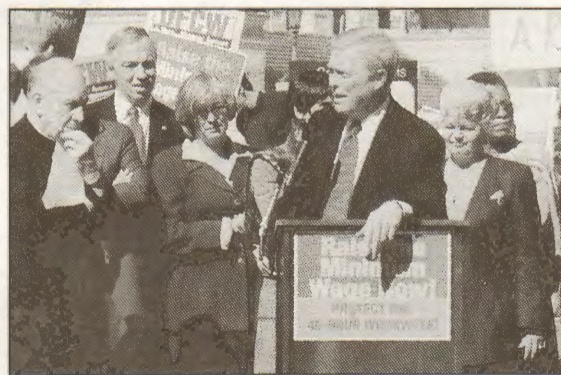
about the new accord. "We [at Orgulf] were happy with the overall result of the contract," he noted. "We were [especially] happy that we could provide an increase in the overall coverage afforded in their health care plan. I give a lot of credit to your negotiators for that."

"We've had a great relation-

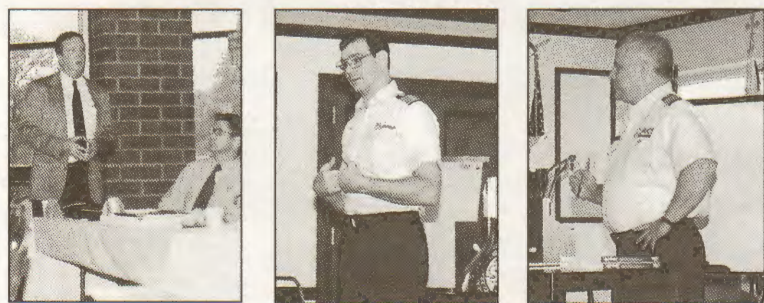
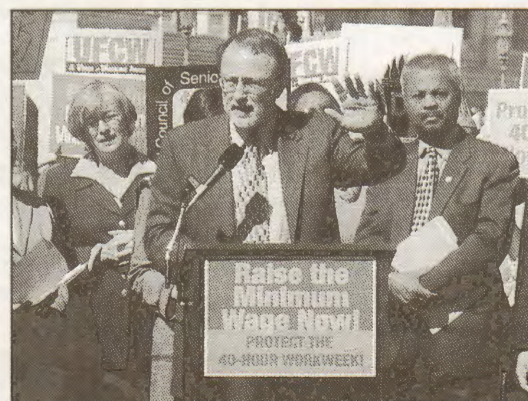
ship with the Seafarers for a long time and we hope to keep it that way," he added. "They've been crewing Orgulf vessels for more than 25 years and have always done a superb job."

The SIU negotiating committee consisted of Seafarers Smith, **W.T. Bush, Doug Ogle, Nancy Avery and Herman Rowe** along with Great Lakes Vice President Tom Orzechowski and Sleeper.

## Raise Minimum Wage



Union members and officials rallied Oct. 12 at the U.S. Capitol along with several prominent legislators in support of increasing the minimum wage. Speakers included (top photo) House Minority Leader Richard Gephardt, (below left) House Minority Whip David Bonior and (below right) Senate Minority Leader Tom Daschle. AFL-CIO President John Sweeney (far right in photo below) also helped lead the call for passage of legislation boosting the minimum wage.



In three photos above (from left), Paul Hall Center Vocational Education Director Bill Eglinton, Coast Guard Capt. Myles "Chip" Boothe and Coast Guard Capt. Ernest Fink discuss various requirements of the original and amended STCW conventions.

## Memorializing Mooney



Ed Mooney, who passed away in July, often spent long hours on the job as an SIU headquarters representative from 1961 until his retirement in 1977. But, as SIU President Michael Sacco put it, Mooney also found time to be "a great socializer. He had tremendous concern for people, especially members of the SIU." With that in mind, the bar at the Paul Hall Center in Piney Point, Md. on Sept. 26 was dedicated as the Mooney Pub. A brief ceremony took place featuring remarks by Sacco, retired SIU Vice President West Coast George McCartney, and Mooney's son Stephen Mooney (who sailed with the SIU). A sign was unveiled that reads "Mooney Pub, A Safe Harbor." Pictured at right are Stephen and Julianne Mooney.



# Indiana Harbor Crew Welcomes Apprentice

## Phase II Offers Valuable Hands-On Training

When the Paul Hall Center for Maritime Training and Education launched its revised trainee program in 1997, perhaps the most noteworthy addition was a 90-day shipboard training segment. Known as Phase II, this portion of the unlicensed apprentice curriculum affords students the ultimate in hands-on training. It consists of 30 days sailing in each of the departments—deck, engine and steward—aboard an SIU-contracted vessel.

Great Lakes SIU members aboard the *Indiana Harbor* recently welcomed Paul Gohs as one of the first Phase II apprentices to sail on an American Steamship Co. vessel—and the Seafarers commended both the student and the program itself.

"I think the hands-on experience is important when it comes to shipboard education," observed QMED Todd Buckingham. "Paul is catching on really fast."

Second Engineer Gerard



Anderson—an SIU hawsepiper who graduated from the school in Piney Point, Md. in 1979 and subsequently upgraded there—stated, "It's good to see a person who came from the same school that I came from, and his level of participation has been incredible. We've already had him making the rounds. He's catching on fast."

Before starting their Phase II training, the center's unlicensed apprentices complete 12 weeks of introductory courses in Piney Point. Later, once they have finished Phase II, they return to the school for department-specific training that completes the program.

Gohs, who signed on the *Indiana Harbor* in September, said he is enthusiastic about the program—particularly the shipboard training.

Tying up the vessel (at right) in Saginaw, Mich. are (below, from left) DEUs Larry Kauti, Allan Johnson and Jack Povaser.



QMED Todd Buckingham (left in left photo) and Second Engineer Gerard Anderson (right in top photo), an SIU hawsepiper, welcome Unlicensed Apprentice Paul Gohs aboard the *Indiana Harbor*.

"It has really been a good experience for me," Gohs noted. "I've learned a lot, and when my crew members showed me the SIU union hall from the ship as we passed by in Algonac (Mich.), it made me feel all my time spent preparing for this 90 days was worth it."

For more information on the unlicensed apprentice program, contact the Paul Hall Center's admissions office at (301) 994-0010, or visit the Paul Hall Center section of the internet site [www.seafarers.org](http://www.seafarers.org). The site includes printable and electronic versions of the apprentice program application.

# Unions Unite to Help Gulf Coast Mariners

Continued from page 2

ing three men per boat—captain, mate and myself. I would work many positions, as a cook, engineer, deckhand and tankerman. I have seen myself work up to 42 hours at a time due to the lack of crew. I now have a bad back from having to deal with pulling hoses by myself and being over-fatigued."

■ "July 28, 1999, I worked for a company in Dulac called Gulf Pride. I went on the boat thinking I'm making at least \$160-\$170 a day—a little crewboat. I had to find a deckhand. It took us hours and hours to clean this boat up—it was that messy. The boat hadn't moved in four months from where it was. But I told the man that I could move it.... By 11 p.m. that night, we got the boat moving [and] went to Intracoastal City. On Aug. 1, my wife got the check and she told me I'm only making \$103 a day and the man don't even know his math—his adding was also wrong. I called the man. He never answered. My wife called. He was very rude. [He] said if I don't like it, get off. Well, I did."

In order to address the needs of the mariners, the unions created an organization called the Offshore Mariners United (OMU). As its project, the OMU



Oil patch mariners looking to gain the advantages of a union contract work long hours aboard undermanned supply vessels like these tied up in Port Fushion, La.

tackled the need for STCW training.

Working with the Louisiana AFL-CIO and the U.S. Department of Labor, the OMU obtained a grant for the GCMA in the amount of nearly \$4 million to offer classroom and hands-on training for union and non-union mariners to get their STCW endorsements. AFL-CIO President John Sweeney announced the grant to mariners on June 23 during a visit to Houma.

The training will be available at various locations along the Gulf Coast.

The companies cried foul to the local media, claiming they would have provided the training. The mariners already had seen

promises of additional crew, better pay, safer working conditions and much more come and go without being met. They knew if they were to get their STCW endorsements, it would have come from their wallets.

Now, the OMU is launching its organizing campaign. Members from all five unions are involved.

This effort will not be won overnight. It will require the help of the entire memberships of the maritime unions. Your assistance is needed for this drive to be successful.

Many maritime union members have family and friends who work and/or live in the oil patch area of the Gulf. Please let them know about this campaign. Ask them to get involved to improve the lives of these overworked mariners. Let these struggling mariners know the advantages of having a union contract, with its work rules, benefits and educational opportunities.

Members who would like to assist the effort are urged to contact their port officials.

This is the biggest maritime organizing battle since the 1950s. The oil patch is the largest area of unorganized maritime workers in the country. All five unions are devoted to making this drive a success, noting the odds are great but they have been overcome before.



An offshore supply vessel delivers goods to a rig in the Gulf of Mexico. Mariners working aboard vessels like this are fighting to join a union.

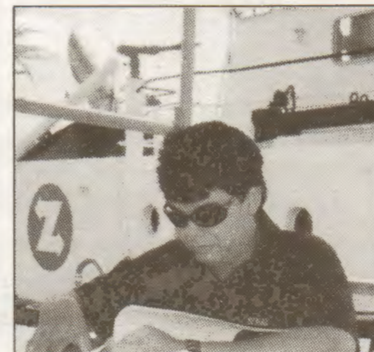


## Admiral Towing Crews Approve 3-Year Pact

Continued from page 4

rific job during the negotiations, according to Dietz. "Each of them did a wonderful job representing the interests of the members," said Dietz. "Chuck Howard especially was instrumental during the negotiations because he made sure that news was communicated from the union to the members and vice versa. We also had tremendous support from the contracting and legal staffs at headquarters."

Deron Schade (top photo) and Bill Sneed (right) served on the negotiating committee, along with Chuck Howard and SIU Port Agent Neil Dietz.



## Graykowski Leaves MarAd

Transportation Secretary Rodney Slater last month announced that U.S. Maritime Administrator John Graykowski is resigning as of Nov. 4.

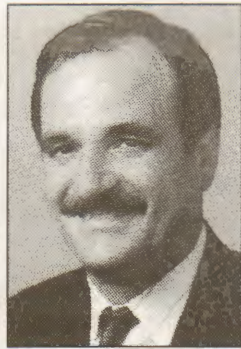
At press time, his successor had not been named.

Graykowski was named deputy maritime administrator in 1994. He has served as acting administrator since May, when Clyde Hart took an assignment at the Federal Motor Carrier Safety Administration.

"John Graykowski has been a determined leader and enthusiastic advocate of the

nation's maritime industries," said Slater. "He has had a tangible positive impact on the U.S. shipbuilding industry by efficiently administering programs and policies resulting in ... ship construction and shipyard activity."

"It has been an honor to serve under President Clinton, and specifically with Secretary Slater," Graykowski said. "The National Shipbuilding Initiative, Maritime Security Program and Maritime Transportation System innovations clearly illustrate their support for our vital American mar-



Outgoing Maritime Administrator John Graykowski

itime industries."

Before his appointment to MarAd, Graykowski was an associate with two law firms based in Washington, D.C. He also was senior counsel on the Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee.

## Vocational Education Director Receives Public Service Award

Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training and Education, has received the U.S. Coast Guard's Meritorious Public Service Award for his work as chairman of the agency's Merchant Marine Personnel Advisory Committee (MERPAC).

Coast Guard Rear Admiral Robert North presented the award to Eglinton, who chaired MERPAC for one term from 1998 through early 2000. (A chairman may not serve consecutive terms.)

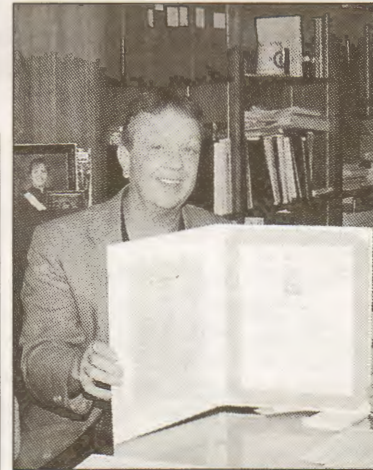
The committee is composed of unlicensed and licensed mariners, shipping company officials, Coast Guard representatives, maritime training specialists and others from the industry. MERPAC advises the secretary of transportation (via the Coast Guard commandant) on matters concerning the training, qualification, licensing, certification and fitness of U.S. mariners.

The award reads in part, "Mr. Eglinton led a diverse group of highly talented experts in providing outstanding recommendations to the Coast Guard.... His

direct and constant oversight of the performance measures development work groups resulted in vital and timely recommendations to the Coast Guard's efforts to implement the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

"Mr. Eglinton organized 15 work groups comprised of more than 100 committee members and maritime industry volunteers. Each group developed specific performance measures for particular shipboard competencies and forwarded them to the full committee for consideration and approval. That each of these work groups completed their respective tasks on time is a direct reflection on Mr. Eglinton's personal involvement, commitment, and leadership.

"In addition to this significant accomplishment," the citation continues, "Mr. Eglinton re-assigned committee members who completed their respective performance measures packages to develop additional recommendations on simulator standards for demonstrating competence in cri-



Bill Eglinton, vocational education director at the Paul Hall Center, shows the award he received from the U.S. Coast Guard for chairing an advisory committee.

sis management and human behavior; and, advice on a Coast Guard proposal to the International Maritime Organization Subcommittee on Standards of Training and Watchkeeping on medical standards for seafarers.... His efforts in maintaining positive morale and high productivity during this challenging time are highly commendable."

For more information on MERPAC or the Paul Hall Center, visit the site [index/links](http://index/links) section of [www.seafarers.org](http://www.seafarers.org).

## SIU Election Starts Nov. 1

Continued from page 3

her book will be stamped with the word "Voted" and the date.

Members who cannot travel to one of the 21 union halls during the voting period may request an absentee ballot. Such requests should be made in writing, by registered or certified mail, to SIU Secretary-Treasurer David Heindel at SIU headquarters: 5201 Auth Way, Camp Springs, MD 20746. Requests for absentee ballots should be postmarked no later than Nov. 15.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of

Article XIII, along with a sample ballot, a list of voting locations, full reprints of the current constitution and the proposed revised constitution, the tallying committee's report and other related information appears on pages 13-32 of the October 2000 issue of the *Seafarers LOG*. (Piney Point inadvertently was omitted from the list of voting locations that appeared on page 13. It was included on the sample ballot on page 15.)

Moreover, a notice of the election was mailed in September to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.

## Coast Guard-Approved School Opens in Honolulu

Continued from page 3

mer Navy base that belongs to the state. It features four different, environmentally safe burn pads which simulate various types of marine fires; a "smoke house" for training with breathing apparatuses; a series of mazes; two classrooms and an office; and a container configured for search-and-rescue training.

Plans are in the works to build a newer, expanded facility.

Meanwhile, 15 or so SIU members voluntarily joined the Piney Point contingent in preparing the school at Barbers Point.



Officials and members of the Honolulu Fire Department put the new school through its paces, inspecting the facility and also training there. Pictured from left to right are Capt. Terry Seeling, Deputy Chief John Clark, Chief Anthony Ramos and Paul Hall Center Health and Safety Director Jim Hanson.



Search-and-rescue training is one of the course components available at the Barbers Point school.



Above: Students practice turning a valve and extinguishing a fire at the new safety school in Honolulu. The building in the background houses classrooms for more instruction.



Left: Though much of the safety training is hands-on, two large classrooms are available for other segments of the course.

### NOTICE OF 2000 ELECTION FOR ELECTION OF 2001-2004 OFFICERS SEAFARERS INTERNATIONAL UNION Atlantic, Gulf, Lakes and Inland Waters District

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2000 and shall continue through Dec. 30, 2000.

#### VOTING LOCATIONS

BALTIMORE	.....	2315 Essex St., Baltimore, MD 21224
DETROIT	.....	520 St. Clair River Dr., Algonac, MI 48001
DULUTH	.....	705 Medical Arts Bldg., Duluth, MN 55802
FT. LAUDERDALE	..	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	.....	125 Sunny Plaza, Suite 301-E, Tun Jesus Crisostomo St., Tamuning, Guam 96911
HONOLULU	.....	606 Kalia St., Honolulu, HI 96819
HOUSTON	.....	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	..	3315 Liberty St., Jacksonville, FL 32206
JERSEY CITY	....	99 Montgomery St., Jersey City, NJ 07302
MOBILE	.....	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW BEDFORD	..	48 Union St., New Bedford, MA 02740
NEW ORLEANS	....	3911 Lapalco Blvd., Harvey, LA 70058
NEW YORK	.....	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	.....	115 Third St., Norfolk, VA 23510
PHILADELPHIA	....	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	....	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	....	1057 Fernandez Juncos Ave, Santurce, PR 00907
SAN FRANCISCO	..	350 Fremont St., San Francisco, CA 94105
ST. LOUIS	.....	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	.....	3411 South Union St., Tacoma, WA 98409
WILMINGTON	....	510 North Broad Ave., Wilmington, CA 90744

# ITF Recovers \$1.4 Million for Premier Crew

## Runaway-Flag Campaign Gains Momentum With 'Action Weeks'; Port Canaveral Office Opens

The International Transport Workers' Federation's worldwide campaign against runaway-flag shipping has yielded notably strong results since a Sept. 19 rally on Capitol Hill titled "Workers Against Floating Sweatshops."

The September event (covered in last month's *Seafarers LOG*) kicked off a series of "action weeks" both in the U.S. and abroad. It also coincided with the opening of a new ITF office in Port Canaveral, Fla. intended to improve crew conditions in the cruise ship industry.

Among the campaign's recent highlights:

■ ITF officials based at the Port Canaveral facility recovered \$1.4 million in back wages for the crew of the defunct Premier Cruise Lines runaway-flag ship *SeaBreeze*. At press time, they also were assisting more than 1,100 other crew members from Premier ships tied up in the Bahamas.

■ SIU members and officials voluntarily teamed up with ITF

inspectors and representatives of other U.S. maritime unions for unannounced ship inspections Sept. 20-21 in New York/New Jersey, Philadelphia, Baltimore, Houston, Norfolk, Va., Charleston, S.C. and New Orleans. Several of the vessels were cited for violations; one was ordered to pay \$5,000 in back wages to the crew.

■ In late September, actions were conducted in 28 European countries. More than 500 inspections were carried out, and nearly \$400,000 in back pay for the crews was recovered, with more expected.

■ From Oct. 16-20, the federation sponsored an Asia-Pacific action week. Nearly \$1 million in back pay was recovered for crews of the various inspected runaway-flag ships.

In announcing the opening of its Port Canaveral office, the ITF pointed out in a written statement, "Since the 1980s, cruise shipping has grown at an average 9.6 percent per year, racing ahead of other maritime sectors. Port Canaveral is the world's third leading port for this trade, handling 1.35 million passengers per year.

"However, the gains have been one-sided. Most vessels fly flags of convenience, which allow unscrupulous operators to pay crews a pittance while demanding they work up to 12 hours a day, seven days a week.

"The ITF is opposed to the flag of convenience system, which allows ships to be registered in countries other than that of ownership, and which is directly implicated in the operation of unsafe ships, illegal activities and exploitation of crews," the federation's statement added. "For as long as the system is allowed to continue, the [ITF]



Seafarers and members of other U.S. maritime unions teamed up for unannounced FOC ship inspections during the U.S. "action week" in September. Among those participating were (left to right, kneeling) Seafarers Lee Frazier and George Murphy, SIU ITF Inspector Don Thornton, Seafarers Carlos Perez and Harry Galena, (standing) MM&P member Daniel Laurion, Seafarers George Mazzola and Michael DiAngelo, SIU Baltimore Port Agent Dennis Metz, Seafarers Brandon Purcell, Greg Brandeni and Bill Lough, and Donald Marcus of the MM&P.

will attempt to curb its abuses by ensuring that crews are covered by agreements on working hours, wages and conditions."

More than 500 transport-related unions—including the SIU—are affiliated with the London-based ITF.

Right: Seafarers Tim Taylor (left) and John Gallagher (right) meet crew members of the Cyprus-flagged *CMA CGM Gauguin* during an inspection in Port Newark, N.J.



NMU ITF Inspector Enrico Esopa departs from the *Viktorio Kodalija* in Carteret, N.J.

## Texas Commission Rejects 'Preauthorization' Rules AFL-CIO Official Credits SIU's Moore

*Editor's note: The following is reprinted from the Texas AFL-CIO daily electronic newsletter.*

In a resounding victory for working people, the Texas Workers' Compensation Commission on Oct. 19 rejected proposed "preauthorization" rules that would have let the insurance industry decide most of the circumstances under which an injured worker gets treatment.

The proposed rules failed on a 3-3 tie vote. The three commissioners representing employers voted to enact the rules, while the three commissioners representing employees voted against the rules.

To our knowledge, this was the first 3-3 tie vote since O.D. Kenemore, a ferocious defender of working people and the retired president of the Tideland Central Labor Council, left the agency for retirement.

Led by Doctors Council 1199 of AFSCME, the Texas AFL-CIO spent months lobbying against the proposals. The commission staff recently revamped the proposal to relax some of the more onerous sections, but the doctors' union and the Texas AFL-CIO still saw the proposals as one-sided attempts to limit medical treatment for injury victims.

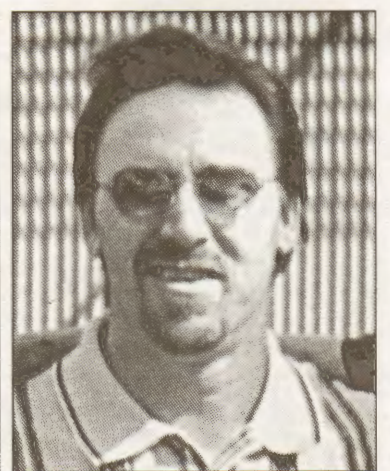
Texas AFL-CIO President Joe D. Gunn gave the lion's share of credit for today's vote to Commissioner Kenneth Moore, a

[representative] of the Seafarers Union.

"Today, Kenneth Moore came into his own as a fighter for injured workers in Texas," Gunn said. "Some months ago, in criticizing Gov. Bush's appointments to agencies that have employee representation, I lumped Brother Moore in with other appointees that we believe were not equipped to do the job. I'm glad to be proven wrong on this. Ken Moore today distinguished himself by standing up to a significant amount of pressure in the interests of Texas working people. Ken Moore led the way and helped persuade the other employee representatives, Jack Abba and Rebecca Olivares, that as representatives of employees, they were obligated to protect injured workers from these proposed rules."

Upon hearing Gunn's comments, Moore said, "I appreciate the kind words. However, the credit for this victory definitely must be shared among all three of us who voted against the proposal. We wouldn't have won without each of those votes."

Gunn noted that the Workers' Compensation Commission staff spent a good part of the meeting trying to persuade the employee representatives to sign off on the proposal, but Moore led the arguments against the proposal during the commission discussion.



Workers' Compensation Commissioner Kenneth Moore, an SIU representative, is credited with helping protect the rights of working people in Texas.

Gunn said after his criticism of the Bush appointments, he and the Texas AFL-CIO staff held several meetings with Moore and found him to be ready, willing and able to navigate in the complex waters of workers' compensation law. Gunn said Dean Corgey, a member of the Texas AFL-CIO Executive Board, was instrumental in assuring the Texas AFL-CIO that the Seafarers Union, which represents some workers who are covered by workers' comp and some who are covered by other laws, would stand tall for the strongest workers' compensation system that workers can get.

## TOTE Nets Safety Awards For Design of New RO/ROs

SIU-contracted Totem Ocean Trailer Express (TOTE) last month announced it received the Alaska Department of Environmental Conservation (ADEC) Commissioner's Pollution Prevention Award 2000.

The award reads, "For the design and construction of the Orca Class vessels to be sailing in Alaska by 2002. Totem Ocean Trailer Express has commissioned ships that carry fuel in double walled tanks, use a diesel electric propulsion system, and numerous other attributes that go beyond what is required by law to protect Alaska's air and water. By doing so, TOTE has set the bar for many other vessels that travel in Alaska's waters."

TOTE's new roll-on/roll-off vessels are being built at San Diego's NASSCO shipyard. They will be the first non-military containerhips or RO/ROs built in a domestic yard since the *R.J. Pfeiffer* came out in 1992.

ADEC Commissioner Michele Brown, in announcing the award, stated, "We all know that prevention is truly the only way to handle an oil spill. TOTE, though, acted upon that goal by not waiting for regulations, but [taking] the initiative to make the Orca Class vessel safe, efficient and environmentally responsible. TOTE went beyond compliance by thinking through the risks, anticipating potential harms and acting to prevent pollution."

Earlier this year, TOTE received the States/British Columbia Oil Spill Task Force 2000 Legacy Award in recognition of "extraordinary efforts to prevent oil spills demonstrated in the design of their new vessels."



# Baltimore-Area Retirees See Bright Future for SIU

## Four Fondly Reflect on Inland Careers

Four retired Seafarers, friends who each navigated the waters in and around Baltimore during their careers with McAllister Towing, recently gathered at that city's SIU hall to exchange pleasantries, reflect on their profession and share their impressions regarding the state of SIU and its benefits programs.

Collectively, they have more than 130 years of sea time.

Joining the four was a fifth Seafarer, **Steve Hardin**. Although not yet a retiree (he plans to retire in three years), Hardin, a tug captain, was eager to join his friends and hear their takes on their respective careers. A monthly SIU membership meeting provided the setting for their reunion.

**Bob Machlinski** was the "vet" of the group. Joining the SIU in 1952 in the port of Baltimore, Machlinski sailed as a member of the deck department. He ended his Seafaring career in May 1996.

"I live very comfortably as an SIU retiree," Machlinski said, "and I don't think I'll ever work anywhere else again.... I'm very satisfied with the pension and other benefits I receive because they took care of my wife before she died. They're still taking care of me today."

Machlinski says he sees a promising future for the SIU. "It looks like the union really is picking up steam in the passenger trade area," he offered. "More passenger ships are sailing under the American flag, and that means more jobs for SIU members."

"I do foresee a manpower

shortage, though, so the school at Piney Point will become even more important," he noted.

"More people will be going through there to get the skills they need in order to fill all of the jobs that soon will become available."

Joining the SIU in July 1963 was **Gerard Freburger**. A member of the engine department, he came ashore in December 1998.

"My retirement package is good, very good," Freburger said. "My family and I depend on my pension as well as benefits. Overall, I am very pleased with what I receive."

Although he believes a great deal has changed in the maritime industry since he began his career, at least one thing has remained the same: Unions are absolutely necessary for worker protection, he stated.

"There definitely is a need for unions today, because so many things are changing in the workplace," Freburger said. "That's especially true in the maritime industry because contracts are getting longer and longer and more people are needed to fill the jobs on a long-term basis. Unions really help and protect people."

**Jerard Cifarelli** retired effective January 1998. A native of Baltimore, Cifarelli was a tug captain. He joined the Seafarers in 1970.

During his career, Cifarelli was never one to stand still. He sailed as a cook and later as an engineer. Before retiring, he had worked his way up to the wheelhouse.

"I thoroughly enjoyed my

time with the SIU, but retirement is good," Cifarelli shared. "I now get a good (retirement) check and basically I'm very pleased. Our pension and benefit system is right on top compared to those offered by other [organizations]."

"I can honestly say that if it was not for the union, I wouldn't have anything today," he continued. "The benefits we enjoy as retirees were fought for hard by the union, and I appreciate that. I just hope others behind us get to enjoy the same."

Cifarelli sees today's SIU as well organized and headed in the right direction. "The people in the top positions are doing a great job. The union is far better than it was [years ago]," he said.

"When I started, I was making \$9 per day," Cifarelli continued. "When I retired I was making more than \$200 per day. It's really come a long way from what it was when I was working on the water."

"I would definitely recommend the SIU to anyone looking for a rewarding career because it's a good organization. The leaders are good people who work for the members, and they will always be there for you."

Cifarelli was especially impressed with the new union hall in Baltimore. The facility opened this summer.

"The new hall is really nice and I think the union will benefit a great deal from it," he offered. "Besides being great for its members, the hall sends the message to people on the outside that the SIU really cares about its people. That translates into a better image for all of us and I



After a recent membership meeting in Baltimore, the retirees as well as one soon-to-be retiree talked about old times and the future of the SIU. Those who gathered were (front, from left) Jerry Cifarelli, Gerard Freburger, (back) Joe Zorbach, Bob Machlinski and Steve Hardin. Hardin plans to retire in three years.

think that's good."

**Joe Zorbach Jr.** was the "rookie" of the group. The Baltimore native retired last month with nearly 30 years of service with the SIU. He joined the union in 1971 in the port of Baltimore and sailed in the engine department.

"Now that I'm retired, I plan to take it real easy," Zorbach said. "Who knows, I just might rent beach umbrellas or something to pass the time."

"I'm not real concerned about money and that type of thing," he continued, "because the SIU has always taken care of me and my family. My recent pension and medical benefits are good examples of that."

Reflecting on his career, the U.S. Navy veteran said, "The SIU has changed a great deal since I came in. It's more technical now and if you don't upgrade, you definitely will get left behind. I know from experience, because I went to Piney

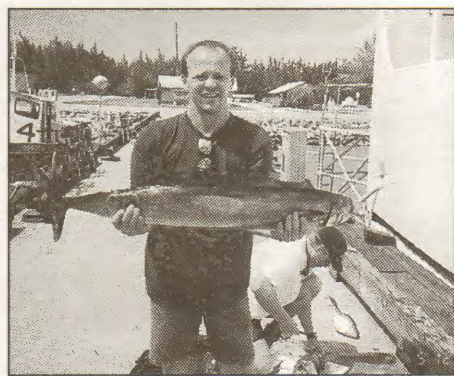
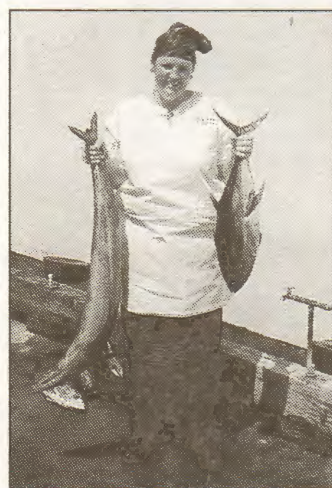
Point earlier this year and took four courses myself. The Coast Guard is making more and more requirements in all phases of the industry, so you have to go to school and learn new things in order to survive out there."

Turning to the state of the SIU today, Zorbach offered, "I used to think that the SIU and maritime industry in general would decline in the next 10 years, but I no longer feel that way. It now looks like everything is on the upswing."

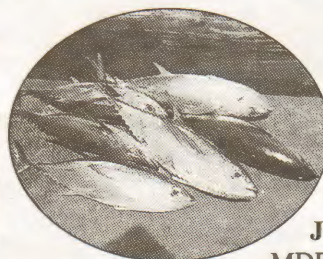
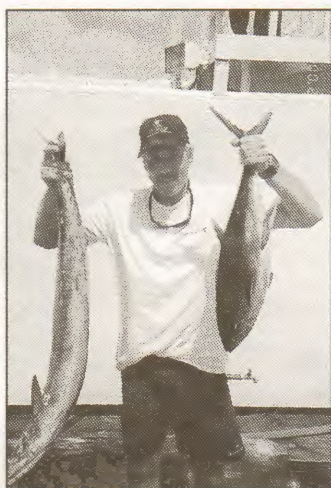
Zorbach said he had experienced some hard times during his career, but he had no real regrets about his decision to become a mariner. "The waters were not always calm during my career," he said, "but when I look back over it, I don't think I could have done any better anywhere else. I would definitely be a Seafarer again because I thoroughly enjoyed my career."

Seafaring was a natural for me," Zorbach concluded.

## Crew Enjoys Off-Time Angling



Displaying some of the catch are (from left) Chief Steward Beth Leonhard, QMED Jeffrey Wise and MDR Mark Blanchard.



When Seafarers from the *USNS Invincible* last summer chartered a fishing boat during their off-time, they made the most of the trip.

Chief Steward **Beth Leonhard**, Chief Cook **Jeremy Kelley**, QMED **Jeffrey Wise**, SA **Roger Jarrett** and MDR **Mark Blanchard** hauled in 75 pounds

of tuna and 60 pounds of wahoo during their four-hour excursion in Diego Garcia.

Leonhard said she suggested the trip because "no one liked the fish we had on board (the *Invincible*). We brought back the tuna and wahoo and had a cookout for the crew. Altogether it lasted about three meals, and we made various dishes—tuna kabobs, marinated and grilled fish...."

The successful line-casting included one unsavory moment. A shark bit off a wahoo's body while the chief steward was reeling in the doomed fish.



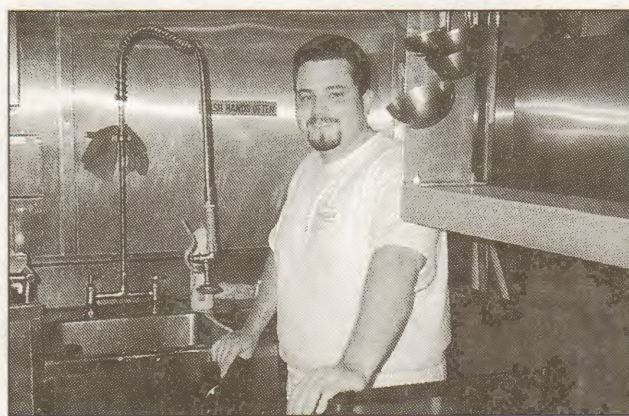
"I pulled the bloody head right into my chest. It was gross!" she recalled. "It was a large shark, and it nonchalantly ate the rest of the fish and then kept going."

Leonhard, who provided the photos for this article, said that the exceptionally clear water around Diego Garcia helped the SIU anglers' cause. "The water is so beautiful there, you can see the fish swim by. We'll probably try for sailfish next time."

The *Invincible* is a T-AGOS vessel that supports the U.S. Air Force by deploying a mobile surveillance and tracking radar system that can monitor U.S. or foreign space missiles or weapons testing.



Chief Cook Jeremy Kelley



SA Roger Jarrett

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

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

Note: Evidence of meeting compliance with STCW Basic Safety Training (BST) until Jan. 31, 2002 is either evidence of having sailed prior to Feb. 1, 1997, or individual was assessed aboard ship during the relaxed assessment period and has entries in TRB to that effect, or has completed a Coast Guard-approved BST course and is recorded in TRB. Effective Feb. 1, 2002, **everyone** must have received training and assessment in Basic Safety Training.

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

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

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

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

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

Note: Vessels <200 GRT on domestic voyages are exempt and all vessels greater than 200 GRT on domestic or for eign voyages must meet training requirements listed above.  
Note: Mariners must obtain this training and assessment (close the gap) before Feb. 1, 2002. GMDSS and ARPA are required for vessels equipped with this equipment.  
Effective Feb. 1, 2002, all SIU members will have received training and assessment in Basic Safety Training.

# Advisory Group Studies Training

Continued from page 5

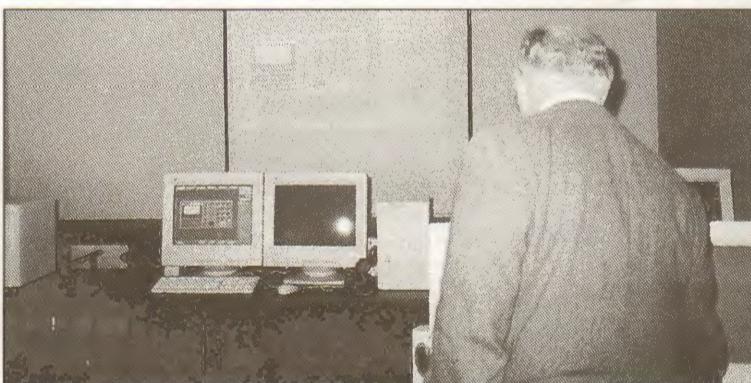
all over the world), a steering console and more.

It provides teaching support in the following areas: voyage planning and execution; coastal and offshore navigation; collision avoidance; ARPA/radar operation; electronic navigation systems; search and rescue operations; vessel traffic management; high speed navigation; bridge watchkeeping procedures including tugs and barges, tow-boats and piloting; GMDSS procedures; oil spill response man-

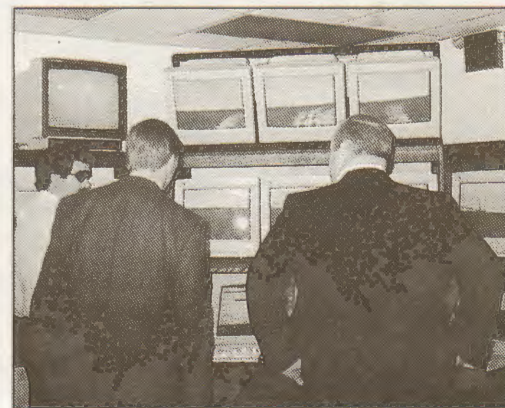
agement; port development; human factors; and bridge team management.

The engine room simulator is potentially useful to any rating in that department, from wipers to engineers. It is designed for the training of engine room watchkeeping personnel in the operations of a vessel's diesel propulsion plant and electrical power plant. Additionally, it includes an auxiliary systems and machinery simulator.

The crane and liquid cargo simulators are similarly advanced and useful.

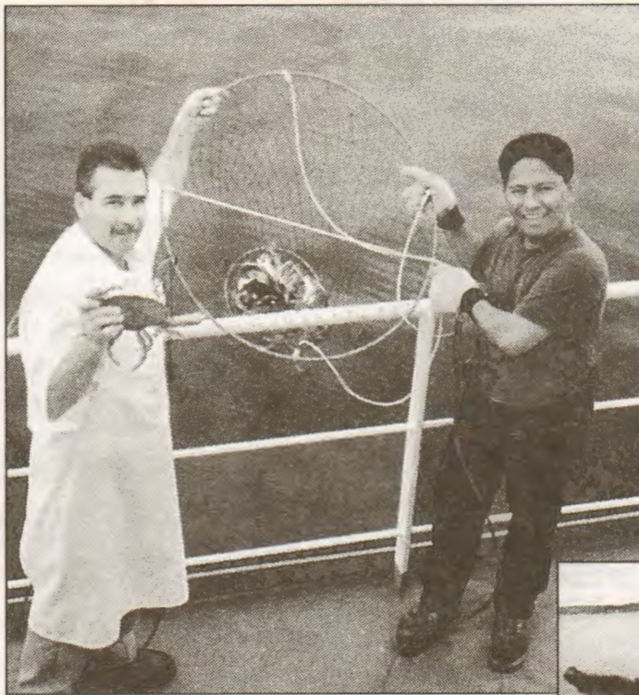


In photos above and at right, members of the advisory board tour the school's new simulators for shiphandling, engine room operations, liquid cargo transfer and crane operations.





Left: ABs Raymond Johnson and Ronald Poole pose for a quick photo while working aboard the *Liberty Sea*.



"You can't get fresher than this," notes Recertified Steward Luis Escobar (left), as he and AB Mario Baja pull in the catch of the day aboard the *Breton Reef*. The vessel was in Cherry Point, Wash. at the time. The crabs (below) were so large and plentiful that Escobar and the galley gang used them in recipes for steamed crabs, crab Newburg, crab gumbo and crab fritters.

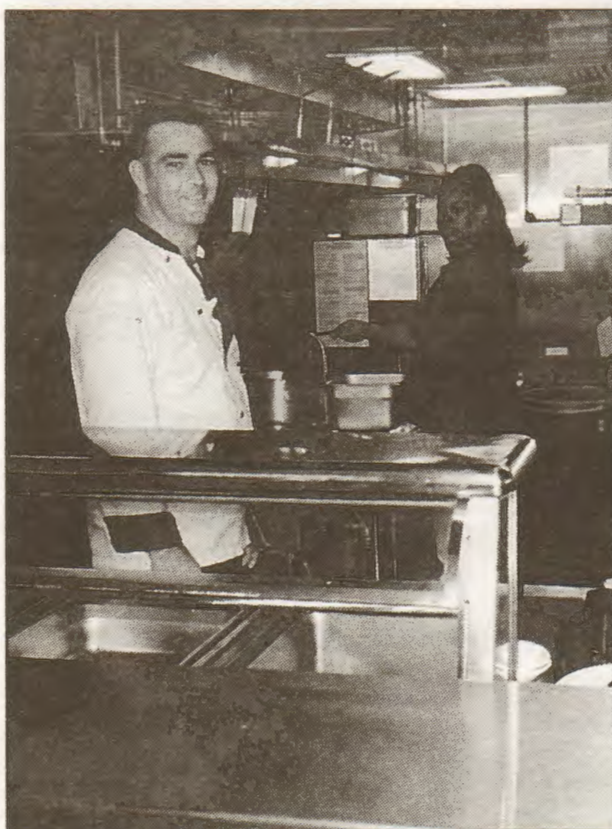
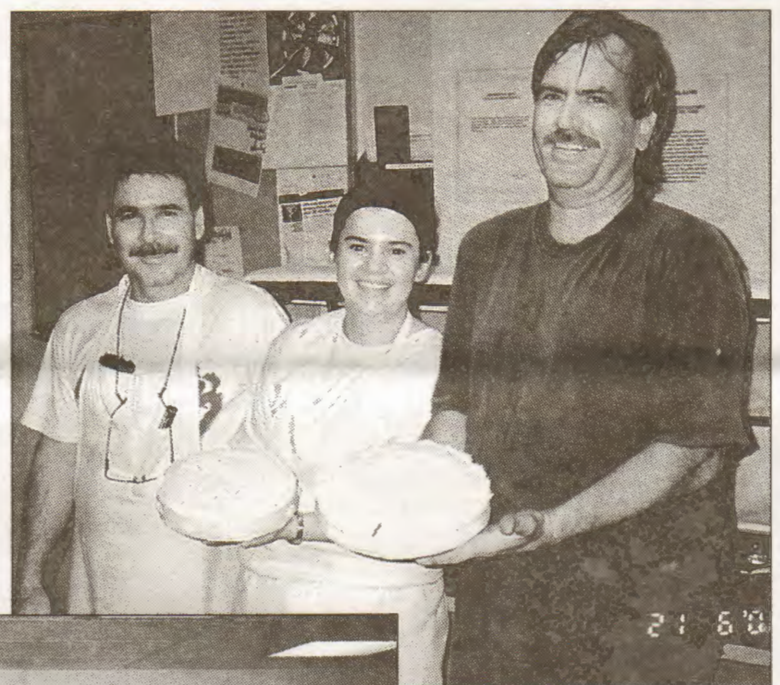


## On the Job With the SIU

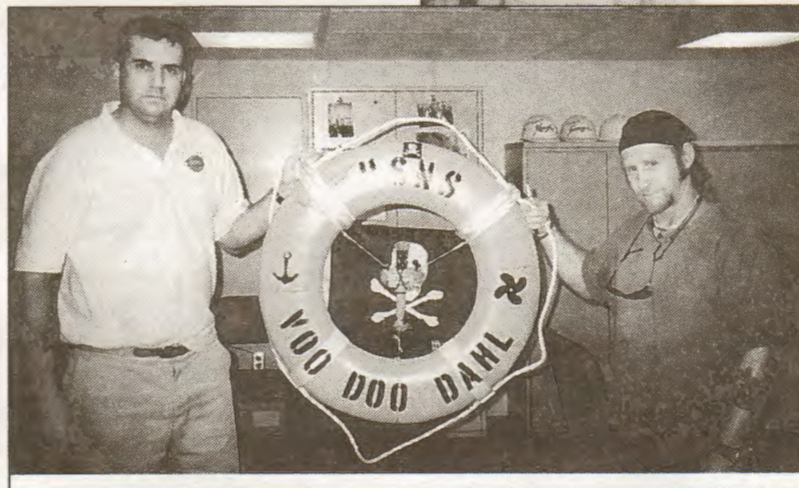


The galley gang aboard the *Liberty Sea* is a real team. Doing whatever it takes to raise morale, provide healthy, hearty fare and keep the vessel in tip-top condition are Chief Steward Thomas Kreis, Chief Cook Christopher Green and GSU Artie Pilgrim.

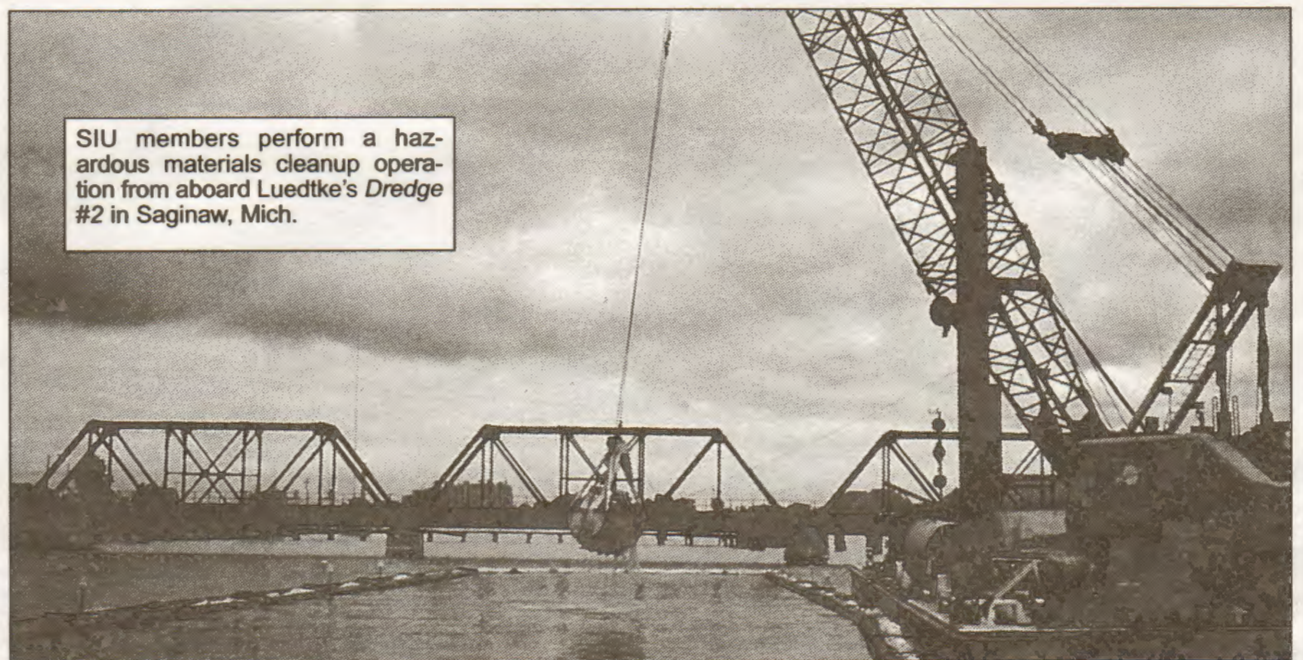
Right: Pumpman James McDaniel (right) got two birthday cakes for his special day, both baked by Unlicensed Apprentice Beth Ketha (center) aboard the *Breton Reef*. With them is Recertified Steward Luis Escobar, who notes that Ketha is "the best," happily baking not only cakes, but cookies and much more.



Recertified Steward Kevin Marchand and Chief Cook Bernadette Yancey begin preparations for the next meal aboard the *USNS Dahl*.



Left: *USNS Dahl's* bosun, Klaus "Whitey" Tankersley (right), and (former SIU member) Captain Mike Finnigan put the finishing touches on the ship's life ring. With the motto "USNS Voo Doo Dahl," it recently was presented to the Seaman's Club in Diego Garcia.



SIU members perform a hazardous materials cleanup operation from aboard Luedtke's *Dredge #2* in Saginaw, Mich.

# ELECTION NOTICE OF 2000 ELECTION

Section 401 (e) of the Labor-Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) requires the mailing of an election notice to each member entitled to vote at his last known address. This notice is being sent to you in compliance therewith and, in addition, contains information of interest to all candidates and members.

SEE REVERSE SIDE FOR VOTING LOCATIONS AND PROPOSED CONSTITUTIONAL REVISIONS

No. 00000

FOR ELECTION OF 2001-2004 OFFICERS  
VOTING PERIOD NOVEMBER 1st, 2000 THROUGH DECEMBER 30th, 2000

## OFFICIAL BALLOT

### For Election of 2001-2004 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-  
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 2000 THROUGH DECEMBER 30th, 2000

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL



<p><b>PRESIDENT</b> <i>(Vote for One)</i></p> <p>1 <input type="checkbox"/> Robert (Bobby) J. Clinton III, C-1938</p> <p>2 <input type="checkbox"/> Charles Burdette Collins, C-1652</p> <p>3 <input type="checkbox"/> Michael J. Sacco, S-1288</p> <p><b>EXECUTIVE VICE PRESIDENT</b> <i>(Vote for One)</i></p> <p>4 <input type="checkbox"/> John Fay, F-363</p> <p><b>SECRETARY-TREASURER</b> <i>(Vote for One)</i></p> <p>5 <input type="checkbox"/> David W. Heindel, H-1443</p> <p>6 <input type="checkbox"/> Michael D. Murphy, M-2483</p> <p>7 <input type="checkbox"/> William Parker, P-1067</p> <p><b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> <i>(Vote for One)</i></p> <p>8 <input type="checkbox"/> Larry Frank Phillips, P-1257</p> <p>9 <input type="checkbox"/> Augustin Tellez, T-764</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> <i>(Vote for One)</i></p> <p>10 <input type="checkbox"/> Jack Caffey, C-1010</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> <i>(Vote for One)</i></p> <p>11 <input type="checkbox"/> Dean E. Corgey, C-5727</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> <i>(Vote for One)</i></p> <p>12 <input type="checkbox"/> Kevin Bertel, B-1832</p> <p>13 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p>	<p><b>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> <i>(Vote for One)</i></p> <p>14 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p> <p>15 <input type="checkbox"/> Woodrow Shelton, S-2558</p> <p><b>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> <i>(Vote for One)</i></p> <p>16 <input type="checkbox"/> Kermet T. Mangram, M-2394</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> <i>(Vote for One)</i></p> <p>17 <input type="checkbox"/> George Tricker, T-919</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> <i>(Vote for One)</i></p> <p>18 <input type="checkbox"/> Nicholas A. Celona, C-1578</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> <i>(Vote for One)</i></p> <p>19 <input type="checkbox"/> Ambrose L. Cucinotta, C-1795</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> <i>(Vote for One)</i></p> <p>20 <input type="checkbox"/> Don Anderson, A-5244</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> <i>(Vote for One)</i></p> <p>21 <input type="checkbox"/> James P. McGee, M-5945</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> <i>(Vote for One)</i></p> <p>22 <input type="checkbox"/> Robert Hall, H-5727</p>	<p><b>HEADQUARTERS REPRESENTATIVE</b> <i>(Vote for Two)</i></p> <p>23 <input type="checkbox"/> Leo Bonser, B-1193</p> <p>24 <input type="checkbox"/> Carl Peth, P-755</p> <p><b>PINEY POINT PORT AGENT</b> <i>(Vote for One)</i></p> <p>25 <input type="checkbox"/> Edward "Edd" W. Morris, M-1358</p> <p><b>NEW YORK PORT AGENT</b> <i>(Vote for One)</i></p> <p>26 <input type="checkbox"/> Robert Selzer, S-1258</p> <p><b>PHILADELPHIA PORT AGENT</b> <i>(Vote for One)</i></p> <p>27 <input type="checkbox"/> Joseph T. Soresi, S-2658</p> <p><b>BALTIMORE PORT AGENT</b> <i>(Vote for One)</i></p> <p>28 <input type="checkbox"/> Dennis Metz, M-3013</p> <p><b>MOBILE PORT AGENT</b> <i>(Vote for One)</i></p> <p>29 <input type="checkbox"/> Edward Kelly, Jr., K-5043</p> <p><b>NEW ORLEANS PORT AGENT</b> <i>(Vote for One)</i></p> <p>30 <input type="checkbox"/> Stephen W. Judd, J-5336</p> <p><b>HOUSTON PORT AGENT</b> <i>(Vote for One)</i></p> <p>31 <input type="checkbox"/> Anthony M. McQuay, M-2735</p> <p><b>SAN FRANCISCO PORT AGENT</b> <i>(Vote for One)</i></p> <p>32 <input type="checkbox"/> Vincent Francis Coss, C-8138</p> <p><b>ST. LOUIS PORT AGENT</b> <i>(Vote for One)</i></p> <p>33 <input type="checkbox"/> Rebecca J. Sleeper, S-2497</p> <p><b>DETROIT-ALGONAC PORT AGENT</b> <i>(Vote for One)</i></p> <p>34 <input type="checkbox"/> Donald A. Thornton, T-5501</p>
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OFFICIAL BALLOT 2001 - 2004

OFFICIAL BALLOT 2001 - 2004



OFFICIAL BALLOT 2001 - 2004

See Reverse Side for  
Voting Locations  
and  
Proposed Constitutional Revisions

OFFICIAL BALLOT 2001 - 2004

OFFICIAL BALLOT 2001 - 2004



OFFICIAL BALLOT 2001 - 2004

# ELECTION NOTICE OF 2000 ELECTION

## FOR ELECTION OF 2001-2004 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2000 and shall continue through December 30th, 2000.

### VOTING LOCATIONS

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001	NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058
BALTIMORE	2315 Essex Street, Baltimore, MD 21224	NEW YORK	635 Fourth Avenue, Brooklyn, NY 11232
DULUTH	705 Medical Arts Building, Duluth, MN 55802	NORFOLK	115 Third Street, Norfolk, VA 23510
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
GUAM	125 Sunny Plaza, Tun Jesus Crisostoma St., Tamuning, Guam 96911	PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
HONOLULU	606 Kalihi Street, Honolulu, HI 96819	PUERTO RICO	1057 Fernandez Juncos Avenue, Santurce, PR 00907
HOUSTON	1221 Pierce Street, Houston, TX 77002	SAN FRANCISCO	350 Fremont Street, San Francisco, CA 94105
JACKSONVILLE	3315 Liberty Street, Jacksonville, FL 32206	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
JERSEY CITY	99 Montgomery Street, Jersey City, NJ 07302	TACOMA	3411 South Union Street, Tacoma, WA 98409
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605	WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744
NEW BEDFORD	48 Union Street, New Bedford, MA 02740		

WHEREAS, the Executive Board of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District met on May 12, 2000 to discuss the current needs and conditions of the Union, its membership and the maritime industry in this country; and  
WHEREAS, among their discussions and deliberations was the subject of proposed revisions in the Union's Constitution which would enable the Union to function more efficiently and to continue to fulfill its obligations to the membership; and  
WHEREAS, a Constitutional Committee was elected on August 7, 2000, in accordance with Article XXV, Section 2 of our Constitution. They studied the proposed Constitutional Amendments Resolution and unanimously concurred on all proposed constitutional revisions; and  
WHEREAS, the report of the Constitutional Committee was approved by the membership at the regular membership meetings in September 2000.  
NOW, THEREFORE, IT IS RESOLVED

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITIONS, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION AS FOLLOWS:

### PROPOSITION #1

Are you in favor of amending Article V, Dues and Initiation Fee, Section 1 (a) of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

\*Section 1. All members' dues shall consist of:

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

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO

### PROPOSITION #2

Are you in favor of amending Article V, Dues and Initiation Fee, Section 1 (b) of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

(b) a sum equal to five percent (5%) of the gross amount received for vacation benefits for days worked for contracted employers. Dues payable under this Sub-section (b) shall be payable on the days that the member receives payment for the earned vacation benefits and shall become effective as to members in the manner designated and determined by a majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subdivisions and its affiliated organizations, or in any employment at the Union's direction as provided in Article XII, Section 1 (a) and (c), shall pay in addition to that provided for in paragraph (a) immediately above the sum of one hundred dollars (\$100.00) quarterly on a calendar year basis, no later than the first business day of each quarter while so employed.

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO

### PROPOSITION #3

Are you in favor of amending the following Constitutional provisions to revise the name of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District:

Title Page  
Heading  
Preamble  
Article I, Name and General Powers  
Exhibit A

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

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

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO

### PROPOSITION #4

Are you in favor of amending Article VII, Systems of Organization, Section 2 of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

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

Are you in favor of amending Article VIII, Officers, Assistant Vice-Presidents, Headquarters Representatives and Port Agents, Section 1 of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

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

Are you in favor of amending Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel, Section 10 of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

\*Section 10. Vice-Presidents at Large.

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

Are you in favor of amending Article X, Duties of Officers, Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel, Section 14, Executive Board of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

\*Section 14. Executive Board.

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

Are you in favor of amending Article X, Duties of Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, Other Elected Jobholders and Miscellaneous Personnel, Section 15 (b), Delegates of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

\*Section 15. Delegates.

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

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO

### PROPOSITION #5

Are you in favor of amending Article XXII, Quorums, Section 2 of the Constitution of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, to read as follows:

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

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee.

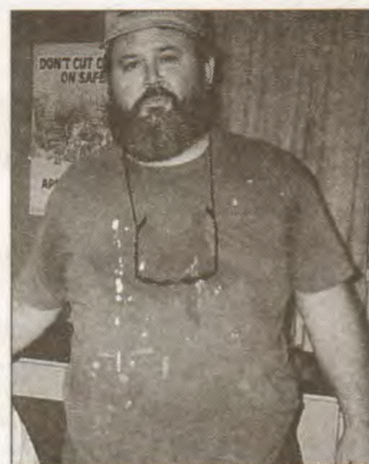
# Sailing on the Atlantic . . .



The Houston shoring crew begins loading the ship's stores for the next trip.

Appropriately named, the *Atlantic* sails from the U.S. ports of Boston; New York; Norfolk, Va.; Charleston, S.C., Jacksonville, Fla. and Houston across the Atlantic Ocean to the European ports of Rotterdam, Holland; Bremerhaven, Germany; Felixstowe, England; and LeHarve, France.

According to DEU **John Cooper** (who sent these photos to the *LOG*), the hard-working crew aboard the U.S. Ship Management vessel enjoys the 42-day run but always looks forward to coming home.

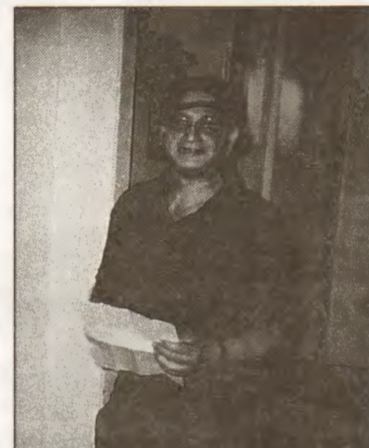


AB Lee DuBany attends the ship-board meeting in Houston.



Bosun George Perry waits for members of the deck department in the *Atlantic's* gear locker.

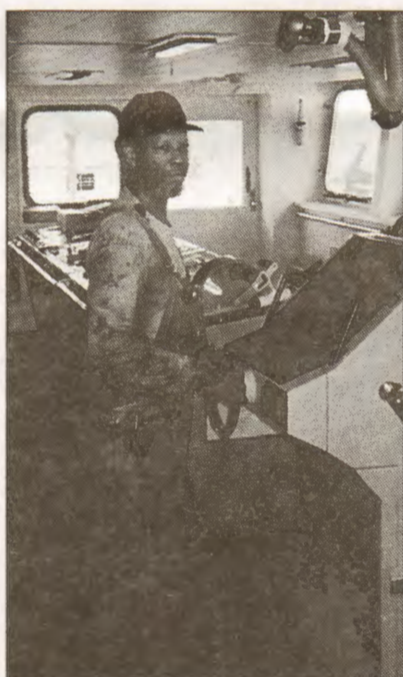
Right: Unlicensed Apprentices Nathaniel Miller (right) and Josh Ellerbee are packed and ready to go home after a long trip to Europe.



QMED Ehtesham Ahmed checks the schedule for arrival time in New York. He will then return to his home port of Baltimore.



Right: SA Jack Jones cleans dishes from lunch.



DEU John Cooper takes the helm of the containership.



Left: AB Bill Pinkston (right) stands watch with the 8 x 12 mate, Erick Cox.



Enjoying a quick break in the crew mess are AB Janaro Jackson and Chief Electrician John Walsh.



Chief Steward Edward Porter (right) talks with Patrolman Frank Cottongin III at payoff in the port of Houston.

## APPLY NOW FOR 1 OF 8 SCHOLARSHIPS TO BE AWARDED IN 2001

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

Name \_\_\_\_\_

Mariner's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

This application is for:  Self  Dependent

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

11/00

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

All Seafarers and their spouses and children who plan to attend college next year are encouraged to send away for the 2001 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form.

Eight monetary grants will be awarded next year to three SIU members and five dependents. One of the three scholarships reserved for SIU members is in the amount of \$20,000 for study at a four-year college or

university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. Five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

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

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

# Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 2000

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	2	1	1	3	1	0	0	1	0
Baltimore	6	2	4	3	1	1	1	12	5	5
Guam	1	0	2	1	0	0	0	0	0	3
Honolulu	9	6	4	5	2	2	0	12	9	5
Houston	27	7	4	27	15	2	5	39	11	7
Jacksonville	30	16	9	26	19	9	10	62	17	12
Mobile	9	3	3	10	6	3	2	22	7	5
New Orleans	8	11	7	18	9	7	3	21	21	10
New York	21	14	4	22	8	2	6	48	17	15
Norfolk	14	18	6	17	7	5	4	21	26	7
Philadelphia	5	3	2	2	2	3	2	11	4	3
Piney Point	4	6	2	2	3	0	1	3	7	3
Puerto Rico	8	4	1	4	3	1	2	14	5	4
San Francisco	21	9	2	15	6	2	2	39	14	2
Seattle	25	8	3	21	11	9	10	49	11	7
St. Louis	4	2	4	2	1	2	1	4	2	5
Wilmington	27	11	5	26	7	6	7	34	17	7
<b>Totals</b>	<b>220</b>	<b>122</b>	<b>63</b>	<b>202</b>	<b>103</b>	<b>55</b>	<b>56</b>	<b>391</b>	<b>174</b>	<b>100</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	0	1	1	0	0	0	0	0
Baltimore	0	6	2	0	3	3	0	3	7	2
Guam	0	0	1	0	0	1	0	0	0	1
Honolulu	5	8	1	5	6	2	0	7	8	3
Houston	14	4	3	14	3	4	4	27	9	4
Jacksonville	15	15	3	15	7	6	3	29	27	7
Mobile	9	2	1	5	3	1	2	14	6	2
New Orleans	4	7	2	11	10	3	3	12	11	5
New York	9	8	3	6	3	0	3	21	18	5
Norfolk	6	8	4	3	8	6	1	9	12	6
Philadelphia	3	3	0	3	4	0	1	3	5	0
Piney Point	2	3	1	0	3	0	0	3	7	2
Puerto Rico	3	1	0	3	3	1	2	5	1	0
San Francisco	11	6	3	8	7	2	2	10	10	2
Seattle	13	7	10	17	5	9	9	14	14	6
St. Louis	1	2	0	1	4	0	0	4	1	1
Wilmington	6	10	4	8	4	3	3	11	13	3
<b>Totals</b>	<b>101</b>	<b>90</b>	<b>38</b>	<b>100</b>	<b>74</b>	<b>41</b>	<b>33</b>	<b>172</b>	<b>149</b>	<b>49</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	1	2	1	0	0	4	1	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	11	6	7	9	3	9	1	19	6	10
Houston	10	1	1	11	0	1	3	22	6	1
Jacksonville	19	2	1	11	4	2	4	33	6	3
Mobile	5	2	0	2	1	0	0	9	5	0
New Orleans	7	4	0	3	7	1	0	18	5	3
New York	13	6	3	8	5	1	5	26	8	3
Norfolk	8	7	5	7	6	2	3	13	9	6
Philadelphia	3	2	0	1	1	0	0	2	2	0
Piney Point	4	4	1	3	4	1	0	5	7	1
Puerto Rico	1	0	0	3	0	1	0	5	1	0
San Francisco	26	0	0	16	3	1	5	38	4	1
Seattle	12	1	2	21	0	1	8	29	1	5
St. Louis	1	0	0	1	0	0	0	2	2	1
Wilmington	17	6	4	11	2	3	2	30	12	4
<b>Totals</b>	<b>140</b>	<b>42</b>	<b>25</b>	<b>109</b>	<b>37</b>	<b>23</b>	<b>31</b>	<b>255</b>	<b>75</b>	<b>39</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	3	0	0	2	0	1	1	2
Baltimore	0	1	1	0	1	2	0	1	1	1
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	6	22	73	2	19	69	0	16	37	110
Houston	3	9	7	1	10	2	0	5	16	10
Jacksonville	5	11	9	3	6	9	0	8	30	17
Mobile	0	4	4	1	6	3	0	1	8	5
New Orleans	1	4	12	2	12	10	0	4	10	11
New York	4	29	26	7	10	8	0	8	50	56
Norfolk	1	5	12	1	8	11	0	1	7	15
Philadelphia	0	1	0	0	1	0	0	0	2	0
Piney Point	1	38	20	1	17	4	0	1	49	23
Puerto Rico	2	0	5	2	1	2	0	5	1	9
San Francisco	3	15	9	4	8	2	0	7	27	16
Seattle	4	11	21	4	10	17	0	9	22	37
St. Louis	0	0	1	0	1	1	0	0	2	1
Wilmington	9	7	9	4	3	4	0	11	25	24
<b>Totals</b>	<b>39</b>	<b>158</b>	<b>212</b>	<b>32</b>	<b>113</b>	<b>146</b>	<b>0</b>	<b>78</b>	<b>288</b>	<b>338</b>
<b>Totals All Departments</b>	<b>500</b>	<b>412</b>	<b>338</b>	<b>443</b>	<b>327</b>	<b>265</b>	<b>120</b>	<b>896</b>	<b>686</b>	<b>526</b>

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

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

## December 2000 & January 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday, December 4, January 8
Algonac	Friday: December 8, January 12
Baltimore	Thursday: December 7, January 11
Duluth	Wednesday: December 13, January 17
Honolulu	Friday: December 15, January 19
Houston	Monday: December 11
	Tuesday: January 16*
	*change created by Martin Luther King holiday
Jacksonville	Thursday: December 7, January 11
Jersey City	Wednesday: December 20, January 24
Mobile	Wednesday: December 13, January 17
New Bedford	Tuesday: December 19, January 23
New Orleans	Tuesday: December 12, January 16
New York	Tuesday: December 5, January 9
Norfolk	Thursday: December 7, January 11
Philadelphia	Wednesday: December 6, January 10
San Francisco	Thursday: December 14, January 18
San Juan	Thursday: December 7, January 11
St. Louis	Friday: December 15, January 19
Tacoma	Friday: December 22, January 26
Wilmington	Monday: December 18, January 22

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

### Personal

#### MUHARAM HUSIN

Please contact Isabel Husin at (718) 369-1430 or Maria at (718) 832-7651 at your earliest convenience.

### Corrections

In the October LOG, page 13, Piney Point inadvertently was omitted from the list of voting locations.

In the October LOG, page 37, the obit for SIU Pensioner Charles Rice should have stated that he graduated from the steward recertification program (not bosun recertification).

## ATTENTION ALL SEAFARERS

Check your Z-Card!



YOUR JOB MAY BE AT STAKE

**Seafarers International Union  
Directory**

**Michael Sacco**  
President

**John Fay**  
Executive Vice President

**David Heindel**  
Secretary-Treasurer

**Augustin Tellez**  
Vice President Contracts

**Jack Caffey**  
Vice President Atlantic Coast

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

**Dean Corgey**  
Vice President Gulf Coast

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

**Kermet Mangram**  
Vice President Government Services

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Dispatchers' Report for Great Lakes**

SEPTEMBER 16 — OCTOBER 15, 2000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	19	12	0	11	8	0	8	4
<b>ENGINE DEPARTMENT</b>									
Algonac	0	8	6	0	5	3	0	3	3
<b>STEWARD DEPARTMENT</b>									
Algonac	0	4	10	0	2	7	0	2	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	13	21	0	8	11	0	5	10

**Totals All Depts** 0 44 49 0 26 29 0 18 20

\*\*"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**

SEPTEMBER 16 — OCTOBER 15, 2000

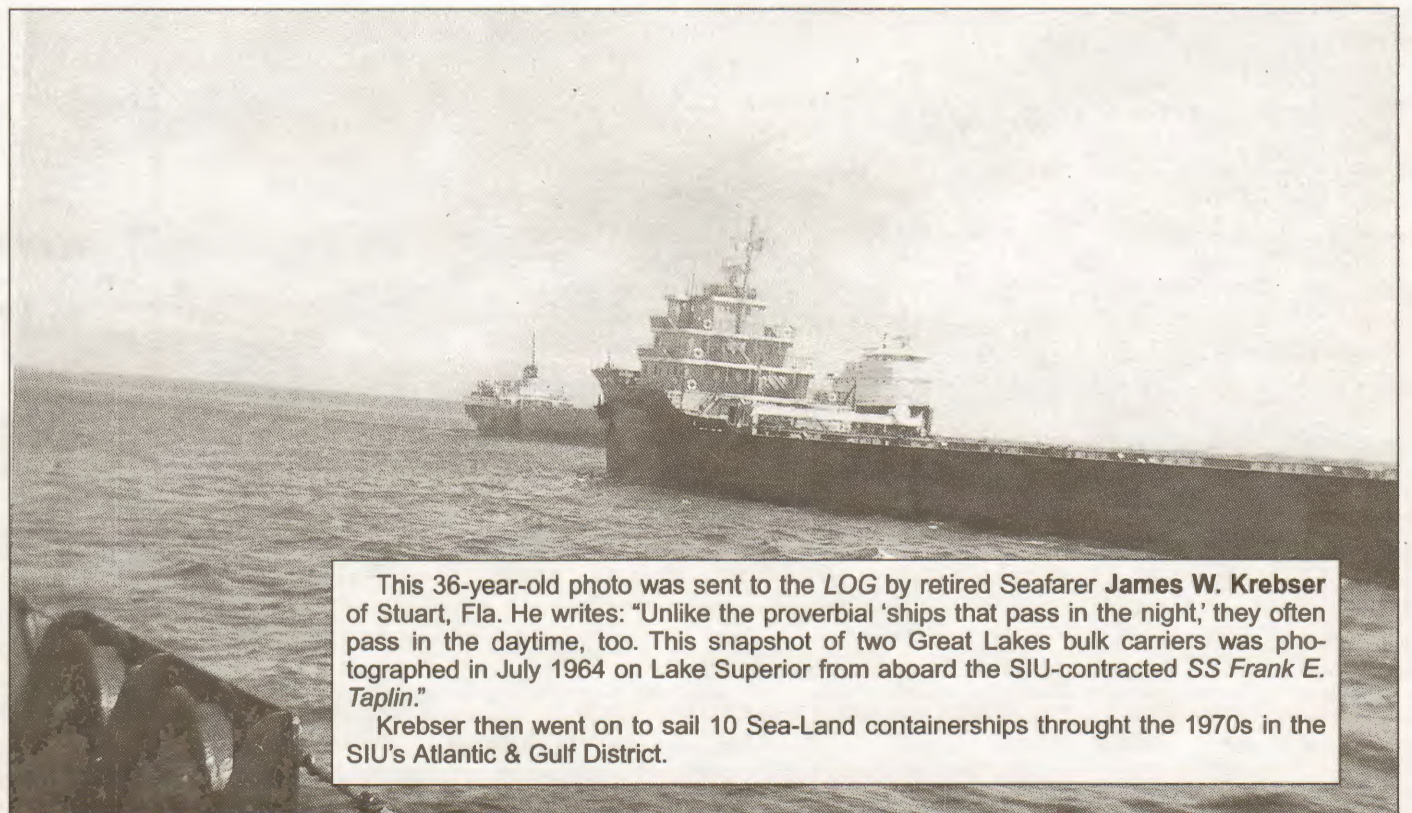
Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	4	0	0	1	0	0	12
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	1	0	8	1	0	9	3	1	21
<b>Totals</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>33</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	1	0	1	0	0	1
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Totals All Depts** 1 0 13 2 0 11 3 1 34

\*\*"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 36-year-old photo was sent to the LOG by retired Seafarer James W. Krebsler of Stuart, Fla. He writes: "Unlike the proverbial 'ships that pass in the night,' they often pass in the daytime, too. This snapshot of two Great Lakes bulk carriers was photographed in July 1964 on Lake Superior from aboard the SIU-contracted SS *Frank E. Taplin*."

Krebsler then went on to sail 10 Sea-Land containerships throughout the 1970s in the SIU's Atlantic & Gulf District.





An Inland pilot, a recertified steward and a recertified bosun are among the 17 Seafarers announcing their retirements this month.

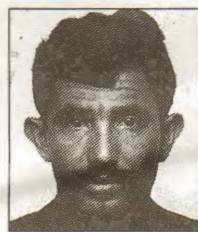
**Alton Douglas** navigated the inland waterways as a pilot for nearly 30 years. Recertified Steward **Norman Evans** and Recertified Bosun **Enrique Velez** graduated from the highest levels of training available to members in the steward and deck departments, respectively, at the Paul Hall Center in Piney Point, Md.

Including Evans and Velez, 13 of the retirees sailed in the deep sea division and one plied the Great Lakes. Douglas and two others navigated the inland waterways.

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

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

#### DEEP SEA



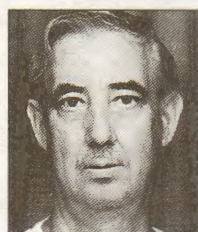
**AHMED ALGAZZALI**, 65, joined the SIU in 1979 in the port of New York. Born in Yemen, Brother

Algazzali first sailed aboard Connecticut Transport's *Connecticut*. A member of the steward department, he upgraded his skills in 1987, 1989 and earlier this year at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Algazzali last shipped aboard the *Captain Steven L. Bennett*, operated by Sealift, Inc. He resides in Brooklyn, N.Y.

**JOSEPH F. BILLOTTO JR.**, 71, hails from Louisiana. He began his career with the SIU in 1951, first sailing



aboard the *Steel Fabricator*, operated by ISCO Inc. Brother Bilotto shipped as a member of the engine department, last working aboard the *Sea-Land Challenger*. He calls Mobile, Ala. home.

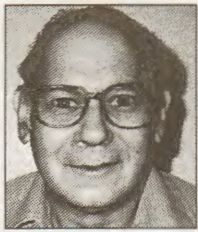


**ERNEST BRINKLEY**, 62, joined the SIU in 1964 in the port of Norfolk. He first sailed aboard the *Spitfire*, a

General Cargo Corp. vessel. A native of Florida, Brother Brinkley shipped as a member of the steward department. He last sailed aboard Bay Ship Management's *USNS Yano*. Brother Brinkley resides in Norfolk, Va.

**HAROLD G. CALDEIRA**, 64, began his SIU career in 1956, joining in the port of Houston. Born in New York, he shipped as

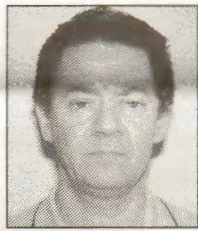
a member of the deck department. Brother Caldeira upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1995 and 1998. He last sailed aboard CSX Lines' *Newark Bay*. Brother Caldeira calls Holiday, Fla. home.



**NORMAN EVANS**, 63, joined the SIU in 1960 in the port of San Francisco. Prior to becoming a Seafarer,

Brother Evans served in the U.S. Army from 1954 to 1957. He first sailed aboard the *Del Campo*, operated by Delta Steamship Lines. A member of the steward department, Brother Evans completed the steward recertification course at the Seafarers Harry Lundeberg School of Seamanship in 1984. The Alabama native last sailed aboard an American Ship Management vessel. Brother Evans lives in Dallas.

**AMBROSIO FACHINI**, 56, hails from Brazil. He joined the SIU in 1966 in the port of New Orleans and first sailed



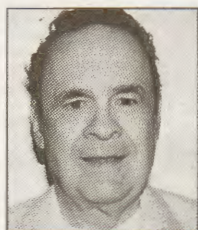
aboard the *Overseas Joyce*. A member of the steward department, Brother Fachini upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1993. He last worked aboard the *American Merlin*, operated by Osprey-Acomarit Ship Management, Inc. Brother Fachini resides in Wilmington, Calif.



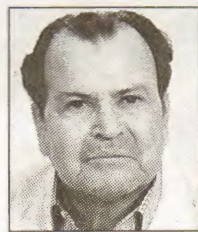
**EDWARD J. HIEL**, 61, started his career with the SIU in 1969, joining in the port of Cleveland. He first sailed

aboard an American Steamship Company vessel. A native of Michigan, he shipped as a member of the steward department. Brother Hiel upgraded his skills at the Paul Hall Center in 1990, 1994, and again earlier this year. He last sailed aboard the *USNS Sisler*, a Maersk Line vessel. Brother Hiel calls Saginaw, Mich. home.

**PHILLIP C. PARDOVICH**, 65, joined the SIU in 1958 in the port of New York. Prior to becoming a Seafarer, he served with the U.S. Army from 1954 to 1956. A member of the engine department, Brother Pardovich first sailed aboard



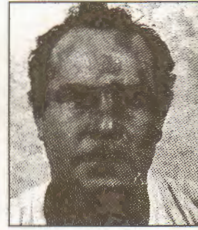
Boston Towing Boat Company vessels. He upgraded his skills in 1979, 1981 and 1991 at the Seafarers Harry Lundeberg School of Seamanship. The New York native last worked aboard the *Sea-Land Newark Bay*. Brother Pardovich resides in Port Richey, Fla.



**JESUS RODRIGUEZ**, 65, began his SIU career in 1981, joining in the port of Wilmington. Born in South

America, Brother Rodriguez sailed as a member of the engine department. He first shipped aboard the *Santa Mercedes*, operated by Delta Steamship Lines. The Columbia native last worked aboard the *Overseas Ohio*. Brother Rodriguez lives in Whittier, Calif.

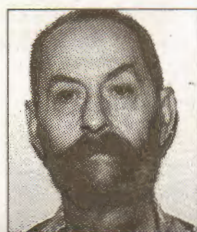
**JULIAN SALAZAR**, 64, hails from Texas. He started his career with the SIU in 1970, joining in the port of



Houston. Before becoming a Seafarer, he served in the U.S. Army on two occasions; from 1950 to 1952, and from 1952 to 1954. Brother Salazar first shipped aboard the *Steel Flyer*, operated by ISCO, Inc. A member of the engine department, he upgraded his skills often at the Seafarers Harry Lundeberg School of Seamanship. He attended the institution in 1975, 1978, 1979, 1980 and 1984. Brother Salazar last sailed aboard the *LNG Libra*, operated by Pronav Ship Management. He calls Houston home.

**JOSE SALCEDO**, 56, started his SIU career in 1964, joining in the port of Puerto Rico. Brother

**WAYNE D. WOODCOCK**, 64, started his career with the SIU in 1966. Prior to becoming a Seafarer,



Brother Woodcock served with the U.S. Coast Guard from 1956 to 1960. He first sailed aboard the *USNS Mt. Vernon*, operated by Mt. Vernon Tankers Corporation. A native of Texas, Brother Woodcock shipped as a member of the steward department. He upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in 1975. Brother Woodcock last sailed aboard the *Sea-Land Explorer*. He lives in Waco, Texas.

#### GREAT LAKES

**MOUSA M. SALEH**, 52, joined



the SIU in 1972 in the port of Detroit. Born in Yemen, he first sailed aboard the *George D. Globe*, operated

by Great Lakes Associates. Brother Saleh shipped as a member of the deck department. He last sailed aboard the *Richard J. Reiss*, operated by Erie Sand Steamship. Brother Saleh is a resident of Dearborn, Mich.

#### INLAND

**DOMENICO CHIODI**, 62, started his career with the SIU in 1981, joining in the port of New York. Born in Italy, Boatman Chiodi spent his entire career sailing aboard New York Cross Harbor Railroad vessels. He sailed as a member of the deck department. Boatman Chiodi resides in the Bronx, N.Y.



**ALTON DOUGLAS**, 65, hails from Louisiana. He began his SIU career in 1962, joining in the port of New Orleans. A

pilot, Boatman Douglas first sailed aboard Dixie Carrier vessels. He last sailed aboard Allied Towing vessels. Boatman Douglas calls Slidell, La. home.

**FRANK D. WHITTINGTON**, 73, joined the SIU in 1962. A native of Galveston, Texas, Boatman Whittington sailed aboard Galveston Wharves operated vessels during his career. He resides in Texas City, Texas.

## Welcome Ashore

Each month, the *Seafarers LOG* pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Reprinted from past issues of the *Seafarers LOG*

**1942**  
British Prime Minister Winston Churchill offered his thanks and the thanks of the Royal Navy to the crews of two SIU-contracted ships that returned to New York after 11 months on the run to Russia. A commendation

relayed by Adm. E.S. Land, director of the War Shipping Administration, from the British Admiralty said in part, "Mr. Winston Churchill, the British Prime Minister, has particularly requested that he be associated with this message of congratulations.... I should like also to offer my congratulations to you and your crew for excellent work you all performed during this encounter, which is a great credit to the United States merchant marine." The ships are unnamed for security reasons.

**1965**  
SIU President Paul Hall called on Congress to

amend the U.S. labor laws in order to give the NLRB jurisdiction over crews of foreign-flag vessels substantially engaged in American commerce. The SIU president declared that this

action would prevent disasters such as the sinking of the Yarmouth Castle, the American-owned, Panamanian-flagged cruise ship which sank in the Caribbean with a loss of 89 lives,

after being destroyed by fire.

**1990**  
An additional breakout of Seafarers will crew another 13 ships for the government's Ready Reserve Force (RRF) fleet which has been activated by the military to support the massive deployment of supplies and equipment to the Persian Gulf.... For the duration of the breakout, SIU President Michael Sacco extended until 10 p.m. the hours of the union's manpower center and hiring halls, which have been operating in high gear since August when the stepped-up shipping demands began.

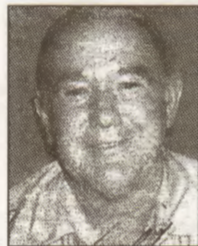
## THIS MONTH IN SIU HISTORY

# Final Departures

*Editor's note: The Seafarers LOG staff makes every attempt to find and publish pertinent facts regarding the careers of our deceased brothers and sisters. These facts normally include, but are not limited to, date and port joined the SIU, vessels sailed, department worked, and place of residence at the time of death. In some instances, however, significant information simply is not available on their respective careers. When this occurs, we will list the name, age, date of death and division sailed at the end of this column. Photos will be published when available.*

## DEEP SEA

### NORWOOD BARBOUR



Pensioner Norwood Barbour, 73, died July 23. Born in North Carolina, he joined the SIU in 1945 in the port of Norfolk. He shipped as a member of the engine department and began receiving his pension in 1969. Brother Barbour served with the U.S. Army from 1950 to 1952. He made his home in Washington, D.C.

### ROBERT BELVIN



Pensioner Robert Belvin, 79, passed away July 26. Brother Belvin joined the MC&S in 1968 in the port of San Francisco. A member of the steward department, he first sailed aboard the *President Polk*. The Louisiana native began receiving his pension in 1984. He last sailed aboard the *President Madison*. Brother Belvin lived in San Francisco.

### VIRGILIO COLLAZO



Brother Virgilio Collazo, 48, died July 14. Born in Bayamon, P.R., Brother Collazo joined the Seafarers in 1999 and sailed as an AB. He first shipped aboard the *Chemical Explorer*, operated by Intrepid Ship Management. Brother Collazo last worked aboard the *Sea-Land Hawaii*. He resided in his native Puerto Rico.

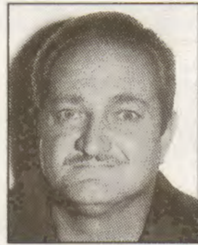
### HELEN DRAGAVON

Pensioner Helen Dragavon, 82, passed away May 5. Sister Dragavon joined the MC&S in 1957 in the port of San Francisco. Born in Soudan, Minn., she shipped as a member of the steward department. Sister Dragavon first sailed aboard an Oceanic Steamship operated vessel and last worked aboard the *Mariposa*. She began receiving her pension in 1969. Sister Dragavon called Hermantown, Minn. home.

### OLAF KJONBOG

Pensioner Olaf Kjonbog, 98 died July 25. Brother Kjonbog joined the Seafarers in 1950 in the port of New Orleans. Born in Norway, he sailed as a member of the steward department and began receiving his pension in 1969. Brother Kjonbog resided in Kenner, La.

### JOHN MERKEL



Pensioner John Merkel, 76, died Aug. 15. Born in Philadelphia, Brother Merkel began his career with the SIU in 1942, joining in the port of

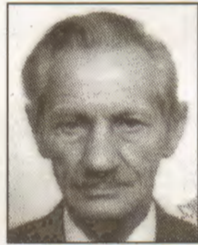
Mobile. The Philadelphia native sailed in the deck department and shipped primarily aboard Waterman Steamship Corp. vessels, including the *Northern Lights*. Brother Merkel began receiving his pension in 1971. He lived in Wadena, Minn.

### CONRADO NAVARRA



Pensioner Conrado Navarra, 88, passed away Sept. 8. Brother Navarra was born in the Philippines and sailed with the SIU as a member of the steward department. He began receiving his pension in 1969. Brother Navarra lived in New York.

### KUNO SCHOPFER



Pensioner Kuno Schopfer, 84, died July 9. Brother Schopfer began his career with the SIU in 1951, joining in the port of New York. He first sailed aboard Victory Carrier's *Aimes Victory*. Born in Germany, he shipped as a member of the engine department. Brother Schopfer began receiving his pension in 1984. He called Summerville, S.C. home.

### WILLIAM THORNTON



Pensioner William Thornton, 84, passed away July 28. Brother Thornton began his career with the SIU in 1940, joining in the port of Philadelphia. A member of the engine department, he was born in Johnston County, N.C. Brother Thornton last shipped aboard the *Andrew Jackson*, operated by Waterman Steamship Corp. He served with the U.S. Army from 1942 to 1943. Brother Thornton began receiving his pension in 1962. He lived in Sea Level, N.C.

## INLAND

### EDDIE JONES

Boatman Eddie Jones, 41, died May 22. A member of the steward department, he sailed primarily aboard Delta Queen Steamboat Co. vessels. Boatmen Jones resided in Chicago.

## GREAT LAKES

### HARVEY LONG



Pensioner Harvey Long, 95, passed away June 19. Born in Michigan, Brother Long sailed as a member of the engine department. He worked primarily aboard Viking vessels, including the *Ann Arbor*. Brother Long began receiving his pension in 1969. He resided in Thompsonville, Mich.

### RAYMOND SMITH

Pensioner Raymond Smith, 72, died May 17. Brother Smith joined the SIU in 1961 and sailed primarily aboard Great Lakes Towing vessels. Born in Cleveland, he sailed as a pilot. Brother Smith began receiving his pension in 1990. He lived in Lakewood, Ohio.

## ATLANTIC FISHERMAN

### CLYDE PARKER



Pensioner Clyde Parker, 82, died July 14. Born in Alabama, he joined the Atlantic Fishermen's union in 1940 in the port of Savannah, Ga. before it merged with the AGLWD. He sailed as a member of the deck department and

began receiving his pension in 1981. A bosun, he resided in Mobile, Ala.

### BART POWERS

Pensioner Bart Powers, 72, passed away Aug. 3. He joined the Atlantic Fishermen's Union in 1953 in the port of New York. The New York native sailed as a member of the engine department and began receiving his pension in 1985. He lived in Clearwater, Fla.

*Only limited information was available on the careers of the following deceased brothers/sisters:*

### LEON GASPERMENT



Pensioner Leon Gasperment, 95, passed away July 14. Brother Gasperment sailed in the Railroad Marine division.

### WILLIAM COUTURE

Brother William Couture, 89, died in July. Brother Couture sailed in the deep sea division.

### WILLIAM MURRAY



Pensioner William Murray, 86, died July 3. Brother Murray sailed in the deep sea division.

### ANTHONY RUSSO

Pensioner Anthony Russo, 75, died July 11. Brother Russo shipped in the deep sea division.

### SHEW WONG

Pensioner Shew Wong, 77, passed away June 14. Brother Wong sailed in the deep sea division.

## SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension Trust, EIN 13-6100329, Plan No. 001, for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$36,548,101. These expenses included \$5,600,512 in administrative expenses and \$30,947,589 in benefits paid to participants and beneficiaries. A total of 16,427 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$548,875,471 as of December 31, 1999, compared to \$578,646,134 as of January 1, 1999. During the plan year, the plan experienced a decrease in its net assets of \$(29,770,663). This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$6,777,438, including employer contributions of \$5,901,403, realized gains of \$14,892,657 from the sale of assets, earnings from investments of \$32,126,993, unrealized (depreciation) of assets of \$(46,144,143) and other income of \$528.

### Minimum Funding Standards

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

### Your Rights To Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$8.85 for the full annual report or 15 cents per page for any part thereof.

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

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

## SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG & DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug & Dredge Pension Plan,

EIN 13-1953878, Plan No. 003, for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$1,629,681. These expenses included \$213,741 in administrative expenses and \$1,415,940 in benefits paid to participants and beneficiaries. A total of 305 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$23,767,126, as of December 31, 1999, compared to \$25,004,473 as of January 1, 1999. During the plan year, the plan experienced a decrease in its net assets of \$(1,237,347). This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$392,334, including employer contributions of \$202,110, realized gains of \$1,009,023 from the sale of assets, earnings from investments of \$1,196,282 and unrealized (depreciation) of assets of \$(2,015,081).

### Minimum Funding Standards

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

### Your Rights To Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$5.25 for the full annual report or 15 cents per page for any part thereof.

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

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

# 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.

**CSX TRADER** (CSX Lines), July 2—Chairman **Loren Watson**, Secretary **Kevin M. Dougherty**, Educational Director **Milton E. Sabin**, Deck Delegate **Joseph A. Loyal**, Engine Delegate **Joseph A. Canlas**, Steward Delegate **Alejo A. Fabia Jr.** Bosun reported everything going well. He stressed shipboard safety, including wearing proper shoes on deck. He talked about new simulators at Paul Hall Center in Piney Point, Md. and how SIU is using latest technology to keep its training levels among highest in world. Secretary stressed importance of contributing to SPAD, this being major election year, and encouraged members to register to vote. "Our votes could have a major impact on the Jones Act and other issues affecting the future of American shipping." Educational director pointed out new simulators at Piney Point for training by engine department members as well as deck. He also noted that anyone who has not been to the school lately would be very impressed with fire fighting school and culinary lab. Treasurer announced \$400 in ship's general fund. Would like to purchase weight lifting and aerobic exercise machines and make nice gym in passenger lounge. Beef reported in deck department. Bosun noted that ship now in last year of five-year contract with Sea-Land (now CSX) and advised crew members to discuss any ideas or suggestions for contract negotiations. He also reminded everyone to separate plastics properly, to rewind and take care of video movies and to know and follow safety rules booklet. Vote of thanks given to steward department for great job. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

**EXPLORER** (U.S. Ship Mgmt.), July 20—Chairman **Michael A. Noble**, Secretary **William R. Burdette**, Educational Director **Kevin DeSue**, Deck Delegate **Larry D. Thompson**, Engine Delegate **Steven L. Rollins**, Steward Delegate **Carlito S. Navarro**. Chairman pleased with good trip, good crew and good food. He thanked everyone for their help. New dryer brought aboard this voyage. Need individual crew member to be responsible for upkeep of rental TV. Secretary stated revision of sailing schedule needed. Educational director reminded crew members of upgrading courses available at Piney Point. Treasurer announced \$1,830 in ship's fund. No beefs reported. Some disputed OT indicated in engine department. Clarification requested on vacation days and retirement. Next ports: Long Beach, Calif.; Panama.

**OOCL INNOVATION** (U.S. Ship Mgmt.), July 23—Chairman **Konstantinos Prokovas**, Secretary **Edward C. Winne**, Educational Director **Rex E. Bolin**, Deck Delegate **Daniel W. Miller**, Engine Delegate **Richard H. Surrick**, Steward Delegate **Hamdi Hussein**. Secretary noted ship to change to Mediterranean run next voyage. Ship also to be renamed *SeaLand Oregon*. Educational director urged everyone to

continue to upgrade skills at Paul Hall Center and be sure to meet STCW requirements. No beefs or disputed OT reported. Vote of thanks given to steward department for good job.

**ROVER** (Intrepid Shipping), July 9—Chairman **Jamie Miller**, Secretary **Juan B. Gonzalez**, Educational Director **George Fernandez**, Deck Delegate **Carey L. Foster**. Bosun advised crew to wear hard hats and safety glasses during canal transit and in port. He also reminded them about separating all plastic items from regular trash and said he spoke with captain about getting daily news. Secretary urged unlicensed apprentices to listen to old-timers on ship in order to learn ropes. Educational director reminded brothers and sisters to upgrade at Paul Hall Center and to be sure STCW is current. By 2002, every seaman will need it. Deck delegate reported disputed OT; otherwise, ship running smoothly. Clarification requested from headquarters regarding missing man watch. Vote of thanks given to steward department for job well done. Next port: Djibouti, Africa.

**SMT CHEMICAL TRADER** (Intrepid Ship Mgmt.) July 31—Chairman **Anthony Maben**, Secretary **Gregory Johnson**, Educational Director **Carlton R. Stamp**. Ship due to arrive in Ukraine Aug. 8 and then head to U.S. in September. Chairman thanked crew for smooth voyage and noted importance of donating to SPAD. He also urged members to read LOG to keep updated on happenings in union and maritime industry. Secretary extended vote of thanks to all hands for helping keep messroom clean. Educational director advised crew members to upgrade at Piney Point school.

**USNS DAHL** (Maersk Line), July 29—Chairman **Klaus W. Tankersley**, Secretary **Kevin L. Marchand**, Educational Director **William Staton**. Chairman noted previous question on travel was answered and is something to be considered in next contract. Treasurer announced \$560 in ship's fund; \$300 will go toward Aug. 13 island party (vessel currently in port in Diego Garcia). Additional donations being sought. No beefs or disputed OT reported. Suggestion made that when crew member gets off and has to wait for flight in Diego Garcia, he should be paid daily wages until actual time of departure. The way it is, some have to wait several days without pay. Round of thanks given to steward department for great food and service. Pictures of ship on sale for \$5 from steward or captain.

**CSX CHALLENGER** (CSX Lines), Aug. 13—Chairman **Tommy R. Benton**, Secretary **William E. Bragg**, Educational Director **Clive A. Steward Sr.**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Larry P. Calixto**, Steward Delegate **Glenn A. Taan**. Chairman noted old business pending is cleaning of supply air duct system. He advised crew members of upcoming payoff scheduled Aug. 22 in Jacksonville, Fla. and

reminded them to adhere to waste management procedures. Agriculture inspector will not allow any deviations from rules. He also stressed importance of contributions to SPAD and MDL. Secretary suggested everyone read latest issue of LOG and make sure all sailing papers are up to date. Educational director urged all hands to apply for upgrading at Piney Point—and not miss out on this benefit. Discussion held on starting ship's fund. Deck department reported beef and disputed OT for dayworkers. Suggestion made for contracts department to consider reducing requirements for vacation benefits. Steward to check on status of fans for cabins and common areas. Vote of thanks given to all departments for helping keep clean ship. Special mention to DEU **Mothana Mothana** and UMS **Rafael Pagan** for extra effort and hard work. "They are without a doubt a credit to the SIU and its membership." Next ports: Houston; New Orleans; Jacksonville; San Juan, P.R.

**CSX CONSUMER** (CSX Lines), Aug. 6—Chairman **Rudy A. Santos**, Secretary **Terry L. Allen**, Educational Director **Mark Serlis**, Deck Delegate **Milton F. Caballero**, Engine Delegate **Jose E. Villot Jr.**, Steward Delegate **William Muniz**. Chairman announced payoff Aug. 8 in Oakland, Calif. He thanked crew for job well done and advised them to be sure endorsements are up to date. Secretary noted ship's first unlicensed apprentice, **Mike Harvey**, is good shipmate. He reminded those getting off to leave room clean for next person. Educational director advised members to upgrade skills at Paul Hall Center and get necessary endorsements for increased job security. No beefs or disputed OT reported. Several suggestions made for consideration by contracts department: lower seetime required for pension and improve medical plan for dependents. Next ports: Oakland and Long Beach, Calif.; Honolulu.

**CSX KODIAK** (CSX Lines), Aug. 13—Chairman **Garry D. Walker**, Secretary **Melvin E. Morgan**, Educational Director **Alfonso D. Bombita Jr.**, Deck Delegate **John S. Habib**, Engine Delegate **Gebar H. Ogbe**, Steward Delegate **Rang V. Nguyen**. Chairman announced scheduled arrival in Tacoma, Wash. Aug. 15 with payoff next day. Blanket relief for crew available Aug. 16. Educational director advised everyone to check z-cards and STCW for expiration dates and renew them, if necessary. He also noted schedule of upgrading courses listed in monthly LOG. All members urged to upgrade skills. No beefs or disputed OT reported. Suggestion made from crew to have payoff upon arrival of ship in Tacoma in order to have more time to spend with families. Vote of thanks to steward department for keeping ship clean and for excellent food preparation. Next ports: Anchorage and Kodiak, Alaska; Tacoma.

**CSX TACOMA** (CSX Lines), Aug. 6—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Lorance D. Pence**, Engine Delegate **Steven D. Bower**, Steward Delegate **Jioia J. deLeon**. Chairman stated payoff scheduled in Tacoma, Wash. upon arrival Aug. 8. Educational director recommended crew take advantage of upgrading courses offered at Piney Point. He also stressed importance of contributing to SPAD. Treasurer announced \$500 in ship's fund. No beefs or disputed OT reported. Suggestion made that CSX implement sailing board by phone and also have it posted by 1700 hours. Crew asked to

keep laundry room door closed at all times and lint screens cleaned for fire safety. Everyone also requested to rewind and replace movies when finished viewing. Thanks given to steward department for job well done.

**DEFENDER** (U.S. Ship Mgmt.), Aug. 5—Chairman **Jerry Borucki**, Roger D. Linasan, Educational Director **Gerald Payne**, Deck Delegate **Peter Koucky**, Engine Delegate **Asher**

adding extra man in steward department and providing dependents with prescription coverage. Requests made for repair of communications system in crane, purchase of new embarkation ladders and better selection of movies. Also request made for voltage converters in staterooms. Next port: Charleston, S.C.

**MARINE COLUMBIA** (ATC), Aug. 4—Chairman **Anthony J. Sabatini**, Secretary **William E.**

## Cruising the Panama Canal

The Panama Canal is an awe-inspiring engineering achievement. Completed in August 1914, it unites two great oceans—the Atlantic and Pacific—and provides a path between North and South America. Bosun **Jerry Borucki** (left) sent us this photo of himself and Second Mate **Haines Lawrence** as the U.S. Ship Management vessel *Defender* made its way through the canal on its run from San Pedro, Calif. to Freeport, Bahamas.



**J. Liss**, Steward Delegate **Barry J. Alviso**. Chairman thanked everyone for job well done. Secretary also praised all hands for keeping ship clean. Educational director encouraged crew members to upgrade at Piney Point to increase knowledge and financial future. No beefs or disputed OT reported. Clarification requested on emergency trip off ship. Unlicensed laundry room needs two washing machines and two dryers. Request also made for new VCR in crew library. Ship en route to San Pedro, Calif. Then heading to Panama, Mexico and Freeport, Bahamas.

**INNOVATOR** (U.S. Ship Mgmt.), Aug. 13—Chairman **George D. Vukmir**, Secretary **Jose M. Bayani**, Educational Director **Christopher L. Earhart**, Deck Delegate **Gerry A. Gianan**, Engine Delegate **Melvin W. Layner**. Chairman announced payoff Aug. 15 following U.S. Coast Guard inspection. He thanked all departments for good job since taking ship out of shipyard in Ulsan, Korea July 13. Secretary thanked chairman and deck department for keeping ship very clean. All unlicensed crew members wished Capt. **Garry E. Fleeger** good luck on his new job as port captain of Matson ships. Educational director urged all hands to attend upgrading classes at Paul Hall Center for training and job security. No beefs or disputed OT reported. Next port: Los Angeles.

**MAERSK TENNESSEE** (Maersk Line), Aug. 27—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtagh**, Steward Delegate **Thomas G. McCurdy**. Chairman talked about piracy near anchorage in Callao, Peru. He asked crew members to return all movies to gym area and contribute to SPAD. This is an election year, and SPAD donations help keep the union strong. Secretary thanked crew for helping keep house clean. Educational director suggested everyone upgrade skills at Piney Point. He also reminded crew to keep all merchant mariner's documents, STCW and TRBs current. Treasurer announced \$158 in ship's fund. Some disputed OT reported in deck department. Recommendations made for contracts department to look into

**Bryley**, Educational Director **Ronald Gordon**, Engine Delegate **Detricke P. Kelly**. Chairman announced receipt of new washer. He urged all Seafarers to vote in upcoming SIU election Nov. 1 through Dec. 30. Educational director advised all hands to upgrade at Paul Hall Center for job security and to keep current with STCW requirements. He also stressed importance of contributing to SPAD. Treasurer announced \$1,500 in ship's fund. No beefs or disputed OT reported. Suggestion made for contracts department to look into prescription coverage for dependents. Vote of thanks given to steward department for job well done and to Chief Cook **Sam Harris** for great meals. Next port: Cherry Point, Wash.

**NORTHERN LIGHTS** (IUM), Aug. 28—Chairman **John O. Glenn**, Secretary **Gregory G. Keene**, Educational Director **Michael W. Phillips**, Deck Delegate **Rafik A. Shahbin**, Steward Delegate **Christopher D. Hopkins**. Chairman announced layover in Anchorage, Alaska. Secretary stated good voyage with good ship and good crew. He reminded crew members to check mariner's documents and STCW for expiration dates. Educational director urged everyone to utilize educational opportunities available for SIU members at Piney Point. Crew asked to help keep laundry and lounge areas clean and to close doors to outer decks. Request also made for satellite dish aboard ship. Vote of thanks given to deck and steward department for job well done.

**OVERSEAS NEW ORLEANS** (OSC Ship Mgmt.), Aug. 27—Chairman **Daniel N. Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Darrel W. Koonce Jr.**, Engine Delegate **Willie J. Franks**, Steward Delegate **Sisto DeAnda**. Chairman noted payoff in New Orleans Aug. 30. He advised crew to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Request made for new ice machine and for new linens and pillows. Thanks given to steward department for great job.

# THE GALLEY CORNER

## Chicken Fried Steak

Serves: 25

... serve with chicken gravy, mashed potatoes and biscuits ...

### Ingredients:

- 4-1/8 pounds cube steak
- 1-1/2 quarts all purpose flour
- 4 eggs
- 1-1/8 quarts buttermilk
- salt
- black pepper

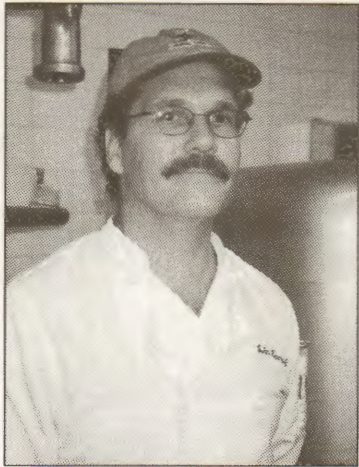
Season 1/2 cup flour with salt and pepper to taste. Pat cube steaks dry with paper towel and dredge in seasoned flour. Put aside while preparing batter.

Beat egg with milk, then gradually add remaining 1 cup flour, beating constantly to make a smooth, thick batter. Season with salt and pepper.

Heat oil in a fryer to 370 degrees. Dip steaks into batter and place in hot oil. Fry until golden brown, turning once, about 3 or 4 minutes on each side. Be sure to heat oil back to 370 degrees between batches.

Drain on paper towels before serving.

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



Certified Executive Chef  
John Hetmanski



## DO BUY Union Label Airlines

This list has been compiled from information supplied by the AFL-CIO unions cited and other sources. In some cases, one or more of the unions may be in negotiations or mediation for amendment (renewal) of contracts with one or more airlines.

### Unions

- AFA—Assn. of Flight Attendants, AFL-CIO
- ALPA—Air Line Pilots Assn., AFL-CIO
- APA—Allied Pilots Assn.
- APFA—Assn. of Professional Flight Attendants
- CWA—Communications Workers of America, AFL-CIO
- IAM\*—International Assn. of Machinists & Aerospace Workers, AFL-CIO
- IACP—Independent Assn. of Continental Pilots
- IBT\*—International Brotherhood of Teamsters, AFL-CIO
- IPA—Independent Pilots Assn.
- PAGE—Paper, Allied-Industrial, Chemical & Energy Workers International Union, AFL-CIO
- TWU—Transport Workers Union, AFL-CIO
- UAW—United Automobile Workers, AFL-CIO

### Passenger Airlines

- Air Alliance...ALPA
- Air Atlantic...IAM
- AirBC...ALPA
- Air Canada...IAM
- Air Midwest...IAM
- Air Nova...ALPA
- Air Ontario...ALPA
- Air Tran Airlines...AFA, IBT, TWU
- Air Transat...ALPA
- Air Wisconsin...AFA, ALPA, IAM
- Alaska Airlines...AFA, ALPA, IAM, IBT, TWU
- Allegheny Commuter Airlines...AFA, ALPA, IBT

- Aloha Airlines...AFA, ALPA, IAM, IBT, TWU
- Aloha Island Air...IBT, IAM, IBT
- America West...AFA, ALPA, IBT, TWU
- American Airlines...AFA, APFA, TWU
- American Eagle...AFA, ALPA, TWU
- American Trans Air...AFA, ALPA, IBT
- Atlantic Coast Airlines...AFA, ALPA
- Atlantic Southeast Airlines...AFA, ALPA
- Bearskin Airlines...ALPA
- Bemidji Aviation...IAM
- Big Sky Airlines...IAM
- Business Express...AFA
- CCAir...AFA, ALPA, IBT
- Calm Air...ALPA
- Canada 3000...ALPA
- Canadian Airlines International...ALPA, IAM
- Canadian Regional Airlines...ALPA
- Champlain Air...ALPA
- Chautauqua Airlines...IBT, TWU
- Comair...ALPA, IAM, IBT
- Continental Airlines...IACP, IAM, IBT, TWU
- Continental Express...IACP, IAM, IBT
- Delta Air Lines...ALPA, TWU
- Express 1 (Northwest Airlink)...ALPA, PAGE
- Frontier Airlines...TWU
- Great Lakes Aviation...IAM, IBT
- Hawaiian Airlines...AFA, ALPA, IAM, TWU
- Horizon Air...AFA, IBT, TWU
- Kelowna Flightcraft Air Charter...ALPA
- KJM...TWU
- Labrador Airways...IAM
- Mesa Airlines...AFA, ALPA
- Mesaba Aviation...AFA, ALPA, TWU
- Midway Airlines...AFA, ALPA, IAM
- Midwest Express...AFA, ALPA

- Northwest Airlines...ALPA, IAM, IBT, TWU
- Olympic Airways...IAM
- Ontario Express...IAM
- Pan American Airways...AFA, ALPA
- Piedmont Airlines...AFA, ALPA, IAM
- ProAir...AFA, UAW
- PSA Airlines...AFA, ALPA, IAM, IBT
- Reeve Aleutian Airways...ALPA
- Skyway Airlines...ALPA
- Southwest Airlines...ALPA, IBT, TWU
- Spirit Airlines...ALPA, TWU
- Sun Country Airlines...ALPA, IBT, TWU
- Tampa Airlines...IAM
- Tower Airlines...AFA
- Trans States Airlines...ALPA, IBT
- Trans World Airlines...ALPA, IAM, TWU
- United Airlines...AFA, ALPA, IAM, TWU
- United Feeder Service...TWU
- US Airways...AFA, ALPA, CWA, IAM, TWU
- World Airways...IBT, TWU

### Cargo Airlines

- Air Transport International...IBT
- Atlas Air...ALPA
- DHL...ALPA, IBT
- Emery Worldwide Airlines...ALPA
- Fine Air...IBT
- Polar Air Cargo Airlines...ALPA
- Tower Air...AFA, ALPA
- United Parcel Service...IBT, IPA

\* Foreign Flag Carriers: The IAM represents employees of the following: Aer Lingus, Aero Peru, Alitalia Airlines, ALM, Antillean Airlines, Bahamasair, British Airways, BWIA, Continental Micronesia, Dominicana, El Al Israel, LLAT, Lufthansa, Mexicana, Philippine Airlines, Swissair, and Varig. In addition, the IBT represents employees of Continental Micronesia.

## Know Your Rights

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

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

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

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

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

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

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

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

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

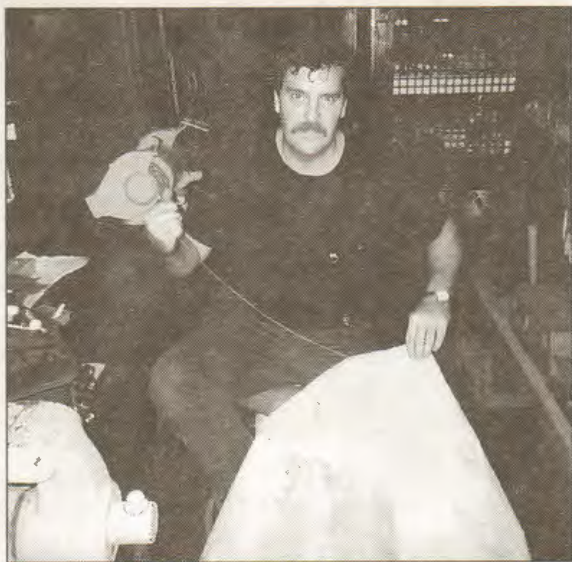
**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed,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

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

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

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

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



AB Tom Grosskurth repairs a canvas in the bosun's locker aboard the *El Morro* during a recent payoff in San Juan.

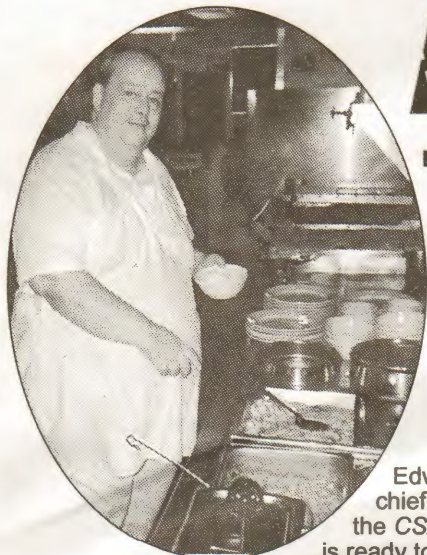


During a standby aboard the *CSX Hawaii* are (from left) Chief Steward Rafael Cardenas, SA Elston Yu and Chief Cook William Bles.



CME Carlitos Parrilla takes charge during a routine crane check-up at the NPR dock in San Juan.

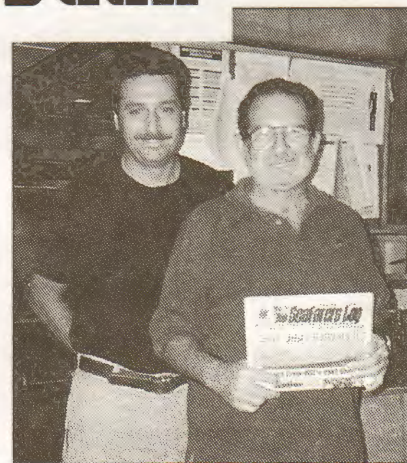
## Around the Port of San Juan



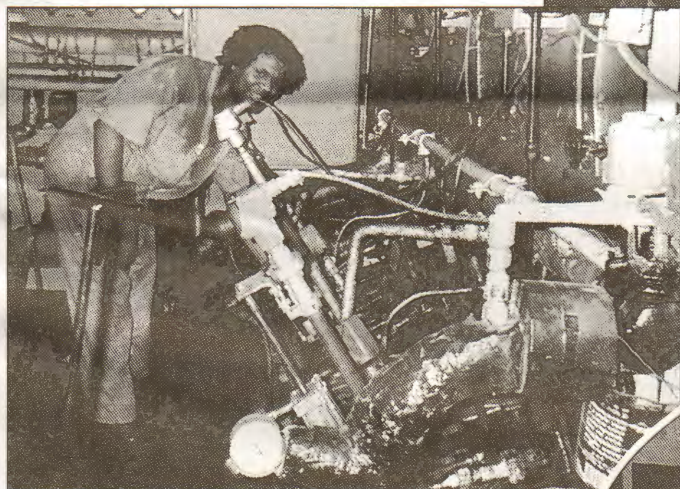
Edward Haber, chief steward on the *CSX Challenger*, is ready to help serve the next meal.



On the deck of the *El Morro*, AB Ronald Zurek (left) and AB Curtis Dunlap complete some necessary repairs.

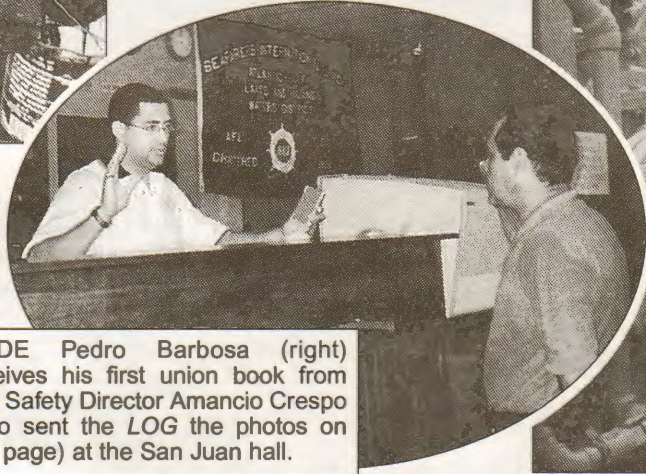
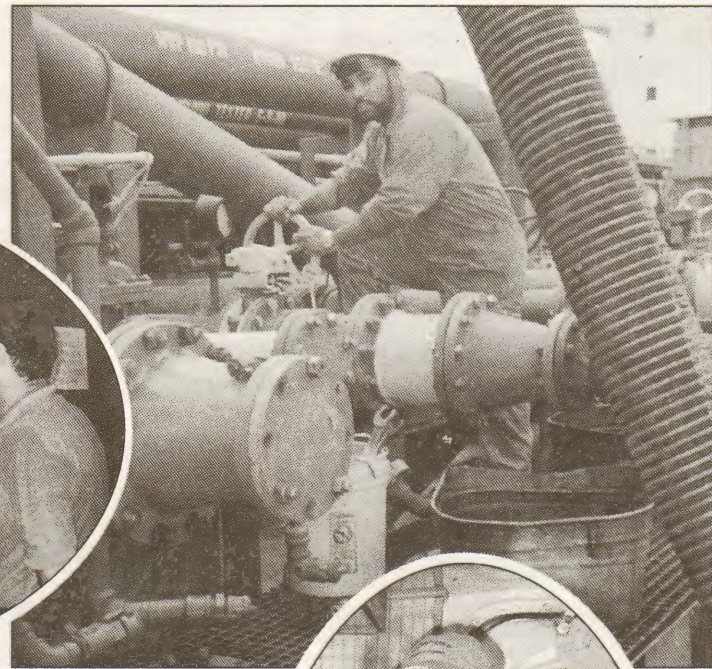


Chief Mate John Cates (left) and Capt. William Smith are happy to get the recent LOG during a servicing trip to the tug *Sentinal*, which took place at TMT Terminal on Isla Grande in San Juan.



OMU Rod Frazier performs a routine check of the engine room burners on the NPR, Inc. vessel *Carolina*.

Right: Prior to payoff of the *Perseverance* (IUM) in Yabucoa, P.R., AB Diego Hatch Jr. helps with the discharging of cargo at the Sun Oil Terminal.



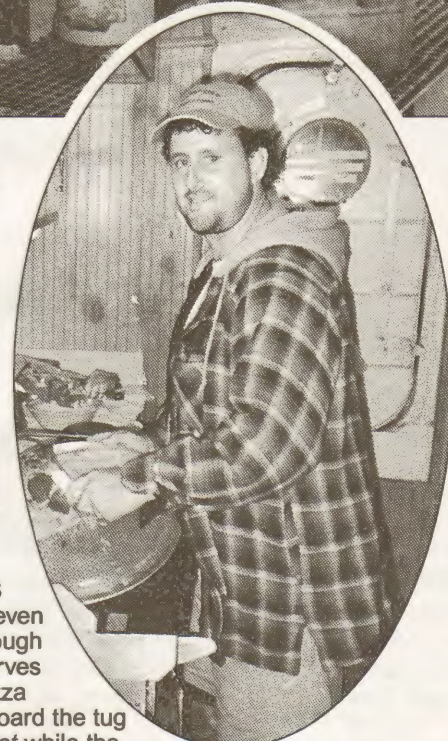
GUDE Pedro Barbosa (right) receives his first union book from SIU Safety Director Amancio Crespo (who sent the LOG the photos on this page) at the San Juan hall.



At the TMT terminal in San Juan, Chief Mate Roger M. Rothschild operates the stern winch during preparations for sea operations aboard the tug *Pilot*.



At the SIU hall in San Juan are (from left) AB Julio Matos, GUDE Victor Torres, San Juan Safety Director Amancio Crespo, AB Rafael Vega, SA Antonio Colon and SIU Delegate Raymon Ayala.

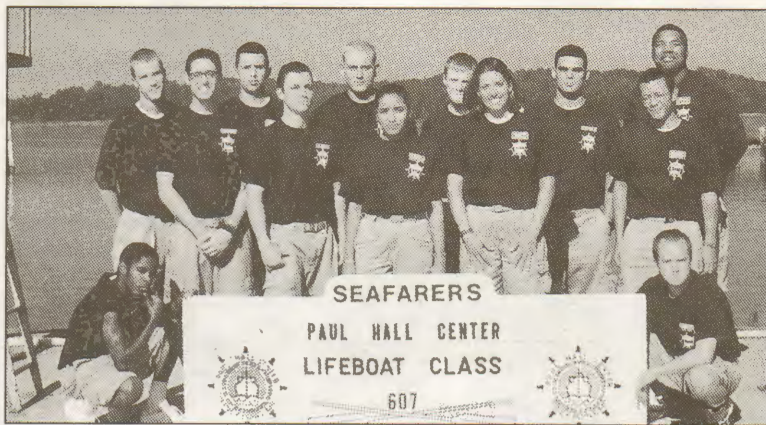


AB Steven Gough serves pizza aboard the tug *Pilot* while the vessel is being serviced.

# Paul Hall Center Graduating Classes



**Unlicensed Apprentice Water Survival Class 606** — Unlicensed apprentices from class 606 who graduated from the water survival course are (from left) Elliott Johnson, Skyler South-Sutika, Thomas Hawks and Jason Thompson.



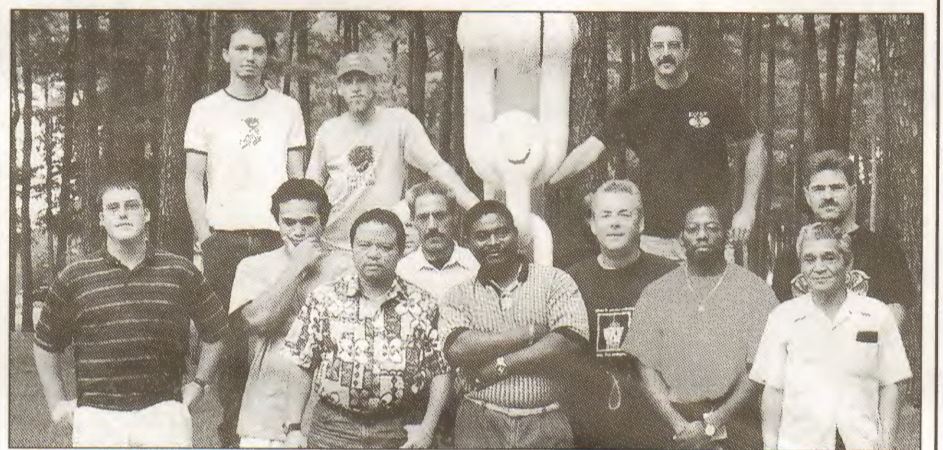
**Unlicensed Apprentice Water Survival Class 607** — Completing the water survival course are unlicensed apprentices from class 607. They are (from left, kneeling) Jermiel Lawson, William Wakeman, (second row) Brent Fitzgerald, David Provost, Karen Aguilar, Dominique Tarantino, Jesse Toves, (third row) Christopher Offrey, Philip Brown, Justin Grasset, Jack Slagle, Jefferson Weir and Darnell Slayton.



**Tankerman (PIC) Barge** — Upgrading Seafarers completing the tanker man (PIC) barge course Oct. 13 are (from left, first row) Kenneth Baker, Damon Johnson, David MacCollister, Mitch Oakley (instructor), (second row) Spencer Kreger, Tim Keller, Steve Bush and Marvyn Chester.



**Tanker Familiarization/Assistant Cargo (DL)** — Graduating from the tanker familiarization/assistant cargo (DL) course Oct. 13 are (from left, kneeling) William Howell, Cody Colson, Antwan Stafford, Leonard Shuman II, (second row) J.J. Cooper, Jessica LoRusso, Kenneth Green, Harry Oglesby, Arlington Ayoso, Keith McIntosh, Jim Shaffer (instructor), (third row) Joshua Ellerbee, Ole Olesen, Kevin George, Archie Ware Jr., Gilberto Figueroa Jr., Ibrahim Muhammad, William Yurick, Nicholas Craddock, Nathaniel Miller, Jamal Somerville, (fourth row) Bryan Hill, Peter Pamepinto and Kenneth Jackson.



**Able Seaman** — Earning their AB ratings Sept. 29 are (from left, first row) James Hazelip, Noel Balaguer, Jose Gamboa, Mark Edmonds, Alberto Rivera, (second row) Emari Vili, Ahmed Saleh, Jerry Cassie, Stan Beck (instructor), (third row, virtually hidden) Jonathan Buffington, Muhiddin Awale, (fourth row) Richard Williamson, Chad Schulz and Peter Wojcikowski.

## Marine Electrical Maintenance

— With their instructor Eric Malzkuhn (far right) are upgrading Seafarers in the Oct. 13 graduating marine electrical maintenance class. From the left are Anatolio Gorit, Leonides Bacal, James Daley, Taylor Watson, Milton Greene Jr. and David Parker.



**STCW and Water Safety** — Crew members who will be working aboard American Classic Voyages' new cruise ships recently completed required classes in STCW and water safety. They are (in alphabetical order) Randall Appalsa, Stephen Dewey, Joyce Hefley, Wolfgang Herz, Ernest Higa, Matthew McCombs, Melissa Moyers, Neil Reilly, Armin Ruehling, Mark Rumbarger, Roderick Smith, James Somera, Hans Susser and Josef Wilblinger.



**FOWT** — Earning their FOWT endorsements Oct. 6 are (in alphabetical order) Nabil Ahmed, Geoffrey Bagley, Norman Barbosa, Chris Chambers, Virgil Craige, Joshua Davenport, Russell English, Edric Hernandez, Richard Kent, Hussein Kirkland, Robert Lee, Keith Ligon, Romuald Marinski, James McDonald, Salvatore Migliara, Melvin Nelson, Carlos Ortiz, Jason Paesler, Ryan Palmer, James Porter, Jason Roate, Vincent Sanchez, Kwan Tam, Bobby Taylor, Anthony Thomas, Europa Tuivaiti, Paul Weil and James Williams. Not pictured are James Beaudreau, Shannon Bonefont, William Knox and Bruce Weathers. Their instructor, Mark Jones, is at far left.

## We Did It!



**Unlicensed Apprentice Graduation** — All the studying pays off for another group of unlicensed apprentice graduates as they complete Phase III of their program Oct. 20. From the left (first row) are Andrew Linares, Paul Hagan, Ray Herbert, Todd Curry, Michael Humphrey, Quinton Washington, Jesus Martinez, Norman Arquillano, Michael Logotaeo, (second row) Michael James Jr., Jerramy McNeil, Roland Carter II, Edward Deupree, Freddy Traffin, Michael Shemo Jr., Kevin McIntyre, Brian Fifer, Patrick McAlpin and David Alexander.

## SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in November as well as a few scheduled for the first two months of 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Limited License Prep	January 22	March 16

### Engine Upgrading Courses

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

### Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	Nov. 6, 13, 20, 27; Dec. 4, 11, 18
Certified Chief Cook/Chief Steward (Every other week)	Nov. 6, 20; Dec. 4, 18

### Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Fire Fighting	November 6	November 10
	January 22	January 26
	February 5	February 9
	February 19	February 23
Government Vessels	November 6	November 24
STCW Basic Safety	January 15	January 19
	January 29	February 2
	February 12	February 16
	February 26	March 2
Tankerman (PIC) Barge* (*must have basic fire fighting)	January 15	January 19

### Academic Department Courses

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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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

11/00

## Paul Hall Center Graduating Classes



Left: **Limited License** — Completing the limited license course recently are (from left) Bill Block, Jim Cunningham, Guy Butler, Don Langman, Edward Hervias and Mike Smith (instructor). Not pictured is Duane Evans.

Right: **Chief Cook** — Upgrading to chief cook are (from left) David Wakeman, Jimmy Williams, Arthur Edwards, Chef John Dobson (instructor), Justo Reyes and Jose Garcia.





## More than 3,400 Seafarers Train at Fire Fighting School

### Facility Offers Broad Range of Safety Instruction



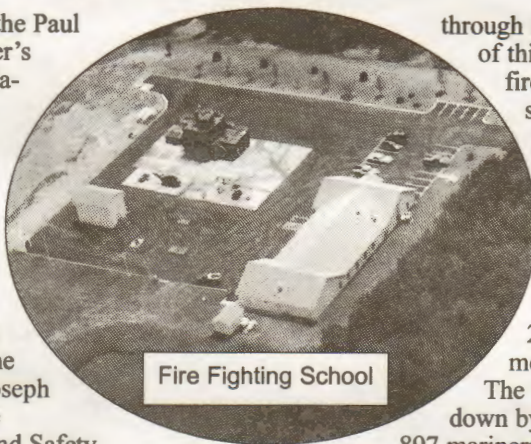
Fire fighting (above and below)



More than 3,400 Seafarers have trained at the school since it opened in June 1999, including members of Unlicensed Apprentice Class 592.

While the Paul Hall Center's new simulator annex understandably has been a hot topic lately at the Piney Point, Md. campus, the center's Joseph Sacco Fire Fighting and Safety School quietly has become a vocational education staple for many upgraders and apprentices alike.

Since it opened in June 1999,



Fire Fighting School

through September of this year, the fire fighting school has trained 3,406 Seafarers—an average of about 212 monthly. The break-down by class is:

897 mariners in basic fire fighting; 243 in advanced fire fighting; 555 in damage control; 532 in the water survival segment of lifeboat; 732 in STCW basic safety; and 447 in first aid and CPR.

The school, located near the Paul Hall Center's main campus, is composed of three main buildings with several other areas dedicated to educating mariners on how to combat and suppress shipboard fires. Specifically tailored for mariner fire fighting and safety training, it is equipped with the most modern, environmentally and hygienically safe equipment. Its main features include:

- a three-story burn building (named the *Eternal Flame*) designed to replicate in areas a bridge, an engine room, shaft alley and other facilities found aboard ship;
- a multi-level maze building used for search-and-rescue training;



Water safety



Damage control

- outdoor burn areas featuring the kinds of pipes and hoses found on tankers, a helicopter pad like those located aboard some vessels, and an area for training with fire extinguishers;
- computer-equipped classrooms;
- an indoor pool used for water survival training;
- a damage control room with a recessed floor to allow training in rising water.

Student reaction to the fire fighting and safety school consistently has been positive, with

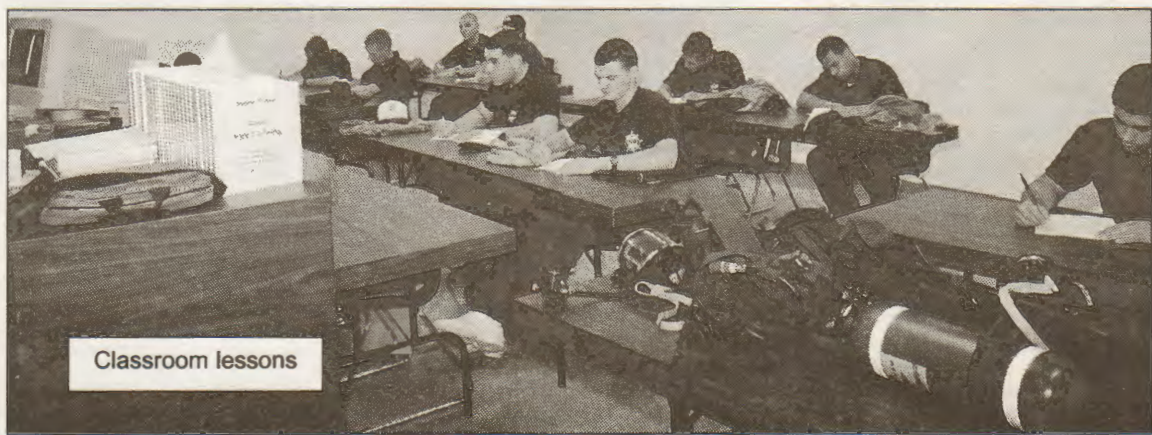
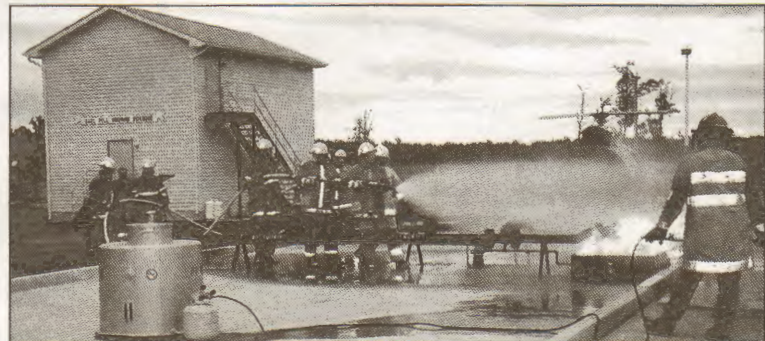
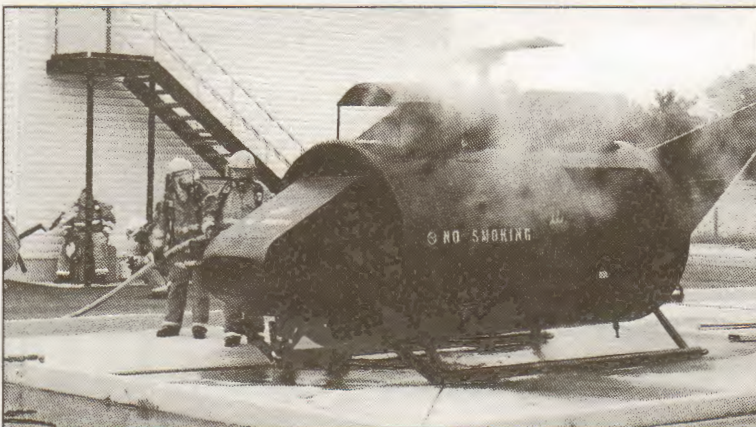
Seafarers typically describing it as first-class and a tremendous asset.

Others have been even more lavish in praising the facility. For instance, a high-ranking official with the International Transport Workers' Federation called it "a world-class institution. It is the best, most well-equipped facility of its kind anywhere in the world."

For a list of upcoming classes at the Paul Hall Center, see page 23. Also, look for the annual course guide for 2001 in an upcoming issue of the *LOG*.

Much of the training that takes place at the Joseph Sacco Fire Fighting and Safety School is hands-on, although classroom lessons also are utilized. Some of the courses conducted there include damage control, water survival and basic fire fighting.

As shown in the two photos at right and the one below, the facility offers maritime-specific fire fighting training—a key and unique feature.



Classroom lessons