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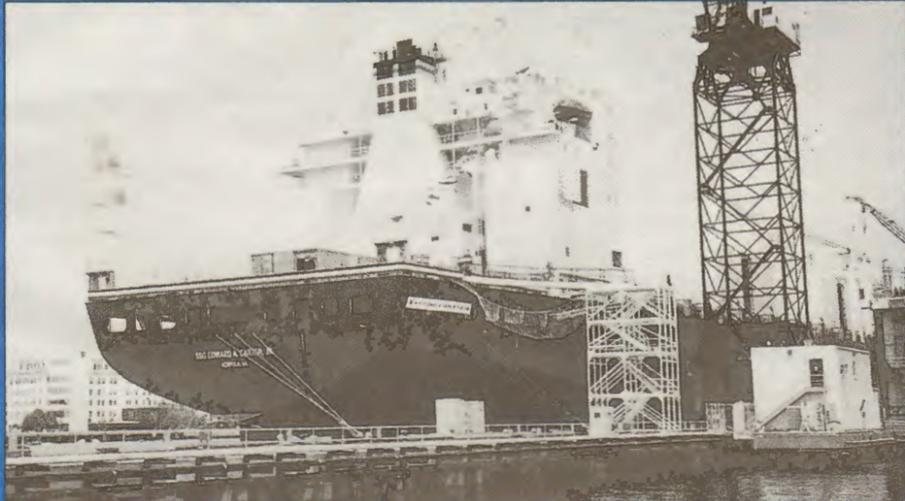
Volume 63, Number 7

July 2001

The Seafarers Log

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

SIU CREWS UP CONVERTED MSC SHIP CARTER



Seafarers welcomed new jobs last month with the conversion and christening of the *SSG Edward A. Carter, Jr.* (formerly the *OOCL Innovation*) in Norfolk, Va. Among the SIU members attending the ceremony June

12 at Norfolk Shipbuilding and Drydock Corp. were (above, from left) Donald Hastings, James Kidd, Tony Rios and Gilbert Louis. The prepositioning ship sailed last month. Page 7

NEW Z-DRIVE TUG CHRISTENED

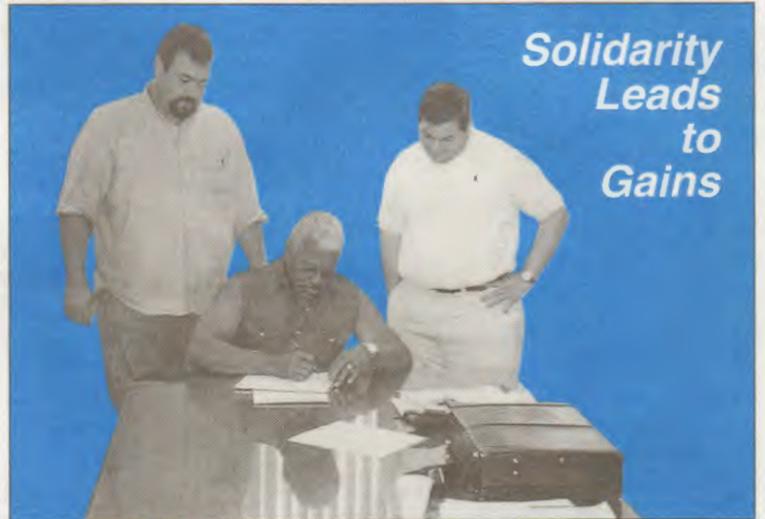


Space Cleared for New Dorm



Union and school officials on June 7 symbolically broke ground for a new 96-room hotel annex at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The annex will contain single-occupancy dormitory rooms for upgraders. To make room for the new facility, the school's old administration building (unused for some time) was demolished. Page 12

BISSO BOATMEN RATIFY CONTRACT



SIU members (from left) Shane Brulte, Robert Jordan and Derek Ponamsky, members of the negotiating committee, sign a new three-year agreement. Page 3

SEAFARERS TO THE RESCUE! Page 4



President's Report

June Swoon? Not Here!

Most people see June as the beginning of summer, a time of vacations and a period to slow down.

Not the Seafarers.

Let's look at the record.

Three years ago in June, SIU members started working aboard the first of several "Harbor-Class" tugs operated by Crowley in the port of Long Beach.

Two Junes ago, the Joseph Sacco Fire Fighting and Safety School was graduating its first upgraders from the newly opened facility.

Last year, members in Baltimore began using their new hall, one of several we have moved to or renovated.

So, how do we keep this streak going?

The first week of June was a prime example. At the Paul Hall Center for Maritime Training and Education, the signs of progress were everywhere.

First, we held the initial membership meeting following the official merger of the National Maritime Union into the SIU's Atlantic, Gulf, Lakes and Inland Waters District. It was an emotional moment, something to savor after all the hard work that went into it.

The SIU is stronger today than we were before the merger. We are the nation's largest maritime union. Because of incredible support from the membership, and because of the confidence you've shown in your officials, things are only going to get better.

A few days later, we dedicated the new simulator annex at Piney Point in honor of Bob McMillen, co-chairman and chief executive officer of Saltchuk Resources, Inc., the parent company of Totem Ocean Trailer Express, Inc. (TOTE).

Bob McMillen represents everything good about U.S. maritime companies, as do Saltchuk and TOTE. He is a true leader and a friend to the SIU. Bob believes in the men and women of the U.S. Merchant Marine. He has shown that faith in many ways—most recently, with the construction of new RO/ROs for the Jones Act trade.

Take a few minutes to read about the dedication, on page 6, and you'll appreciate why Bob's name now appears on the building.

As for the simulator complex itself, it is living up to high expectations. Seafarers are benefiting from deck and engine room courses that utilize the world's finest training equipment. If you've experienced—or even seen—the simulator, you know that's not an exaggeration.

As soon as the dedication ended, we ceremonially broke ground for the new hotel annex—the future site of a 96-room dormitory that is being designed for students to have their own single-occupancy rooms.

I can't recall a more positive reaction from Seafarers than what I've seen and heard in response to this new facility. No question, it's going to be a tremendous lift for the students and the entire school. It will encourage more efficient studying and learning, which in turn benefits our industry as a whole.

Across campus, there was another symbol of the SIU's progress. This one came in the form of the *Delta Mariner*, the new "rocket ship" designed to transport space equipment from Alabama to Cape Canaveral and the West Coast.

The *Delta Mariner* represents new shipboard jobs for Seafarers, and it isn't the only recent example. During the past several weeks, a newly converted ammunition carrier sailed from Norfolk, Va. with an SIU crew. On the West Coast, construction began on the first of two new commercial containerhips that will be crewed by Seafarers. Also out west, SIU boatmen crewed a brand new, state-of-the-art Z-drive tugboat.

Finally, near the end of the month, Seafarers throughout the country were presented with new standard freightship and tanker agreements which contain wage increases and improved benefits, along with other gains that the membership wants.

This kind of progress doesn't happen by accident. It takes an informed, active and supportive membership. It takes dedicated union officials who are committed to providing the best possible representation. And, in this era when mariner training and certification is more important than ever, it takes a school like the Paul Hall Center that delivers top-flight instructors, first-class facilities and unsurpassed tools like the simulator and our fire fighting and safety school.

I've often said that the SIU is more like a family than a union. We are also a team—a winning team.

With your ongoing support, our winning streak will continue.

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The SIU on line: www.seafarers.org

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Executive Board Fulfills Merger-Related Mandate

The SIU executive board on June 4 appointed two vice presidents at large, carrying out a constitutional amendment approved by the membership.

Former National Maritime Union (NMU) officials René Lioeanjie and Charles Stewart were appointed SIU vice presidents at large, following the merger of the NMU into the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

Creation of the two at-large slots in the merged union was approved by the SIU and NMU memberships during voting which took place late last year and earlier this year.

Lioeanjie formerly served as NMU president, while Stewart served as vice president.

As reported in the June issue of the *Seafarers LOG*, SIU and NMU members in May okayed the details of the merger agreement between the two unions. Overall, members approved the agreement by a nearly unanimous tally. In so doing, they culminated nearly a half-century of on-again, off-again efforts to merge the two



The SIU executive board meets June 4 in Piney Point, Md.

organizations.

The May votes were the last in a series of balloting that began in December 1999. That sequence started with SIU and NMU members voting by secret ballot to proceed with merging; continued in late 2000 with Seafarers approving two constitutional amendments related to the merger (with the results affirmed by the SIU's rank-and-file tallying committee, whose report in turn was approved in March 2001 at SIU halls throughout the country); and concluded at the May membership meetings of the respective unions, where the merger agreement was presented and voted upon.

During last month's membership meeting in Piney Point, Md., SIU President Michael Sacco—formally addressing members of the merged union for the first time—encouraged Seafarers to appreciate both the history of the SIU and NMU along with the new opportunities they will tackle together.

"This has been a long time coming, and there were times when it seemed like a merger would never happen," Sacco said to the membership. "Enjoy this moment—because of what it means to our organization and our industry, because of all the hard work that went into it."



The June membership meeting in Piney Point, Md. proved emotional and uplifting, as members and officials of the newly merged union convened for the first time.



American Classic Voyages Salutes Union Members With Cruise Discounts

Program Applies to Patriot, Independence

SIU-contracted American Classic Voyages recently announced good news for union members who are planning a cruise. As a "thank you" to all union members, the company is offering special rates under a program known as "Proud to Sail American—Proud to Sail Union."

Through subsidiaries, American Classic Voyages operates the SIU-crewed *Independence* and the *Patriot* on weekly cruises around the Hawaiian Islands. Those ships are the nation's only U.S.-flag, American-crewed deep sea cruise vessels.

For years, union members at sea and ashore have played a vital role in the company's success. In

fact, American Classic is building two new U.S.-flag cruise ships at the unionized Litton/Ingalls Shipyard in Pascagoula, Miss.

Now, the company is offering vacations aboard the *Independence* and *Patriot* to union members at discounted rates. The cabins will be the best available at the time of reservation for all 2001 excursions, excluding suites.

The discount rates are \$559 per person (double occupancy) aboard the *Independence* and \$709 per person (double occupancy) on the *Patriot*. (These rates do not include airfare. Also, taxes and port charges are extra.)

As noted in the announcement for the discount program, these

American-flag cruise vessels offer an alternative to those sailing out of South Florida and California that fly a foreign flag and employ foreign crews.

Reservations for the *Independence* can be made by calling 1-800-765-7000 or at www.cruisehawaii.com. For the *Patriot*, call 1-877-330-6600 or visit www.unitedstateslines.com. Reservations must be booked by Sept. 30.

American Classic Voyages also operates the SIU-crewed vessels of the Delta Queen Steamboat Company and the Delta Queen Coastal Voyages.



New Standard Contracts Due for Vote

Five-year Agreements Include Innovative Gains

In an effort to protect and ensure the continued job security of the SIU membership, the contracts department has negotiated new standard freightship and tanker agreements that will be effective from June 16, 2001 through June 15, 2006, pending ratification. At the time the *Seafarers LOG* was going to press, special meetings were being scheduled in each port as well as aboard Seafarers-contracted ships to vote on the contracts.

In negotiating the new five-year pacts, the union carefully reviewed recommendations made by Seafarers in minutes of shipboard union meetings, in minutes of monthly membership meetings at the various halls, in communications to the contracts department

and in sessions with Seafarers attending upgrading classes at the Paul Hall Center.

In fact, SIU Vice President Contracts Augie Tellez notes that the new agreements include improvements in the areas most often cited by Seafarers. This includes prescription coverage for dependents at the same level as a member; collecting vacation pay sooner, plus an extra day's vacation; gains in the pension plan; and wage increases (3 percent in each year of the contract, for base wages and overtime).

The previous contracts achieved major gains, including expanded medical coverage for dependents. The proposed new contracts go a step further. Beginning with the first

year of the pacts, members will receive coverage by the Seafarers Health and Benefits Plan in accordance with the premier plan level "G." In addition to the prescription coverage for dependents, this includes:

- an increase of the optical benefit to \$200 (including provisions for eyeglasses and contacts),
- an increase in the graduated death benefit for members to \$50,000 (maximum), and
- coverage for organ and tissue transplant surgery up to a maximum of \$150,000.

In other gains stipulated by the new contracts, when SIU members are required to pass a physical examination by the company, the cost of transportation to their desig-

nated facility will be reimbursable. Compensation for loss of clothing will be increased from \$300 to \$500, and whenever a mariner is required to obtain his or her own working gear, including safety shoes, those items will be fully reimbursed by the employer.

Additionally, the company agrees that unlicensed personnel serving aboard the vessel shall be provided access to sending and receiving e-mail, if available.

Monetary gains have been included in each of the five years as well as an increase in the daily contribution to the Seafarers Money Purchase Pension Plan. Meanwhile, the revamp of the Seafarers Pension Plan benefits will allow members, after 3,000 days, to use vacation-benefit days toward pension eligi-

bility, and also use their earned vacation-benefit dollar amount to increase their wage-related pension benefit (by boosting the annual earning on which the pension is based).

Under the tentative agreements, certain shipping rules have been amended, including one that requires all Seafarers to possess a valid STCW endorsement, effective Feb. 1, 2002, as well as a training record book (TRB) in order to register. Members also must pass the English competency exam required by the U.S. Coast Guard.

More details of the new agreement and the ratification votes will be published in the next issue of the *Seafarers LOG*.

Bisso Crews Ratify Pact

Seafarers who sail aboard the tugboats of New Orleans-based E.N. Bisso Co. said they wanted better and more affordable medical coverage.

They got it, in a big way.

Bisso boatmen overwhelmingly ratified a new three-year contract, effective July 1, that calls for Seafarers Health and Benefits Plan coverage at the highest level for the members and their dependents. The agreement also includes wage increases and new work rules desired by the members.

Seventy-five SIU members are employed by Bisso. Of the boatmen casting ballots in the contract vote (approximately 70 percent), 99 percent voted in favor of the agreement.

Serving on the union negotiating committee were SIU Vice President Gulf Coast Dean Corgey, New Orleans Port Agent Steve Judd, Patrolman Chris Westbrook and delegates **Shane Brulte, Robert Jordan** and **Derek Ponamsky**.

Under their old health plan, members at Bisso had to pay for coverage, plus pay yearly deductibles for themselves and their dependents. In many cases, they also had to pay for 20 percent of their medical bills. They

had no dental or optical benefits.

With the SIU plan stipulated in the new contract, there is no cost to the members to maintain coverage for themselves and their families; the plan covers 100 percent of all reasonable and customary charges; and the deductibles are \$50 per family member, compared to \$300 per individual under the company plan. This coverage includes prescriptions, hospital stays, physicians' fees for inpatient and outpatient care, diagnostic testing, prenatal and follow-up care, well-baby care and more.

Members also gained dental and optical benefits for themselves and their dependents.

The sentiment among Seafarers serving on the bargaining committee is that the contract itself is excellent, but the gains also transcend their monetary value, representing unprecedented progress at Bisso.

"I'm satisfied, but not for the most obvious reason," stated Ponamsky. "Where we came from (since voting for union representation in 1994) to where we are now is light years. That's how this has to be viewed."

"Our second contract (ratified three years ago) had some jumps in pay that put us at a good, com-

petitive level locally. This new contract, getting full health coverage, plus some other contract language, provides great satisfaction," he continued. "The jumps we've made, that's what's really impressive about it."

Bisso boatmen voted to join

the SIU despite a campaign waged by the company not to do so. Since then, through their union contracts, they have achieved their first-ever retirement plan, wage increases, improved work rules and substantially increased medical benefits.

"I think we've made a lot of progress, and give the company credit for doing business with us," Ponamsky added. "Manage-

ment is realizing the union isn't the enemy. What we're doing with the SIU is making ourselves a better work force."

Jordan said the SIU "has bent over backwards to help us out and keep us moving forward. Since we voted for the union, we got a retirement plan, we got the (better) health insurance, we got

Continued on page 9

West Coast Boatmen Welcome New Tug



Left: The new tug's wheelhouse is built of aluminum.



Right: This view from inside the wheelhouse shows some of the high-tech equipment on the *Wynema Spirit*.



Among those attending the christening are (from left) Mate/Deckhand Wade Edwards and Brusco Tug and Barge Senior VP Henry Brusco; Engineer Willy Brown and Deckhand Casanova Langi; and Brusco CEO Bo Brusco.

SIU boatmen on the West Coast welcomed new job opportunities May 18 with the christening of the Z-drive tug *Wynema Spirit*, operated by Brusco Tug and Barge of Port Hueneme, Calif.

The new boat, 78 feet long and 30 feet wide, is a tractor tug with 3,600 hp and 100,000 pounds of bollard pull. It has a light running speed of 13 knots.

According to the company, the *Wynema Spirit* is "the most powerful tug of its size in the United States."

Built by Diversified Marine, Inc. of Portland, Ore., the boat is named after a 19th Century American settlement.

In announcing the christening, the company said the *Wynema Spirit's* state-of-the-art design and equipment are "the result of extended research, performance studies and recommendations as well as a wish list of the most important performance charac-

teristics for a tug working within the Port of Hueneme. The result is a strong tractor tug with extensive push/pull strength. She is short and light with quick, almost cat-like movement... Because tugs at the port also meet vessels and deliver the pilot, the *Wynema Spirit* also had to be suitable for work outside the calm of the inner harbor."

Brusco also touted the boat's fire fighting gear, which includes a forward mounted Darley fire ump capable of shooting 1,800 gallons per minute. The tug also can discharge more than 300 gallons of fire-retardant foam in six minutes.

Much of the tug's construction took place in an usual setting: aboard a floating barge in Oregon's Columbia River. When nearly complete, the boat was transported to a floating drydock in Portland.

Brusco Tug and Barge operates 28 tugs along the West Coast.



The SIU negotiating committee consisted of (from left) Delegates Shane Brulte and Robert Jordan, VP Gulf Coast Dean Corgey, Port Agent Steve Judd, Patrolman Chris Westbrook and Delegate Derek Ponamsky.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, August 20, 2001 for the observance of Paul Hall's birthday (unless an emergency arises). Normal business hours will resume the following workday.

Solitude Crew Saved by Performance

The SIU-crewed *Performance* just happened to be in the right place at the appropriate time May 7—in the general vicinity of some 150 nautical miles north-northwest of Bermuda. So was the *Solitude*, a privately owned catamaran which was in distress.

The *Solitude*, captained and owned and by Robert M. Unnold of Stamford, Conn., had lost steering and had been demasted, courtesy of 30-plus knot winds.

Unnold and his crew of six were at the mercy of the sea, which he recalls was "crested at 25 or more feet with froth blowing off the wave tops." After calling the U.S. Coast Guard Search and Rescue Unit and Bermuda Harbor Radio with a handheld satellite phone, only to discover that help was very distant, Unnold turned to a handheld VHF radio. He hoped to reach any vessel in the area.

Shortly after he sent out his distress signal, a reply came back from the SIU-crewed vessel. "How good it was to hear 'Vessel in distress, this is the *Performance*,'" Unnold said in a letter to U.S. Ship Management, Inc., the *Performance's* operator.

Shortly thereafter, the *Performance* arrived on the



Crew members aboard the *Solitude* are ready to toss a line to the SIU-crewed *Performance*, which answered the catamaran's distress signal.

scene. The captain maneuvered his vessel into position on the first attempt and successfully rescued Unnold and his crew from the still surging foredeck of the *Solitude* without injury.

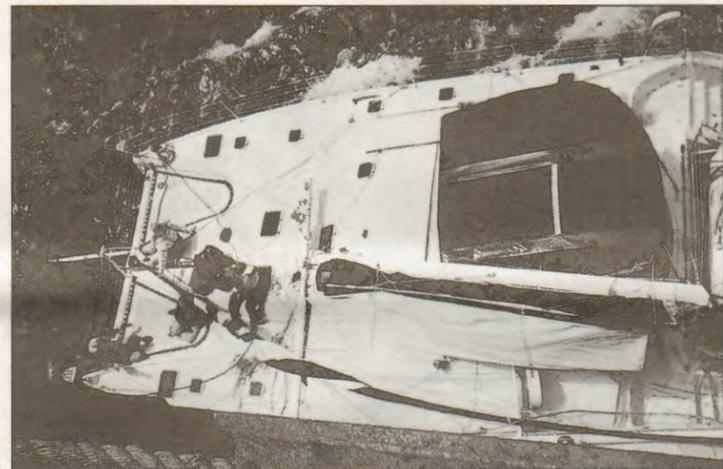
SIU crew members aboard the *Performance* at the time of the rescue were: Bosun **Jimmie Scheck**, AB **Sherman Hudson**, AB **Archie Slater**, AB **Bennie Spencer**, AB **Dimitrios Papan-dreou**, AB **Thomas Banks**, QMED **Ernest Gibson**, QMED **Gregorio Blanco**, GUDE **Ali Mohsin**, Chief Steward **Richard Woroby**, Chief Cook **Joel Molinos** and Steward Assistant **Felix Dickerson**.

According to Unnold, the rescue went very quickly. "A total of 92 minutes elapsed from our distress call to 'all hands on deck,'" he said. Following the rescue, the *Performance* proceeded to Charleston, S.C., its next port of call.

"During the trip, the ship's company [and crew] afforded us every hospitality, making what was a difficult situation much easier," Unnold said. "On behalf of my crew and myself, a heartfelt thanks for the caring and skilled master and crew aboard *Performance*."



Performance crew members Chief Mate Paul Coar, left, and Bosun Jimmie Scheck reel in a rope that was used to secure the disabled *Solitude* for its tow into the port of Charleston, S.C.



Crew members from the *Performance* prepare the crippled catamaran for towing.

Construction Starts On TOTE RO/RO

Construction began June 4 at San Diego's National Steel and Shipbuilding Company (NASSCO) on the first of two roll-on, roll-off (RO/RO) ships for SIU-contracted Totem Ocean Trailer Express, Inc. (TOTE).

The vessels—the first U.S.-built commercial dry cargo ships in 10 years—are being constructed for TOTE's Tacoma-to-Anchorage service. Ship deliveries are scheduled for October 2002 and April 2003.

The new ships, designated the Orca Class, will be 839 feet long and have a beam of 118 feet. They each will carry 600 cargo trailers and 200 autos. Powered by twin propulsion plants (each having its own propeller and rudder system), the vessels are designed to travel at up to 24 knots.

Robert Magee, TOTE President and CEO, noted, "TOTE has been the recipient of two environmental awards for the design of the Orca Class vessels. In July 2000, the States/British Columbia Oil Spill Task Force awarded its

Legacy Award 2000 to TOTE in honor of its commitment to the environment and vessel safety by designing and building new cargo vessels with state-of-the-art oil spill prevention and marine safety features." The governors of Alaska, Washington, Oregon, and California and the Premier of British Columbia created the Oil Spill Task Force Legacy Award in 1989 as a means to recognize and support implementation of model spill prevention, preparedness, and response programs.

As previously reported in the *Seafarers LOG*, TOTE last year received the Alaska Department of Environmental Conservation Commissioner's Pollution Prevention Award. "The award noted that Totem Ocean Trailer Express had commissioned ships that carry fuel in double-walled tanks, use a diesel-electric propulsion system, and feature a number of other attributes that go beyond what is required by law to protect Alaska's air and water," said Magee.

Notice

Due to a recent court decision in Maryland involving the International Association of Machinists and Aerospace Workers, unions now are required to include a summary of the Labor-Management Reporting and Disclosure Act in their union publications, on web sites and as part of the information provided to new members.

The SIU as always will fully comply with this decision. Therefore, the required summary of this law will appear periodically in the *Seafarers LOG*; is posted on the SIU web site (www.seafarers.org, in the About The SIU section); and will be given to new members.

The summary is published on page 20 of this issue of the *LOG*.

Indomitable Rescues 149 from Foundering Boat

Thanks largely to the efforts of Seafarers who crew the *USNS Indomitable*, 149 citizens of Ecuador today are secure from the perils of the sea and back in their homeland.

The Ecuadorians were rescued during the early morning hours of March 30 from the *Fortuna*, a 60-foot boat whose engines had stopped five days into a voyage that began 20 days earlier from Manta, Ecuador.

Despite the rescue, others may have been lost at the same time. The *Indomitable*, in fact, had been searching for another vessel reportedly in distress, the *Joselito*, when it came upon the *Fortuna*.

U.S. Coast Guard (USCG) District 11 in Alameda, Calif. received an initial report for a ship

in distress and made calls on emergency frequencies to ascertain the vessel's name, position and nature of the emergency, but received no response. A call was then placed to USCG representatives in Ecuador, where a statement was released naming the *Joselito* as the vessel in distress. Further, the report stated that the *Joselito* had been adrift 14 days in the vicinity of Isla del Coco off the western coast of Columbia.

After tasking a P-3 Orion surveillance aircraft to try and locate the *Joselito*, the USCG directed the *Indomitable* to join the search and to proceed to the vessel's estimated position. The *Indomitable* was designated the command ship for the search and rescue mission along with her sister ship, the SIU-

crewed *USNS Stalwart*, and the surveillance aircraft assisting.

The P-3 aircrew soon spotted a vessel matching the *Joselito's* description. It was adrift with four people visible, but the name was not discernible from the air. The *Indomitable* left its initial search area and set course for the position of the newly cited vessel. Meanwhile, the *Stalwart* continued to search its assigned area and then swept the area which the *Indomitable* had just vacated.

By now, fuel had become a concern for the P-3 crew, so they returned to their base in Belize for refueling. Before departing the area, however, the crew advised the *Indomitable* of the crippled vessel's latest position.

The *Indomitable* arrived at the vessel's location during the late evening hours of March 29, some nine hours after receiving the new coordinates. Once the *Indomitable* was in position, crew members shined a spotlight on the hull of the distressed vessel to read the name. To their astonishment, the name *Fortuna*—not *Joselito*—was painted on the vessel's bow and stern, along with the homeport of Guayaquil, Ecuador. The *Indomitable* reported to the USCG District 11 what the crew had seen and advised they would wait until

daylight to relay further information.

With the arrival of daylight, the picture became clearer. At least 130 people could now be seen aboard the *Fortuna*. The *Stalwart* now departed its search area and set course for the *Indomitable* to render assistance.

The *Indomitable* moved in on the distressed vessel and tried without success to reach it via radio. After getting closer and finally into shouting distance, Engine Utility **Manuel Hernandez** came to the *Indomitable's* deck to act as interpreter.

It was learned that the passengers, all 149 of them including eight females and three teenage boys, had been without food and water for three days. It was also discovered that the vessel was en route to Guatemala from Ecuador. Their intended destination was the United States via Guatemala and Mexico. After speaking further to the stranded passengers aboard the *Fortuna*, Hernandez learned that the vessel's captain and crew had departed in a small boat two days prior and had not returned.

Because of the nature of the information gathered, the Navy frigate *USS Halyburton* was called to assist. Armed with a legal detachment from the USCG on

board, it departed Panama and headed to the scene.

Meanwhile, crew members from the *Indomitable* made numerous trips to the *Fortuna* with food and water. The rescue boat was crewed by Chief Mate **Matt Haybell**, Bosun **Robert Taylor**, Chief Steward **James Sivells** and U.S. Marine Cpl. **Brett Masek**, who also served as interpreter. Other SIU crew members aboard the *Indomitable* during the rescue included: ABs **Adeeb M. Saleh**, **Ziting Xu** and **James L. Hornby**, OSs **William Howell** and **Clyde Q. Wynne**, MDR **Martha E. Bye**, Engine Utility **Geoffrey W. Bagley**, Chief Cook **Lyvell Hall** and SA **Vincent Knight**.

The *Stalwart* arrived later that day and provided additional relief for the stranded passengers. Both MSC vessels continued their humanitarian runs to and from the *Fortuna* throughout the initial day and into the next morning.

The *USS Halyburton* arrived on the scene during the morning of April 2 and took the lead on the rescue. With all 149 passengers securely loaded aboard its flight deck, the vessel headed for Esmeraldas, Ecuador with the *Fortuna* in tow. The *Halyburton* tied up in Ecuador two days later, but the destiny of the *Joselito*, its passengers and crew remains a mystery.



The *USNS Indomitable* was designated as the command ship for the search and rescue mission.

New Jobs, New U.S.-Flag Tankers Among Benefits of Opening ANWR

SIU Members Urged to Mobilize in Grassroots Effort

Thousands of new jobs within the U.S. maritime industry would be created if legislation opening the Arctic National Wildlife Refuge (ANWR) clears Congress.

Members of both the Senate and House of Representatives are considering the proposal contained within President Bush's energy plan, which was released in May.

Job opportunities would be available to Seafarers to crew the new U.S.-flag tankers that would be built to move the oil.

The SIU endorsed the proposal to open ANWR during a March press conference on Capitol Hill. SIU President Michael Sacco, along with the presidents of several other unions, spoke in favor of opening the refuge to drilling.

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

sands of new jobs for American workers," noted Sacco, who additionally is president of the 8-million member Maritime Trades Department, AFL-CIO.

"ANWR will be explored and drilled by American workers; the oil transported through U.S.-built pipelines; refined and distributed by domestic facilities; and its by-products used by U.S. energy producers and U.S. consumers. Many of our brothers and sisters in maritime labor will crew the environmentally safe, double-hulled, U.S.-flagged tankers that will carry the oil from Alaska," Sacco added.

Coalition Formed

The SIU has joined with more than a dozen trade unions as well as a wide variety of businesses in a coalition to promote the exploration and drilling of ANWR called JobPower. The group estimates approximately 700,000 domestic jobs could be generated

by opening the northern Alaska region.

In its energy policy, the White House seeks to allow exploration and drilling in a small portion—equivalent to the size of a modern international airport—of the 19 million acre refuge.

"We are proposing to open only a small fraction - 8 percent - of ANWR for oil and gas exploration," stated the Bush administration document. "Between 6 and 16 billion barrels of oil exist in ANWR. The expected output of oil would equal 30 years of oil imports from Saudi Arabia and almost 60 years of Iraqi oil imports."

What Can Be Done

Seafarers, retirees and their families are urged to contact their members of Congress to let the elected officials know how opening ANWR would affect them. Letters, emails and phone calls to congressional offices will let sen-

ators and representatives know how important opening ANWR is to the people in their states.

Additional oil that would be pumped from Alaska would call for new tankers in the U.S.-flag fleet. The new vessels would generate new jobs for Seafarers. This, in turn, would make sure the needed manpower would be trained and available in case the U.S. merchant fleet is required in a time of national emergency.

These tankers would be built in domestic yards, providing new jobs for shipbuilders and their suppliers. This, also, would have the effect of insuring a strong U.S. shipbuilding base if needed in time of war.

SIU halls will have postcards available at the counter that members can sign and mail to their elected officials. These cards will make the basic point that opening ANWR would be good for the country's economic and national security.

SAMPLE LETTER (or email)

The Honorable _____
U.S. Senate (or U.S. House of Representatives)
Washington, DC 20510 (or 20515)
(Email addresses of members of Congress are available on the SIU website, www.seafarers.org, in the Legislation section.)

Dear Sen. or (or Rep.) _____:

I am urging your support for legislation that would open the Arctic National Wildlife Refuge to oil exploration and drilling.

I believe this is important to all Americans because it will provide new good-paying jobs here at home as well as help our country become more energy independent.

I am an American merchant mariner and a voter. I know that opening ANWR will further revitalize the U.S.-flag commercial fleet. New and safe double-hulled tankers would be built to move the oil, creating jobs in our shipyards and aboard these vessels. This will help strengthen our nation's security by making sure we have trained personnel in our yards and on our ships in case of a war or emergency.

I hope you will consider supporting such legislation when it comes before you. Thank you for your time and I look forward to hearing from you.

Sincerely,

Thousands Rally For 'Charleston 5' Seafarers Show ILA Support

Seafarers were among the thousands of union members and community and religious activists who joined together in South Carolina June 9 to demonstrate support for five Longshoremen who face long jail terms in what observers say are trumped-up charges.

The 'Charleston 5,' members of ILA locals 1422 and 1771 in Charleston, are charged with felony rioting stemming from what witnesses say was a police-initiated disturbance as union members gathered on the city's docks to peacefully protest the use of nonunion stevedores in January 2000.

While the dispute developed over job issues, state and local union officials say the harsh reaction by law enforcement and state officials was motivated by a desire to discourage workers in the state from exercising their rights on the job. South Carolina, a so-called right-to-work state, entices corporate investment by touting its anti-union climate and

the lowest rate of unionization in the nation.

The rally was conducted on the grounds of the state capitol and featured charismatic and powerful speeches by union, civil rights and religious officials from all over the South as well as from other parts of the country and the globe.

SIU members in attendance included Wayne Wilson, Roy Frett, Michael Amador, Larry Richardson, Robert Lee, George Vorise, Harry Mays, Lydell Grant, Unity Bostick, Jack Jackson, Grigoriy Kireev, Regina Ewing and Buddy Barber, along with SIU Jacksonville, Fla. Port Agent Tony McQuay, SIU Representative Armando "Sal" Salazar and McQuay's sons, Vincent and Travis.

"We send a message to all union-busters in Charleston who are trying to bankrupt the longshore workers and send five of them to jail. Our message is this: We know what you're up to and



Thousands of union members, including Seafarers, and other supporters of the Charleston 5 demonstrate June 9 in South Carolina.

you're not going to get away with it," said AFL-CIO Executive Vice President Linda Chavez-Thompson at the rally.

In October 1999, the shipping firm Nordana Lines ended its 23-year relationship with the ILA locals and began using nonunion workers to offload and load its ships in Charleston. Local 1422 President Ken Riley says the

unions responded with peaceful pickets that slightly delayed two Nordana ships from completing their work.

On Jan. 20, when Nordana's *Skodsborg* docked, 600 state and local police officers in riot gear were on hand to respond to any worker protests. Some police were in armored personnel vehicles, others on horseback. Police helicopters were in the air and police patrol boats on the water.

"You would think there was going to be a terrorist attack on the state of South Carolina," Riley says.

To avoid any confrontation, union members stayed at their hall while the police officers congregated around the freight terminal about 150 yards away. Later that evening, says Riley, the workers decided to march to the terminal to exercise their right to picket. That's when police initiated the clash by pushing the pickets back, Riley notes.

When the police pushed the picketers back, Riley and the other officers from the local cre-

ated a buffer between the police and the pickets. At that point, one of the cops ran out of formation and clubbed Riley in the head. A fight ensued, according to a report by the Campaign for Workers' Rights in South Carolina.

Eight workers were arrested on misdemeanor charges. However, South Carolina Attorney General Charlie Condon stepped in and charged the eight with felony rioting. Charleston Magistrate James Gosnell Jr. dismissed those charges due to lack of evidence, according to a report in Charleston's *The Post and Courier*. Condon then persuaded a grand jury to issue felony indictments of the Charleston 5. Since their indictment, the five have been under house arrest, unable to leave from 7 p.m. to 7 a.m.

His goal, Condon told the paper, was "jail, jail and more jail."

A strong union movement in South Carolina would damage

Continued on page 7



ILA President
John Bowers



AFL-CIO Exec. VP
Linda Chavez-Thompson



UMWA President
Cecil Roberts

'All in This Together'

Simulator Building Named for McMillen

The latest structural addition to the Paul Hall Center for Maritime Training & Education officially was dedicated June 7. The building that houses the school's world-class simulator was dubbed the Bob McMillen Simulator Annex during an on-site ceremony overseen by SIU President Mike Sacco.

The complex's 65-year-old namesake is co-chairman and chief executive officer of Saltchuk Resources, Inc., the parent company of Totem Ocean Trailer Express, Inc. (TOTE). McMillen was president and chief executive officer of TOTE from 1977 to 1993. A graduate of Denison University in Granville, Ohio, he is a veteran of the U.S. Air Force and has more than 35 years' experience in transportation service.

Guest speakers included Robert P. Magee, president and CEO of TOTE; Michael D. Garvey, co-chairman/chief executive officer, Saltchuk Resources and Chuck Knox, former National Football League coach. In addition to the honoree, guest speakers and members of their respective families, the dedication was attended by more than 100 Seafarers, SIU officials and school personnel.

President Sacco offered remarks about the school, its mission and some of its accomplishments. He noted that the Paul Hall Center is recognized as a model of labor-management cooperation throughout the maritime industry.

"This school is a perfect example of what can be accomplished when we work together," he said. "It is a great place for young men and women to begin their careers as merchant mariners."

Sacco pointed out that the school also is designed for continued vocational training, so students can return and advance all the way from the entry ratings to officers, if they want to.

"And we offer academic support, too," Sacco continued. "Students can earn a GED here at Piney Point. They can receive college credits for many of our vocational classes, and there's even a college



Former National Football League Coach Chuck Knox described McMillen as the most charitable man he has ever met.



In addition to the honoree, guest speakers and their respective family members, the June 7 Bob McMillen Simulator Annex dedication ceremony was attended by more than 100 people from the SIU's local and national communities.



Robert B. McMillen addresses the audience during the June 7 dedication ceremony at the Paul Hall Center for Maritime Training and Education in which the school's new simulator complex was named in his honor.

program where students can earn an associate's degree."

Examining how far the school has advanced since it opened in 1967, Sacco said that the institution's progress has been unbelievable. In the early days, the school had very modest facilities and lifeboat was the only class offered, he recalled.

"Today we offer more than three-dozen Coast Guard-approved courses. We've built classrooms and hands-on training facilities throughout the campus. We train thousands of students each year.

"In 1999, we opened a new campus for a fire fighting and safety school that truly is world-class," Sacco continued. "We teach fire fighting, damage control, confined space safety and water survival at that facility, which is built specifically to simulate shipboard conditions."

Turning his attention to the building being dedicated, Sacco offered, "The new simulator building features absolutely state-of-the-art simulators for shiphandling, engine room operations, crane operations, liquid cargo transfer and GMDSS. I'm proud of this school, and proud of the people who make it possible."

Despite the school's accomplishments to date, Sacco sees many challenges ahead. He plans, however, to meet them aggressively. "Don't think for a minute that we're going to rest on our success," he said. "The reason the Paul Hall Center is so dynamic, and the reason it's so valuable to our students and contracted companies, is that this school never stops moving forward. We understand that the maritime industry constantly changes. We understand that there are tougher and tougher training requirements on the men and women who crew SIU ships. We understand that SIU-contracted

companies have a huge investment in their vessels and equipment. That's why we provide the world's best-trained mariners, and we'll continue that mission for as long as there is a U.S.-flag Merchant Marine."

Magee lauded McMillen for his perspective and leadership abilities. He pointed out that TOTE has prospered despite the many challenges facing American-flag companies.

"Bob has the right perspective, and thank God that he has taken a lot of us along with him."

McMillen's lasting legacy to the transportation industry will be the reinvestment that he has helped promote, according to Magee. "You can't reinvest in this business unless you have been successful," he said, "and Bob taught all of us in the Saltchuk and TOTE family how to be successful in this business."

Garvey said he and his company were proud and honored that the SIU was recognizing McMillen in such a fashion. He praised McMillen for his accomplishments in the labor relations arena.

"Over the years Bob has set the standard and is the model for good labor relations in our company," Garvey said. He attributed McMillen's terrific track record to two qualities: respect and trustworthiness.

"Bob McMillen always demonstrated respect for the men and women who work in our company and respect for the people who represent them in labor," Magee said. "He always attempted to understand their point [of view] because he recognized that we are all in this together."

"Bob has always been a man of his word," Garvey continued. "As we all know, labor relations can get kind of dicey at times and so a premium is paid on people who are known to keep their word. Bob comes by these graces very natural and he deals with everybody that way, not just those in labor relations. And that's what made him a close friend of a colleague and mine for almost 20 years."

Concerning the SIU, the school and the naming of a facility in McMillen's honor, Garvey said, "It's an incredible statement for this union to name a building after a businessman. It speaks volumes about the leadership of this union. It also says, in a very dramatic way, that we are all in this thing together."

Knox said that he has known McMillen for more than 15 years. Recalling the days when he coached in the NFL, Knox said, "Bob McMillen came to every one of our games. He sat with my wife. They both waited patiently for me after the game—win or lose—and we'd go back to the house, eat some pizza and drink some wine."

Laughing, Knox added, "Bob could critique the game for me. When we ran inside, we should have been going outside, when we threw the ball, we should have been running it and if we didn't go for it on fourth down, then would should have gone for it."

Turning serious, Knox described McMillen as "the most charitable human being that I have ever been around. He's involved in more charities with more people in the city of Seattle than anybody."

Focusing on McMillen as a businessman, Knox discussed his impressions of Saltchuk Resources. "I have been impressed with the direction that company has taken



Michael McMillen, center, congratulates his father shortly after he unveiled the signage displaying his name on the training school's new simulator annex. SIU President Mike Sacco, right, joins in for the special moment.



Michael D. Garvey, co-chairman/CEO, Saltchuk Resources, Inc., labeled Robert B. McMillen a model for good labor relations.



Robert P. Magee, president and CEO of Totem Ocean Trailer Express, Inc., praised McMillen for his leadership.

with Mike Garvey, Stan Barer and Bob Magee. I can tell you this, there's no company in the Pacific Northwest that's held in higher esteem or admired more than Saltchuk Resources. They are a people organization, they respond to the needs of the community, they hire good people and they keep their word."

"When I think of Bob McMillen, I think of partnership, friendship, trust, working together and building together," Sacco said during his introduction of the event's honoree. Describing McMillen as someone who worked his way up and one who understands the transportation industry, Sacco said, "He's always been a straight shooter; he tells you like it is. I could go on and on about Bob, but I'll sum it up by saying Bob McMillen is the type of person that gives me great hope for the future of the U.S. Merchant Marine."

After sharing that he's approaching his 66th birthday, McMillen offered, "In those 66 years, I can't think of any event that means more to me than what's happening today. From the bottom of my heart, I want you to know how much I appreciate it and thank you so much."

Recalling the early days when he came aboard at TOTE as its third president, McMillen said, "It was a struggling young company barely two years old. Since then, I have developed and had a wonderful close relationship with the SIU.

"I still admire what you and the Seafarers have accomplished here at this school at Piney Point. It comes as a great source of pride and gratitude that you would consider my name to be associated with this great new addition," he said.

Speaking of the facility being named in his honor, McMillen said, "The state-of-the-art simulator will add further value to this already impressive institution by improving on the quality of the Seafarers you are turning out and greatly shortening the training and experience process. Using this technology to constantly update and expand the types of situations an individual can experience, you will be saving our industry millions of dollars in time and improved quality of service."

"From the perspective of a shipowner who is spending hundreds of millions of dollars on new ships and tugs, you're helping to protect and add value to our investment in the U.S.-flag merchant marine," he continued. "Our most important asset is our people. This facility will improve your already best-in-the-world sailors. It will improve the safety of navigation and keep our Saltchuk companies efficient in our difficult business."

In addition to the foregoing benefits, the presence of the new simulator facility will accomplish another significant objective, according to Magee. "This new facility will also demonstrate to our constituents in Washington, D.C. that we all are willing to reinvest in the Jones Act."

McMillen concluded, "With a partnership like we have, the future looks great and the sky is the limit."

With that, McMillen's son unveiled the signage on the simulator building that bears his father's name. A ribbon cutting ceremony followed and the Bob McMillen Simulator Annex took its place on the school's rapidly changing campus.

Converted and Renamed, Carter Will Join MSC's Prepositioning Fleet



Allene G. Carter, daughter-in-law of Staff Sgt. Edward A. Carter, Jr., addresses the audience during the renaming ceremony.

The U.S. Military Sealift Command (MSC) during ceremonies June 12 at the Norfolk (Va.) Shipbuilding and Drydock Corp. renamed the SIU-crewed *OOCL Innovation* to the *SSG Edward A. Carter, Jr.*, in memory of the World War II Medal of Honor recipient.

As previously reported, the vessel was one of two which have been moved from the Maritime Security Program (MSP) to MSC's fleet. (The SIU-crewed *Lt. Col. John U.D. Page*, the Carter's sister ship, was the other.) Both

underwent conversion at the shipyard from commercial container-ships to self-sustaining ammunition transporters. Meanwhile, two other ships (previously foreign-flag) are switching to the Stars and Stripes and enrolling the MSP, resulting in a net gain of two ships for the SIU.

Allene G. Carter, daughter-in-law of the individual for whom the vessel was named, was the ship's sponsor. She broke the ceremonial bottle of champagne on the vessel's hull, officially naming it. Sandy Carter, Allene's daughter, served as maid of honor; and Karen Carter, Sgt. Carter's other daughter-in-law, assisted Allene as matron of honor. Sgt. Carter's sons, Edward A. Carter III and William Carter, were also in attendance as was Corey Carter, Sgt. Carter's grandson.

Army Brig. Gen. Donald D. Parker, commanding general, Deployment Support Command, served as the event's principle speaker. Also addressing the gathering were MSC Commander Vice Adm. Gordon S. Holder; John F. Reinhart, CEO, Maersk Line Limited; and Alexander J. Kreckick, president, Norfolk Shipbuilding & Drydock Corp.,



SIU crew members from the *Carter* observe the ceremony. Pictured from left are QE1 Donald Hastings, Steward James Kidd, Steward Assistant Tony Rios and Chief Cook Gilbert Louis.

and chief operation officer, U.S. Marine Repair.

Sgt. Page, an Army infantryman, posthumously was awarded the Medal of Honor for his action on March 23, 1945 near Speyer, Germany.

The tank on which he was riding received bazooka and small arms fire from the vicinity of a large warehouse to its left front. Sgt. Carter and his squad took cover behind an intervening road bank. He volunteered to lead a three-man patrol to the warehouse where the original bazooka fire originated.

From there, they were to ascertain the location and strength of the opposing position and advance approximately 150 yards across an open field. As the patrol left the covered position, one of its members instantly was killed by intense enemy small arm fire. Sgt. Carter ordered the remaining two patrol members back to the covered position to cover him while he proceeded with the mission. Enemy fire killed one of the remaining two as they retreated to the covered position. Meanwhile, an enemy machine gun wounded Sgt. Carter three times in the left arm as he continued to advance. He received another wound in his left leg that knocked him off his feet as he proceeded toward his objective.

As he took wound tablets and drank from his canteen, the enemy shot it from his left hand, the bullet going through his hand. Disregarding his wounds, he continued his advance until he was within 30 yards of his objective. Now under extremely intense fire, Sgt. Carter took cover behind a bank and remained there for about

two hours.

Eight enemy riflemen approached Sgt. Carter, apparently to take him prisoner. He killed six of them and captured the other two. Sgt. Carter refused to be evacuated until he had given full information about what he had seen and learned from the captured soldiers. These two enemy soldiers later gave valuable information which greatly facilitated the advance on Speyer.

As a result of his heroic actions, Sgt. Carter was awarded the Distinguished Service Cross. Almost a half-century later, in 1997, he was posthumously awarded the Medal of Honor.

The *SSG Edward A. Carter, Jr.* will preposition Army ammunition at sea, adding greatly to the U.S. military's combat readiness. The 949.8-foot vessel has four cranes on deck that enable the ship to on-load and off-load ammunition without the use of shoreside cranes. This feature gives the *Carter* the critical flexibility to off-load in undeveloped or underdeveloped port facilities.

The *Carter* and *Page* will carry all of the Army's containerized prepositioned ammunition. Each can carry a total of 2,500, 20-foot containers. The vessel will operate from the Diego Garcia area in the Indian Ocean and will join a fleet of more than 36 afloat prepositioning ships worldwide under MSC.

Maersk operates about two dozen SIU-crewed vessels for MSC and in the Maritime Security Program. Its Seafarers-crewed fleet includes containerships, roll-on/roll off prepositioning vessels and T-AGOS ships.



Bosun T.C. Oneyear, left, was among the Seafarers from the *Carter* who attended the renaming ceremony. He is joined by Norfolk SIU Representative George Kenny.

Seafarers Show Support for ILA Members

Continued from page 5

one of the state's major corporate draws, says Donna Dewitt, South Carolina AFL-CIO president.

"The last thing state officials want to see is workers standing up to corporations, organizing and winning. That means better wages and standards of living for workers, but it's sort of hard to sell to a company looking for a low-wage, docile workforce," she says.

"The police, under the apparent leadership of the attorney general, are clamping down on the workers' rights to peacefully protest. If they don't have that right, then effectively workers don't have any kind of rights to organize, no matter what's on the books," she adds.

Riley notes that the largely African American Local 1422 is an example that workers who face real discrimination and a difficult time finding good jobs can

unionize and organize for a better life—an example anti-union forces and state officials would just as soon crush, he says.

He and Dewitt also say the locals' involvement in the community and politics are other reasons that some of the state's politicians have targeted the Charleston unions.

"Our problems began when we started getting involved in state politics. We wanted to start trying to put people in positions to change what's going on in South Carolina," Riley says. "Here you have a minority local union that's strong and very involved in the political roots of its community. They're using the longshore unions as an example because they are strong leaders and the state doesn't want others to see them that way," Dewitt says.

"This is not a union fight. This is a fight for all of us," State Sen. McKinley Washington Jr. (D)

told a crowd of 400 community and religious activists at a rally for the workers shortly after the incident.

Many of the thousands of activists who joined the march and rally on the state capitol in Columbia June 9 are members of the Charleston 5 defense committees formed by local unions and communities in more than a dozen port cities along the Atlantic seaboard and the Gulf and West coasts.

Dewitt sent a call out to the AFL-CIO's state federations to take the lead in encouraging the forming committees and asking central labor councils to adopt resolutions of support.

She says her office has received more than 1,000 phone calls and e-mails from people and groups seeking ways to help the workers.

"I've been really amazed by how people are coming together to fight this kind of injustice."

Editor's note: Portions of this article are reprinted from the AFL-CIO.



Among those representing the SIU at the rally are (from left) Wayne Wilson, Buddy Barber, SIU Jacksonville, Fla. Port Agent Tony McQuay, his sons Travis and Vincent, Roy Frett, Tony Elliott, Dennis Elliott, SIU Patrolman Harmando "Sal" Salazar and Regina Ewing.

Rep. Moakley Dies at 74

U.S. Rep. Joe Moakley (D-Mass.), a strong supporter of the U.S.-flag maritime industry, passed away May 28 after battling leukemia. He was 74.

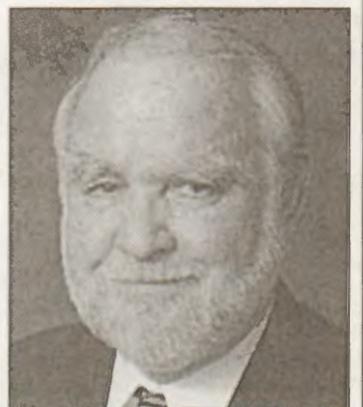
Rep. Moakley in 1996 helped secure passage of the Maritime Security Program. A year later, he cosponsored a House resolution backing the Jones Act.

A native of South Boston, Mass., Rep. Moakley served in the U.S. Navy from 1943-46. He graduated from Suffolk Uni-

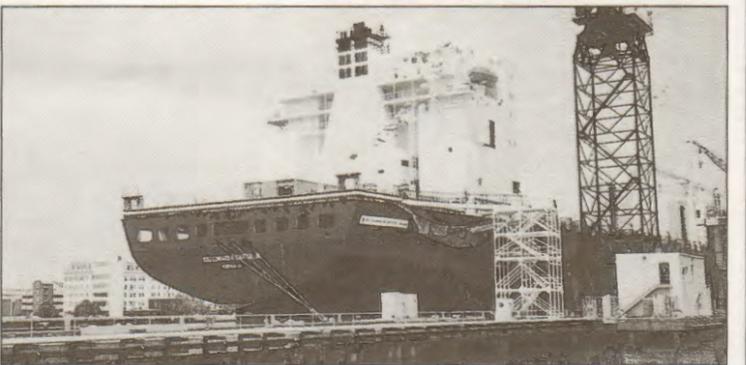
versity Law School in 1956.

He first was elected to Congress in 1972 and was reelected to each succeeding Congress. He chaired the House Rules Committee from 1989-94.

Nearly 5,000 people attended his memorial service, including President George W. Bush, Former President Bill Clinton, U.S. Senators Ted Kennedy and John Kerry, and former Vice President Al Gore.



U.S. Rep. Joe Moakley



The *SSG Edward A. Carter, Jr.* is tied up at the Norfolk Shipbuilding & Drydock Corporation for the ceremony.

Seafarers Observe Maritime Day



SIU St. Louis Port Agent Becky Sleeper presents remarks written by SIU President Michael Sacco for the service held at Soldiers' Memorial to honor the accomplishments and sacrifices of the United States Merchant Marine.

Maritime Day was observed across the country in late May. Three separate events were held May 22 in Washington, D.C. (see June 2001 *LOG*).

Additionally, in St. Louis, SIU Port Agent Becky Sleeper read remarks written by SIU President Michael Sacco at a May 22 program hosted by the S.S. Samuel Parker Chapter of the American Merchant Marine and Navy Armed Guard Veterans.

In San Pedro, Calif., the SIU participated in a May 19 memorial service at the American Merchant Marine Veterans Memorial.

Also on May 19, the *Jeremiah O'Brien* set out on its annual Memorial Day cruise in



Honoring American merchant mariners at the Veterans Memorial in San Pedro, Calif. are (from left) SIU Dispatcher Jesse Solis, Wilmington Port Agent John Cox, DEU Debra Johnson, Storekeeper Terry Malone, NMU Port Agent Ike Williams and EU Javier Montoya (Crowley Marine Services).

San Francisco harbor. The *Jeremiah O'Brien* is one of the last remaining Liberty ships from WWII and has been lov-

ingly restored and maintained by a proud crew and a group of dedicated volunteers.

SIU-Crewed Tug Helps Deepen NY/NJ Channel

A project to deepen major shipping channels in the port of New York and New Jersey is under way, and members of the Seafarers International Union are assisting.

The SIU-crewed *American Champion*, an American Marine Corp. tug based on the West Coast, has been put into service to help dredging operations in the Kill Van Kull channel. This waterway—between Staten Island, N.Y. and Bayonne, N.J.—links Upper New York Bay to Newark Bay and serves major marine and petroleum terminals.

Deepening the Kill Van Kull channel to 45 feet

is critical to the port's operations since modern ships require water depths beyond what currently exist. Dredging the waterway will enable deep-draft vessels to safely navigate the channels leading to the port and also will significantly increase the port's ability to attract more cargo, thereby helping ensure that New York/New Jersey remains an East Coast hub for shipping.

The *American Champion's* work involves taking the sludge dredge out to the site for collection of the material and then to the dumping area. The tug is expected to remain on the job for two or three years.



Clockwise, from top left, the *American Champion* at the pier, Deckhand Gary Cardillo, Captain Garry Matthews and Captain Daniel Camara.



Catching up on the latest news in the *LOG* are (from left) *American Champion* deckhands Eric Grove, Gary Cardillo and Danilo Vukotic.

Chattanooga Remembers WWII Merchant Mariners

The courage and dedication of World War II merchant mariners was remembered Tuesday, May 22—National Maritime Day—when a monument was dedicated in the Circle of Honor at Chattanooga (Tenn.) National Cemetery.

As an honor guard performed a 21-gun salute, it was a time to reflect not only on those seafarers who gave their lives to help deliver armies and military equipment into enemy territories, but also on that overlooked group of mariners who returned from their difficult service to resume civilian life, only to be refused veteran status. It was not until nearly forty years later—in 1988—that merchant mariners finally received government recognition as veterans.

During World War II alone, 733 American vessels were sunk, and an estimated 7,000 merchant seamen and officers were lost as a result of enemy action and war-related causes.

Just as it was not easy for the surviving WWII merchant mariners, so was it a trial to erect the new monument.

A May 23, 2001 article in the *Chattanooga Times Free Press* notes that members of the Tri-State Chapter of the American Merchant Marine Veterans paid a subcontractor \$500 to begin work on the stone memorial, but he took the money and disappeared.

When this was brought to the attention of Amanda Ingle, who, with her parents and sister, operates Ringgold Monument Co., they decided to give them the monument.

"They've [the veteran mariners] done a lot for the country, for us and for our freedom," she said.

An editorial in an electronic supplement to the *Chattanooga Times Free Press* notes that this newly dedicated monument honors those who died and also "reminds us, as it should, of the courage and dedication of the intrepid seafarers who still live among us, and who helped win a righteous war long ago."



Allison Devastates Houston

Tropical Storm Causes More Floods in Northeast

Tropical Storm Allison caused more than \$4 billion in damages last month in Houston, then continued through the Northeast, triggering floods and heavy rains as far north as New England. At least 43 deaths are attributed to the storm, which first made landfall in Texas on June 6.

The SIU hall at 1221 Pierce Street in Houston sustained significant damage and was closed on Saturday, June 9. The first floor of the three-story building—containing a garage and lobby—was flooded with a foot of water, and

the elevator remained inoperable as this issue of the *Seafarers LOG* went to press.

The union's other Houston hall, the former NMU offices at 8329 Lawndale Street, was not damaged.

At least four Seafarers-crewed ships reportedly were impacted by Allison, which dumped nearly three feet of water in and around Houston. The *Mt. Washington* broke loose and hit both the *Equality State* and the *Cape Texas*. All three vessels were in reduced operating status (ROS). The engine room on the *Sealand*

Motivator was flooded. Damage estimates were not available at press time.

There were no reports of fatalities or serious injuries among Seafarers and their families, but property damage for many of those individuals in the Houston area was inevitable. By mid-June, more than 44,000 Texans had applied for assistance through the Federal Emergency Management Agency (FEMA), the vast majority from Harris County. According to press reports, FEMA was inspecting approximately 3,600 homes per day.



The SIU hall on Pierce Street sustained flood damage on the first floor, rendering the elevator inoperable (inset).

In all, 28 Texas counties were declared disaster areas, which made them eligible for federal aid.

The U.S. Coast Guard, utilizing small boats and aircraft, rescued 194 people in the Houston area June 9-10. The agency reported "several minor releases of pollution into the Houston Ship Channel, [but] no significant releases or discharges in or

around the ship channel due to the heavy flooding."

Allison is being described as by far the most expensive disaster in Houston. For now, the damage estimates include homes, commercial buildings and business inventory, but not vehicles nor the contents of homes, medical, government and arts buildings, the *Houston Chronicle* reported.



AP Photo Eric Gay

Onlookers stand on an overpass where flood waters have covered Interstate 10 in Houston.

New Bisso Contract Ratified

Continued from page 3

some new contract language.... We don't want to break the company, we just want to share and be treated fairly. We've progressed, and it's getting better."

Brulte described the new contract as "a huge stepping stone. Our progress has been unbelievable, and the health insurance boosted morale with a lot of the guys here."

He further stated that union representation "is good in the fact that it gives us the ability to have a voice with the company. It has definitely increased the respect we get. They're more willing to listen to your point of view."

Corgey pointed out that the atmosphere during negotiations (which took place beginning April 26 and ending May 26) was more productive than in the past. "Slowly but surely, we're building a better working relationship with Bisso."

He also praised the boatmen for their "unwavering solidarity

and support from beginning to end. The members did a great job providing input about what they wanted in a new contract, and the entire committee worked hard to get it done."

Like the other committee members, Judd noted that "the main push from the fleet entering negotiations was that they wanted better medical coverage and more affordable coverage. They got the top plan available."

He also credited Brulte, Jordan and Ponamsky for their work on the committee.

"Everybody in the fleet has the grit and character needed to be a delegate, but they couldn't have chosen better individuals. All three were very capable and precise in describing what the members needed and why they needed it."

Bisso operates a fleet of 16 boats, primarily working in ship-docking operations from the mouth of the Mississippi River to Baton Rouge, La. They also perform some offshore work.



Among those approving the contract were (top photo, from left) Robert Jordan, Jimmy Gervais, Buddy Foreman, Shane Brulte, Alex Blossman, Chad Bordelon and Matt Wilson, and (below) Brulte, Rodney Kimble, Randy Mayeaux, Yancey Mayfield, Marvin Langston, Pate Maguire and Jordan.



Not Pushy, Just Assertive



Seafarers crew many vessels in service for the U.S. Military Sealift Command, including the surveillance ship *USNS Asserive* (above). Pictured aboard the 224-foot vessel are (below left, from left) Chief Cook Marjorie Harris and Chief Steward L. Keone, and (right) Bosun Clifford Blackmon, SIU Wilmington, Calif. Port Agent John Cox and AB William Jacobs.



At Work in the Port of Houston



The galley gang aboard the *HMI Defender* includes (from left) GSU Nelson Bernardez, Steward Juan B. Gonzalez and Chief Cook Isabel Sabio.



SIU patrolmen Kenneth Moore (left) and Frank Cottogin assist members while behind the counter in the Houston hall.



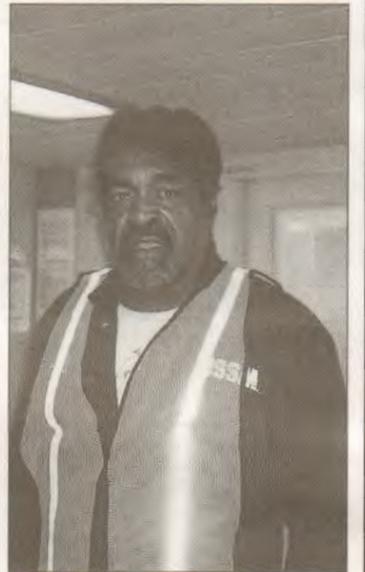
Shoregang members Fernando Urias (left) and Gilbert Rodriguez safely go about their work.



SIU VP Dean Corgey addresses the membership at the monthly meeting.



Aboard *The Deacon* are (from left) Captain Jeff Lock, SIU Rep Frank Cottogin, Asst. Engineer Ted Sliter and AB Michael Jackson.



AB Ralph Moore was aboard the *Sealand Florida*, a U.S. Ship Management vessel, when it pulled into the port of Houston.



Right: Adalberto Guity leaves the hall after the last job call at 4 p.m.



Completing some paperwork for Houston shoregang member Fernando Urias (right) are SIU Assistant VP Jim McGee (left) and Patrolman Kenneth Moore.



Recertified Bosun John Cain attends the membership meeting at the Houston hall.



Houston shoregang member Robert Zepeda helps load stores.



Retired SIU member John Clark helps out behind the counter after the union meeting.



Above: SIU members participate in the monthly membership meeting held in the Houston hall.



Left: QMED James Beatty (left) gets assistance in completing his retirement papers from Secretary Janice Hunicke and Patrolman Kenneth Moore.



Below: Working aboard the tug *Gretchen* are (from left) QMT Quincy Parker III, 1st Mate Gene Tuttle, AB Raymond McGuire and AEA Michael Lynch.

SEAFARERS FAMILY photos



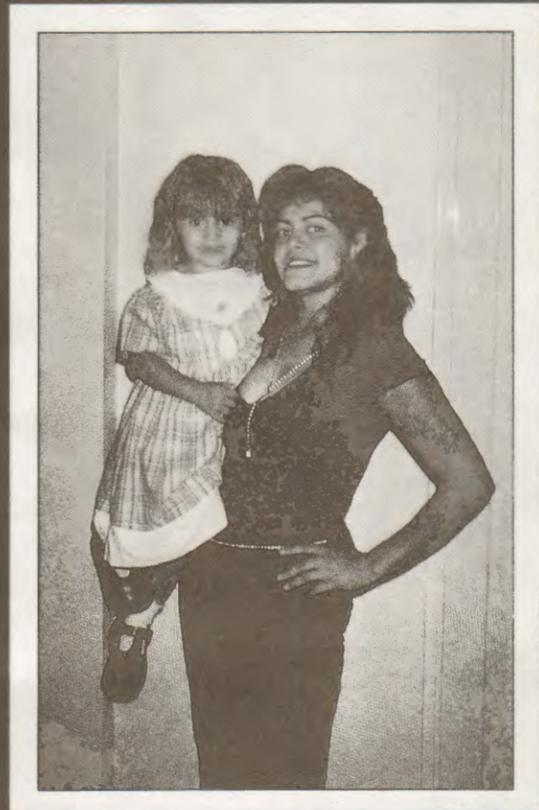
SIU San Juan Safety Director Amancio Crespo and his bride, Maria de los Angeles, cut the cake at their wedding celebration December 17, 2000.



The Delta Mariner transports the world's most expensive cargo (rocket boosters). But for Bosun David Dinnes and his wife, Suzanne, who visited the vessel last month in Piney Point, Md., they brought along their own priceless cargo, their four-month-old son, Trevor.



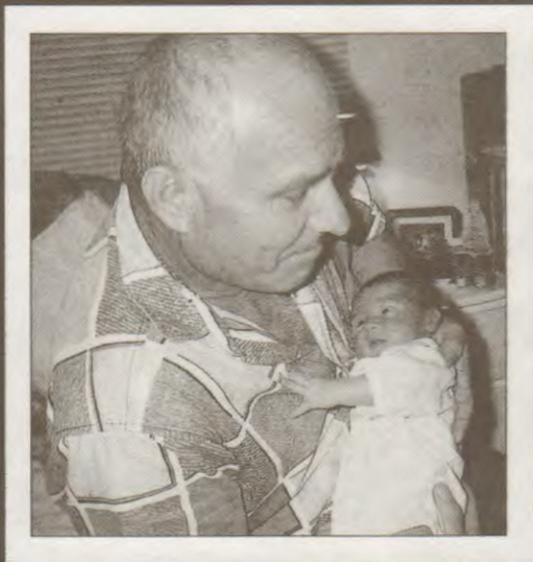
Right: Future SIU member Zach Buccellato is, at any rate, dressed for the part. Zach, who is the godson of Tommy Orzechowski, SIU vice president Lakes and Inland Waters, will be celebrating his first birthday this month.



This photo of SA Reina Méndez with her daughter, Reyna Lee, was taken aboard the Potomac while in Diego Garcia.



Josefino (Jerry) Casugay (left), a 1968 graduate of the entry-level training program at the Seafarers Harry Lundeberg School of Seamanship, has been sailing with the SIU for 33 years. And he keeps returning to the school to upgrade his skills. While he was taking the STCW basic safety and basic fire fighting classes, he was joined by his wife, Erlinda (not pictured), and other family members.



Left: AB Dimitrios Papandreou cradles his new son, Cristo. The baby was born to Papandreou and his wife, Maria, September 6, 2000.



Liz Scheck had a wonderful time in New Jersey aboard the Sea-Land Performance last year when she went to visit her husband, Bosun Jimmie Scheck. The Schecks live in Dickinson, Texas.

Ground Cleared For Hotel Annex

Union and school officials on June 7 symbolically broke ground for a new 96-room hotel annex at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Construction of the new facility, projected to be completed sometime next year, should commence in the near future. "At this point, we have already done the primary leg work necessary to get the project going," stated Don Nolan, vice president of the Paul Hall Center. "We still have to finalize and submit our architectural and engineering drawings for approval. Once they are submitted, the approval process

could take a month or longer." The annex will contain single-occupancy dormitory rooms for upgraders—a popular prospect among Seafarers throughout the country.

To make room for the new facility on the Southern Maryland campus, the school's old administration building (unused for some time) was demolished May 31. In addition to a contractor and members of the local fire department, personnel from the school assisted in the demolition project, Nolan said.

The school's main hotel currently has 250 dual-occupancy rooms.



Joining SIU President Mike Sacco (far left) in the June 7 groundbreaking in Piney Point, Md. were (from left) Paul Hall Center Vice President Don Nolan; Mike DiPrisco, employer trustee for Crowley Marine Services; SIU Executive Vice President John Fay; SIU Plans Administrator Lou Delma; and SIU Secretary-Treasurer David Heindel.



Several trees had to be cut and removed from the construction site.



With all of the debris gone, heavy machinery moved in to grade the soil in preparation for construction.

'89 Piney Point Grads Reunite



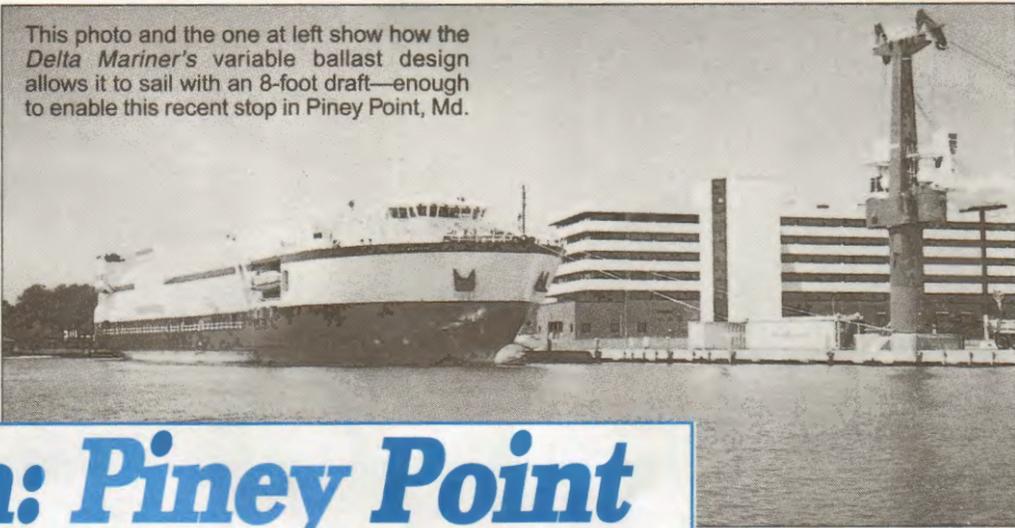
For three members of trainee class No. 439, Alaska Tanker Co.'s *Marine Columbia* recently was the setting for an informal reunion. Chief Steward John Huyett (right), Third Mate Durin Chappe (left) and Second Engineer Victor Mull graduated together in July 1989 from the entry-level training program at the Paul Hall Center, located in Piney Point, Md. Huyett pointed out that the trio not only ended up sailing on the same ship, but also "covered all three departments."



A contractor takes down a section of the school's old administration building to make room for the new hotel annex.



After the old administration building had been leveled, crews removed the debris. Local firemen used the occasion to hone some of their skills as they deliberately set fire to portions of the fallen structure, then extinguished them.



This photo and the one at left show how the *Delta Mariner's* variable ballast design allows it to sail with an 8-foot draft—enough to enable this recent stop in Piney Point, Md.

Destination: Piney Point

'Rocket Ship' Delta Mariner Docks at School

One of the newest SIU-contracted ships docked last month at the Paul Hall

Center for Maritime Training and Education, located in Piney Point, Md.

The *Delta Mariner*, designed to transport rocket boosters and other space hardware, spent three weeks at the southern Maryland facility. Students and other guests toured the distinctive vessel, which entered service last year.

"It's a fantastic ship," said Bosun **David Dinnes**, one of numerous crew members from the *Delta Mariner* who recently completed the STCW Basic Safety Training (BST) class at Piney Point. "Great crew, great officers and a very different kind of vessel. I had always worked deep sea on the regular tankers and freighters, but this one's unique."

A 1977 graduate of the trainee program at the Paul Hall Center, Dinnes said the *Delta Mariner* was scheduled to sail late last month to Pensacola, Fla., then on to Decatur, Ala. to pick up a rocket booster. The ship most recently transported a booster to Cape Canaveral, Fla.

Operated by Gulf Caribe, the 312-foot vessel was constructed at Halter Marine in Gulfport, Miss. Its variable ballast design allows it to operate on rivers (with an 8-foot draft) as well as oceans (12 feet).

The *Delta Mariner's* main mission is hauling Boeing's Delta IV flight hardware stowed on a custom securing system. Besides the boosters, the ship can transport upper-stage rocket motors, satellites and more. When fully loaded, the vessel carries what is believed to be the world's most expensive cargo.

Usually, the ship travels between Decatur, Cape Canaveral and Vandenberg Air Force Base in California.

SIU members sailing aboard the vessel during the voyage to Piney Point included Dinnes, **Henning Jensen**, **Stephen Powell**, **Jamie Hall**, **Gregory Wilson**, **Joseph Kadak**, **William Newell**, **Domingo Gordian Jr.**, **Alvin Dinkins**, **Herbert Scypes**, **Arthur Quinney**, **Darryl Coale**, **Clarence Scott**, **Kevin Shinn**, **Kevin Samuels**, **Lonnie Gamble Jr.** and **Americus Bell Jr.**

Crew members aboard the *Delta Mariner* welcome SIU President **Michael Sacco** (center), SIU VP Contracts **Augie Tellez** (fourth from left) and SIU Mobile, Ala. Port Agent **Ed Kelly** (second from right) during a June 7 tour.

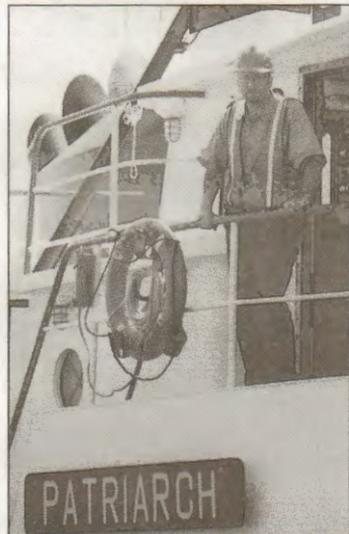


Company officials recently presented SIU President **Michael Sacco** (left) with a large model of the *Delta Mariner*.

Crowley Tug Ready for Sea Trials



Deck Utility **Steve L. Phelps** (at right) stands aboard the newly refurbished Crowley tug *Patriarch*. Above, he secures the tow wire for sea trials.



SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2000. The annual report has been filed with the U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the plan. Plan expenses were \$14,427,974. These expenses included \$1,077,005 in administrative expenses and \$13,350,969 in benefits paid to participants and beneficiaries. A total of 4,476 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$144,055,342 as of July 31, 2000, compared to \$147,907,172 as of July 31, 1999. During the plan year, the plan experienced a decrease in its net assets of \$3,851,830. This decrease includes unrealized appreciation or 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 \$10,576,144, including employer contributions of \$88,130, and earnings from investments of \$10,480,347, and other income of \$7,667.

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

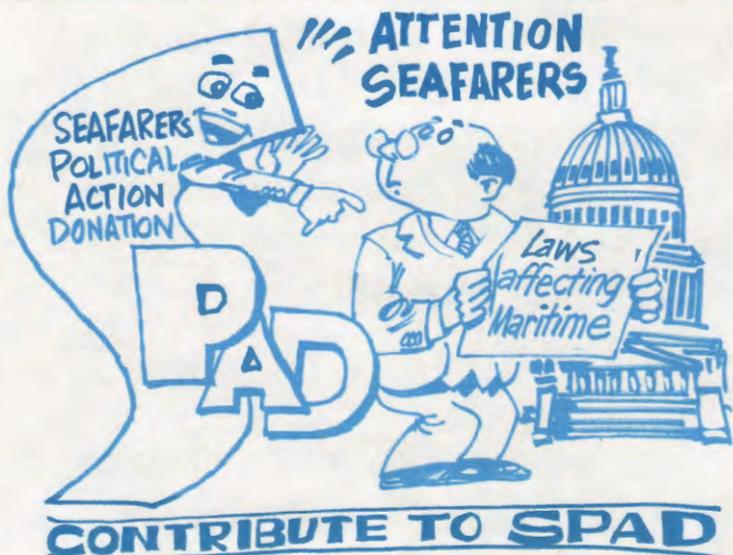
You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of plan assets; and
5. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, at 1422 Market Street, San Francisco, CA 94102. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan, 1422 Market Street, San Francisco, CA 94102 and the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the DOL upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.



Education

What's in It for Me?

Let's face it.

The work in our industry is getting more complicated all the time. Just think about all the new things we've seen happen in the last few years . . .

- new Coast Guard regulations, including STCW requirements
- bigger and more sophisticated ships, boats, tugs and barges
- new examinations for licenses

If you're going to have job security, you've got to keep up with the industry!

That's what the Paul Hall Center is for—to give those of us working in the deck, engine and steward departments the skills needed to get ahead in our jobs and earn more money.

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., is the largest training facility for unlicensed deep sea merchant seafarers and inland waterways boatmen in the United States. Its program includes:

1 Unlicensed Apprentice Program. This curriculum provides young men and women who have no maritime experience with the basic skills they will need to serve aboard U.S.-flag ships or tugs and towboats. It builds manpower for our industry and helps young people enjoy the benefits of union membership.

2 Upgrading. The Paul Hall Center has courses for every single unlicensed rating in our industry, plus a course of study for those pursuing a license. The instructors at the school work with

each mariner as an individual, so every student learns what he or she needs to know to get ahead.

Upgrading at the Paul Hall Center is an efficient way for a Seafarer to get a better job, earn more money and have job security.

3 Academic Education. It can be really difficult to pass a Coast Guard exam if you have trouble with reading or mathematics. The academic program at the Paul Hall Center helps SIU members learn these skills. You can even earn a high school diploma or an associate of applied science degree.

Education is one way your union helps all Seafarers get a bigger piece of the pie—better jobs, more security, better pay. To find out which courses currently are scheduled at the Paul Hall Center, turn to page 21.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	1	2	0	0	2	0	2	2	1
Baltimore	8	2	1	2	1	1	1	17	4	1
Guam	2	2	1	2	0	1	0	1	3	1
Honolulu	12	4	8	3	2	7	1	19	9	7
Houston	31	14	6	22	18	6	6	45	18	6
Jacksonville	33	21	5	29	24	4	15	61	31	12
Mobile	14	6	5	6	7	3	3	24	7	9
New Orleans	22	12	7	23	12	3	8	35	19	6
New York	28	14	9	16	9	3	8	45	22	9
Norfolk	13	18	9	14	9	9	5	19	20	9
Philadelphia	6	5	3	2	5	2	1	10	4	5
Piney Point	2	4	5	1	3	3	1	4	6	4
Puerto Rico	6	6	2	12	5	5	2	13	4	1
San Francisco	29	7	7	18	7	2	5	37	8	8
St. Louis	2	6	5	2	3	3	1	2	4	8
Tacoma	31	7	9	25	6	5	17	43	10	11
Wilmington	26	13	12	14	10	9	11	43	20	17
Totals	265	142	96	191	121	68	85	420	191	115
ENGINE DEPARTMENT										
Algonac	0	1	3	0	0	1	0	0	1	4
Baltimore	6	4	1	3	5	1	4	7	8	4
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	6	7	0	4	2	0	0	8	8	5
Houston	16	7	4	11	5	2	6	26	9	8
Jacksonville	18	16	7	21	9	5	9	31	28	9
Mobile	9	6	1	5	4	0	5	14	7	1
New Orleans	14	14	2	6	8	2	3	19	16	6
New York	15	12	3	7	8	3	4	27	15	2
Norfolk	3	11	9	4	6	3	3	12	15	6
Philadelphia	2	2	0	2	2	0	2	3	3	2
Piney Point	4	2	1	1	1	1	1	4	7	1
Puerto Rico	5	3	2	5	7	1	2	6	1	1
San Francisco	13	7	6	7	4	2	2	15	12	7
St. Louis	1	3	1	1	2	0	0	2	4	1
Tacoma	13	11	8	9	5	5	3	16	12	11
Wilmington	10	10	5	5	4	4	5	13	13	6
Totals	135	116	53	91	72	30	49	203	159	74
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	1	1	0
Baltimore	4	0	0	2	0	0	0	4	0	0
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	10	5	20	8	1	2	5	16	7	50
Houston	9	0	2	8	1	0	8	18	2	2
Jacksonville	20	2	4	16	2	4	5	33	6	6
Mobile	5	3	1	5	4	0	2	7	5	1
New Orleans	8	2	0	9	4	1	7	18	8	3
New York	21	4	0	10	4	0	7	31	7	3
Norfolk	7	6	6	6	10	0	3	11	9	7
Philadelphia	2	0	0	2	1	0	0	2	0	0
Piney Point	1	3	1	2	1	0	0	1	6	1
Puerto Rico	5	0	1	3	1	1	1	3	0	0
San Francisco	24	7	0	21	3	0	8	41	6	1
St. Louis	2	0	1	0	0	0	0	4	2	2
Tacoma	26	1	3	18	1	1	12	37	3	5
Wilmington	28	9	1	18	4	0	10	33	10	2
Totals	172	42	40	128	37	9	68	260	72	83
ENTRY DEPARTMENT										
Algonac	0	2	1	0	1	1	0	0	2	4
Baltimore	0	3	2	0	3	0	0	1	4	3
Guam	0	2	3	0	2	1	0	0	1	2
Honolulu	6	24	86	2	7	33	0	12	51	214
Houston	3	12	7	4	7	4	0	2	20	11
Jacksonville	4	12	21	1	8	10	0	5	23	34
Mobile	2	7	2	0	7	3	0	2	11	4
New Orleans	2	8	8	1	11	6	0	3	11	9
New York	6	26	20	7	13	8	0	7	48	42
Norfolk	2	9	12	0	7	12	0	2	14	17
Philadelphia	0	1	2	0	0	0	0	1	2	4
Piney Point	0	16	18	0	14	16	0	0	20	16
Puerto Rico	2	1	5	4	6	8	0	3	3	4
San Francisco	7	16	9	6	11	3	0	10	20	9
St. Louis	0	2	0	0	2	0	0	0	3	1
Tacoma	8	26	20	3	13	11	0	14	32	35
Wilmington	5	7	11	1	6	5	0	9	19	19
Totals	47	174	227	29	118	121	0	71	284	428
Totals All Departments	619	474	416	439	348	228	202	954	706	700

*"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.

August & September 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: August 6 Tuesday: September 4*
	(*change created by Labor Day holiday)
Algonac	Friday: August 10, September 7
Baltimore	Thursday: August 9, September 6
Boston	Friday: August 10, September 7
Duluth	Wednesday: August 15, September 12
Honolulu	Friday: August 17, September 14
Houston	Monday: August 13, September 10
Houston	Friday: August 17, September 14 (Lawndale Street)
Jacksonville	Thursday: August 9, September 6
Jersey City	Wednesday: August 22, September 19
Mobile	Wednesday: August 15, September 12
New Bedford	Tuesday: August 21, September 18
New Orleans	Tuesday: August 14, September 11
New York	Tuesday: August 7, September 4
Norfolk	Thursday: August 9, September 6
Philadelphia	Wednesday: August 8, September 5
Port Everglades	Thursday: August 16, September 13
San Francisco	Thursday: August 16, September 13
San Juan	Thursday: August 9, September 6
St. Louis	Friday: August 17, September 14
Savannah	Friday: August 10, September 7
Tacoma	Friday: August 24, September 21
Wilmington	Tuesday: August 21* Monday: September 17
	(*change created by Paul Hall birthday holiday)

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

Personals

RUBEN SALAZAR

Please get in touch with Craig Holdredge at (805) 595-7266.

WANTED:

Victims of shanghaies in Baltimore from the 1920s through the 1950s.

Author Rafael Alvarez is writing a history of the Baltimore waterfront and would like information from anyone who was shanghaied, knew of the practice or knows someone (living or dead) who was. Please contact the author at (410) 327-5254, or write him at 627 South Macon Street, Baltimore, MD 21222. You may also e-mail him at book@alvarezfiction.com.

Alvarez also is interested in talking with anyone who helped organize the maritime unions in Baltimore during the 1930s.

NOTICE TO ALL SEAFARERS:

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

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

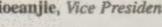
Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Kermet Mangram, Vice President Government Services

René Lioeanje, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

8329 Lawndale St., Houston, TX 77012
(713) 928-3381

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

SAVANNAH

2220 Bull St., Savannah, GA 31041
(912) 238-4958

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 2001

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	14	14	0	6	5	0	8	9
ENGINE DEPARTMENT									
Algonac	0	11	4	0	8	1	0	3	3
STEWARD DEPARTMENT									
Algonac	0	4	4	0	4	4	0	2	3
ENTRY DEPARTMENT									
Algonac	0	12	33	0	3	10	0	9	23

Totals All Depts 0 41 55 0 21 20 0 22 38

**"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

MAY 16 — JUNE 15, 2001

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	2	1	2	2	0	0	0	1
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	1	3	5	3	2	5	2	5	18
Totals	3	5	6	5	4	5	2	5	19
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	3	0	0	1	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	1
Totals	0	0	3	0	0	1	0	0	1

Totals All Depts 3 5 9 5 4 6 2 5 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.

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by AB Gerald A. Foley of Valley Lee, Md. It was taken Feb. 18, 1947 aboard a Liberty ship in Buenos Aires, Argentina

Foley's father, 2nd Cook/Baker **Walter Foley**, is in the center.

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

Photographs will be returned, if so requested.





An inland captain is among the 11 Seafarers announcing their retirements this month. **Robert E. Brush** navigated the inland waterways as a captain for nearly 40 years. Along the way, he upgraded his Seafaring skills at the SIU's training school in Piney Point, Md.

Six of the retirees sailed in the deep sea division. Two plied the Great Lakes while the remaining three, including Brush, navigated the inland waterways.

Six of the retirees worked in the deck department, two shipped in the engine department and three sailed in the steward department.

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

DEEP SEA



JOSEPH E. CHADZAK, 71, began his career with the Seafarers in 1951. Brother Chadzak first sailed aboard

Corp.'s *Bull Finch*. The deck department member last shipped aboard the *Overseas Traveler*, operated by Ocean Clipper, Inc. Brother Chadzak calls Philadelphia home.

JUAN M. DAVOCOL, 77, started his SIU career in 1988 in Honolulu. Prior to becoming a Seafarer,



Brother Davocol served in the U.S. Navy. Born in the Philippines, he first sailed aboard the *USNS Assertive*, operated by Sea Mobility, Inc. The steward department member last worked aboard Maersk Line, Inc.'s *USNS Invincible*. Brother Davocol resides in Aiea, Hawaii.



TOMAS P. DEL-ROSARIO, 59, began his SIU career in 1976, joining in Honolulu. Brother

DelRosario first shipped aboard a States Steamship Co. vessel. A native of the Philippines, he sailed as a member of the steward department. Brother DelRosario upgraded his skills at the SIU's training school in Piney Point, Md. in 1980 and 1998. He last worked aboard the *SS Independence*, operated by American Hawaii Cruises. Brother DelRosario makes in home in Honolulu.

PAUL M. HONEYCUTT, 54, started his career with the SIU in 1968 in the port of New York. A



native of West Virginia, Brother Honeycutt first sailed aboard Waterman Steamship Corp.'s *Hastings*. He shipped as a member of the engine department. Brother Honeycutt upgraded his skills at the SIU's training school in Piney

Point, Md. in 1975, 1995 and 1997. He last sailed aboard the *ITB Baltimore*, operated by Sheridan Transportation Co. Brother Honeycutt makes his home in Dunbar, W.Va.



GEORGE KOULORIS, 66, was born in Greece. He began his career with the Seafarers in 1990, joining

in Puerto Rico. The steward department member first shipped aboard American Overseas Marine Corp.'s *Cape Carthage*. He upgraded his skills at the SIU's training school in 1991 and 1994. Brother Kouloris last shipped aboard the *Sea-Land Producer*. He resides in Old San Juan, P.R.

MICHAEL PELL, 45, hails from Louisiana. He started his SIU career in 1971, joining in the port of New Orleans. A member of the deck department, he first shipped aboard a Hudson Waterways Corp. vessel. Brother Pell upgraded his skills in 1977 and 1999 at the SIU's training school in Piney Point, Md. He last worked aboard NPR Inc.'s *Guayama*. Brother Pell makes his home in Picayune, Miss.

GREAT LAKES

MOHSIN A. HARHARA, 58, joined the Seafarers in 1976 in the port of New York. Born in Arabia, Brother Harhara started

out in the deep sea division, first sailing aboard the *Hudson*, operated by Cove Shipping Inc. He later transferred to Great Lakes vessels. The engine department member upgraded his skills at the SIU's training school in Piney Point, Md. in 1990. Brother Harhara last worked aboard American Steamship Co.'s *American Mariner*. He lives in Niles, Ill.



CARL L. LINTS, 58, joined the Seafarers in 1971 in Frankfort, Mich. Born in

Minnesota, he first sailed on the *J.S. Young*, an American Steamship Co. vessel. Brother Lints shipped as a member of the deck department. He last sailed aboard the *H. Lee White*, another American Steamship Co. vessel. Brother Lints lives in Elberta, Mich.

INLAND

ROBERT E. BRUSH, 56, started his SIU career in 1961, joining in the port of Norfolk, Va. Before becom-



ing a Seafarer, he served in the U.S. Marine Corps. Boatman Brush first shipped aboard a Capital Transportation Corp. vessel. A member of the deck department, he sailed as a captain. Boatman Brush upgraded his skills at the SIU's training school in Piney Point, Md. He last worked aboard a McAllister Towing of Virginia vessel. Boatman Brush makes his home in Newport News, Va.

FREDDY E. HAMILTON, 62, hails from Georgia. He joined the SIU in 1983 in the port of Jacksonville, Fla. Boatman Hamilton first shipped aboard a Dixie Carriers vessel. A member of the deck department, he last worked aboard a Crowley Towing & Transportation vessel in Jacksonville. Boatman Hamilton lives in Floral City, Fla.

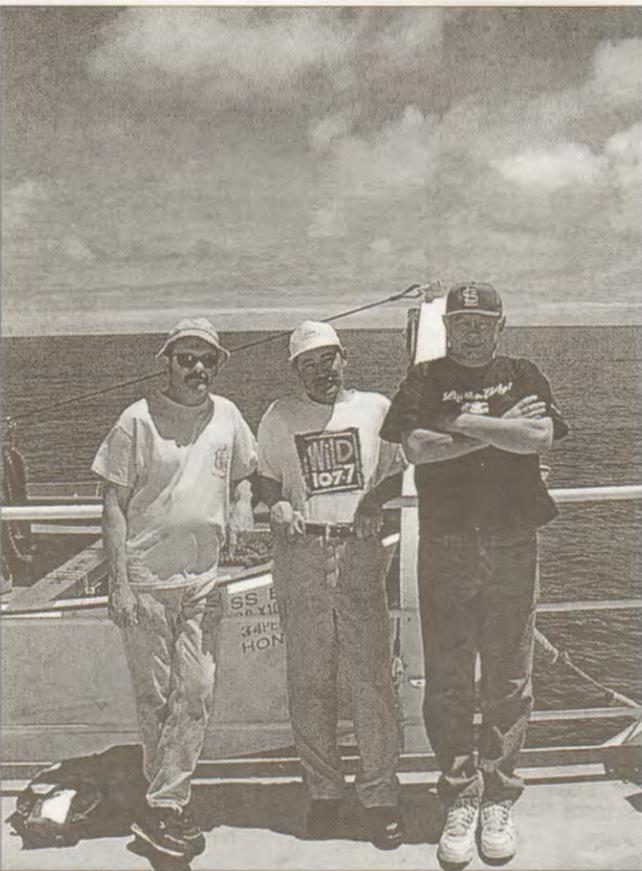


DESMOND K. ROBERTSON, 61, started his SIU career in 1970. A native of Guyana, Boatman Robertson first sailed aboard a vessel operated by the Brooklyn Eastern Dist. Terminal Railroad. He shipped in the deck department, last working aboard a New York Dock Railway Co. vessel. Boatman Robertson lives in Brooklyn, N.Y.



regular July membership meetings, after members voted on it at special meetings held in all ports in June. The approval both times was overwhelming. The new agreements provide for across-the-board wage increases in each of the three years of the contract. They also call for substantial increases in vacation, pension and welfare benefits.

Kudos to the Ewa Steward Department



Captain J.W. Bert, master aboard the *SS Ewa*, sent the *LOG* this photo of the ship's "great steward department." From the left are BR Dave West, Chief Cook Philip Lau and Assistant Cook Frank Crim. The *SS Ewa* is a Matson Navigation Co. vessel.

Reprinted from past issues of the *Seafarers LOG*

1948

The Seafarers International Union rocked the maritime industry this week with the dramatic announcement that the union hiring hall will be retained in its contracts with member companies of the Atlantic and Gulf Ship Operators Association.

Agreement between the union and the association, representing nine major companies, came after almost three weeks of negotiations during which the SIU committee firmly refused to discuss any other issue until its demands for retention of the hiring hall had been recognized. With the central issue settled to the union's satisfaction, discussions on other contractual issues are now in progress.

1975

The SIU membership continues to overwhelmingly approve the new tanker and freightship contracts which were negotiated last month with all SIU-contracted operators. The new three-year agreements were submitted again for ratification at all

THIS MONTH IN SIU HISTORY

1991

Members of the SIU Government Services Division are assisting the military in its efforts to clean up 18 inches of ash

coating most of the Subic Bay Naval Base following the eruption of Mount Pinatubo in the Philippines. MSC PAC Seafarers, who crew the Pacific fleet vessels of the Military Sealift Command, also have pulled duty in evacuation efforts conducted in June and July.

The volcano, located approximately 18 miles northeast of the military complex, continues to spout lava and ash more than a month after its initial eruption June 9. Crew members have discovered a major problem with the volcano's debris is its tendency to turn into a concrete-like substance when mixed with water.

Final Departures

DEEP SEA

HERMAN BALZI



Pensioner Herman Balzi, 89, passed away March 6. Born in Switzerland, he joined the Marine Cooks and Stewards (MC&S) and sailed as a member of the steward department. Brother Balzi started receiving his pension in 1978. He resided in Navato, Calif.

ANNE BLIZZARD



Pensioner Anne Blizzard, 84, died March 22. Born in Louisiana, Sister Blizzard joined the SIU in 1947 in New Orleans. She first shipped aboard the *Del Sol*, operated by Mississippi Shipping Co. Inc. A member of the steward department, she last worked aboard a Delta Steamship Lines vessel. Sister Blizzard began receiving her pension in 1968. She resided in Metairie, La.

JOHN DAWSON

Brother John Dawson, 34, died Jan. 29. Born in Massachusetts, he started his SIU career in 1991 in the port of Piney Point, Md. The deck department member first sailed aboard the *USNS Wyman*. He last shipped aboard Interocean Uglan Management Corp.'s *Brenton Reef*. Brother Dawson was a resident of Concord, N.H.

THOMAS FAULKNER



Pensioner Thomas Faulkner, 78, passed away April 28. Brother Faulkner began his SIU career in 1943 in Boston. Before becoming a Seafarer, Brother Faulkner served in the U.S. Army from 1944 to 1946. The Massachusetts native first sailed on the *Robin Kettering*, operated by Sinclair Oil Corp. A member of the deck department, he last shipped aboard the *Sea-Land Seattle*. Brother Faulkner started receiving his pension in 1980. Plymouth, Mass. was his home.

SEBASTIAN FOTI



Pensioner Sebastian Foti, 83, died Feb. 20. Brother Foti began his career with the SIU in 1941, joining in Gloucester, Mass. He first sailed aboard an AH Bull Steamship Co. vessel. The Massachusetts native shipped as a member of the deck department. He last sailed aboard the *Worth*, operated by Worth Oil. Brother Foti began receiving his pension in 1976. He was a resident of Las Vegas, Nev.

FRANCESCO FRAONE



Pensioner Francesco Fraone, 72, passed away Jan. 26. Brother Fraone started his career with the SIU in 1946 in the port of Baltimore. He

first sailed aboard a Sprogue Steamship Company vessel. The steward department member last shipped aboard a Waterman Steamship Corp. vessel. He began receiving his pension in 1983. Brother Fraone called Kenner, La. home.

EDGAR FREIMANIS



Pensioner Edgar Freimanis, 77, died March 10. Born in Europe, Brother Freimanis started his SIU career in 1943. He joined in the

port of New York and first sailed aboard Emerson Steamship Co.'s *Catherine*. Brother Freimanis sailed in the deck department. He last worked aboard a Michigan Tankers Inc. vessel. Brother Freimanis started receiving his pension in 1977. Slidell, La. was his home.

WILLIE GRANT

Brother Willie Grant, 58, passed away Dec. 9, 2000. He started his career with the Seafarers in 1965 in New York. Brother Grant first sailed aboard the *R.D. Conrad*, operated by Maritime Operations Inc. The steward department member was born in Florida. He last sailed on the *Sea-Land Achiever*. Brother Grant was a resident of Jacksonville, Fla.

PAUL GROSLouis

Pensioner Paul GrosLouis, 83, died March 17. Born in Canada, Brother GrosLouis started his career with the MC&S. The steward department member started receiving his pension in 1972. He resided in Citrus Heights, Calif.

ALIT IBRAHIM



Pensioner Alit Ibrahim, 79, passed away Feb. 20. Brother Ibrahim started his SIU career in 1959 in New York. Born in Yugoslavia, he first sailed on an Interocean Management Corp. vessel. The steward department member last shipped aboard the *R. Semmes*, operated by Sea-Land Service, Inc. Brother Ibrahim started receiving his pension in 1976. Albany, N.Y. was his home.

BOBBY MESSERALL



Pensioner Bobby Messerall, 79, died March 19. A native of Pennsylvania, he started his SIU career in 1944 in the port of New York.

Before joining the SIU, Brother Messerall served in the U.S. Navy from 1942 to 1943. He first sailed aboard Alcoa Steamship Co.'s *Alcoa Planter*. The engine department member last shipped on U.S. Steel Corp.'s *Columbia*. Brother Messerall began receiving his pension in 1976. He called Reno, Nev. home.

WALTER MURPHY



Pensioner Walter Murphy, 85, passed away Jan. 1. Brother Murphy started his career with the SIU in 1927 in the port of

Mobile, Ala. The Alabama native first shipped aboard the *Volusia*. He sailed in the engine department, last working aboard Waterman Steamship Corp.'s *A. Middleton*. Brother Murphy began receiving his pension in 1981. He resided in Mobile.

FRANCISCO PEREZ



Brother Francisco Perez, 44, died April 30. He started his SIU career in 1975, joining in the port of Piney Point, Md. The New York

native first sailed aboard the *Sea-Land Anchorage*. A member of the deck department, he last shipped on Tyco's *Global Link*. Brother Perez lived in Bronx, N.Y.

MARK STEVENSON



Brother Mark Stevenson, 32, died March 28. He began his SIU career in 1986, joining in New York. Brother Stevenson first sailed aboard the *PFC*

William Baugh, operated by Maersk Line, Ltd. Born in Elizabeth, N.J., the steward department member last sailed on Osprey-Acomarit Ship Management's *Lt. Col. Calvin P. Titus*. Brother Stevenson was a resident of Linden, N.J.

HAROLD STRAUSS

Pensioner Harold Strauss, 76, passed away March 20. Brother Strauss started his SIU career in 1952 in New York. Prior to joining the SIU, the New York native served in the U.S. Navy from 1943 to 1946. He first sailed aboard a Waterman Steamship Corp. vessel. The steward department member started receiving his pension in 1990. He called Reno, Nev. home.

GEORGE THOMPSON



Pensioner George Thompson, 70, died Jan. 1. Born in Pennsylvania, he started his SIU career in 1971 in New York.

Before becoming a Seafarer, he served with the U.S. Navy from 1947 to 1951. Brother Thompson first sailed on U.S. Steel Corp.'s *Columbia*. The engine department member last shipped aboard the *Cape Farewell*. Brother Thompson started receiving his pension in 1995. Philadelphia was his home.

DAVID VanHORN



Pensioner David VanHorn, 73, passed away May 7. He started his career with the Seafarers in 1953 in San Francisco.

Before joining the SIU, he served in the U.S. Army from 1946 to 1949. He first sailed on Ore Steamship Corp.'s *Marore*. The engine department member last shipped aboard the *Cape May*, operated by OMI Ship Management, Inc. He started receiving his pension in 1989. Brother Van Horn lived in Jacksonville, Fla.

INLAND

VINCENTE BARCO



Pensioner Vincente Barco, 62, died March 12. Boatman Barco started his SIU career in 1978 in the port of New Orleans. Born in Cuba, the

deck department member last sailed on a Sheridan Transportation Co. vessel. He began receiving his pension in 1993. Boatman Barco lived in Dover, Fla.

ARTHUR CAMPBELL



Pensioner Arthur Campbell, 89, passed away March 14. Boatman Campbell joined the SIU in 1963 in Port Arthur, Texas.

Born in Louisiana, he first sailed aboard a Sabine Towing Company vessel. Boatman Campbell worked in the steward department, last sailing aboard a Hvide Marine vessel. He began receiving his pension in 1977. Boatman Campbell resided in Durango, Col.

JOHN DAVIS



Pensioner John Davis, 81, died Jan. 1. He started his SIU career in 1960 in New York. Before joining the Seafarers, Boatman Davis served in the U.S. Navy from 1943 to 1945. Born in Jersey City, N.J., Boatman Davis first sailed aboard a vessel operated by the marine division of the Pennsylvania Railroad Co. He shipped as a member of the deck department. He began receiving his pension in 1981. Boatman Davis lived in Chandler, Ariz.

LAWRENCE HOLT

Pensioner Lawrence Holt, 77, passed away Feb. 17. Born in Alabama, he started his career with the SIU in 1944 in the port of Mobile, Ala. Boatman Holt shipped in the steward department and began receiving his pension in 1966. He lived in Mobile.

RICHARD KESTLER



Pensioner Richard Kestler, 67, died Nov. 16, 2000. Boatman Kestler joined the SIU in 1965 in the port of Baltimore.

Before becoming a Seafarer, he served in the U.S. Army from 1954 to 1956. The Maryland native first sailed aboard a Tangier Marine Transportation Co. vessel. A member of the deck department, he last shipped aboard a vessel operated by McAllister Towing of Baltimore. Boatman Kestler started receiving his pension in 1995. He lived in Berkley Springs, W. Va.

CHARLES MOORE

Pensioner Charles Moore, 76, passed away Dec. 27, 2000. Boatman Moore started his SIU career in 1972 in the port of Norfolk, Va. A captain, he shipped as a member of the deck department. Boatman Moore last sailed aboard a Northeast



Towing Co. vessel. He started receiving his pension in 1989. Boatman Moore lived in Oyster, Va.

AMZI PRINE

Pensioner Amzi Prine, 77, died Dec. 28, 2000. Boatman Prine began his career with the SIU in 1964 in St. Louis. Before joining the Seafarers, the Kentucky native served in the U.S. Army from 1943 to 1947. Boatman Prine shipped in the deck department, sailing primarily aboard American Commercial Barge Line vessels. Boatman Prine started receiving his pension in 1986. He lived in Metropolis, Ill.

CLAUDE SANKEY



Pensioner Claude Sankey, 68, passed away April 17. A captain, Boatman Sankey started his SIU career in 1982 in Algonac, Mich. The Wisconsin

native first sailed aboard a Tampa Tugs vessel. Boatman Sankey began receiving his pension in 1998. He called Caspian, Mich. home.

HOWARD SEGREST



Pensioner Howard Segrest, 51, passed away Feb. 27. He started his career with the Seafarers in 1971 in Port Arthur, Tex.

Prior to joining the SIU, the Arizona native served in the U.S. Army from 1967 to 1970. He sailed as a member of the engine department. Boatman Segrest sailed primarily aboard Hvide Marine vessels. He began receiving his pension in 1995. Vedor, Texas was his home.

GEORGE WOTHERS



Pensioner George Wothers, 77, died March 22. The Marcus Hook, Pa. native joined the SIU in 1961 in Philadelphia.

Before becoming a Seafarer, he served in the U.S. Navy from 1941 to 1945. A member of the engine department, he last shipped aboard a Taylor Marine Towing Co. vessel. Boatman Wothers started receiving his pension in 1987. He resided in Aston, Pa.

GREAT LAKES

STANLEY FOLTA



Pensioner Stanley Folta, 74, passed away April 13. Brother Folta started his SIU career in 1957 in the port of Detroit. Before becoming a Seafarer, the Utica, N.Y. native served in the U.S. Navy from 1945 to 1946. He first sailed aboard the *Cantigny*, operated by Interocean

Continued on page 20

Digest of Shipboard Union Meetings

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

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

GUAYAMA (NPR-Navieras), April 15—Chairman **Raymond F. Gorju**, Secretary **Gina G. Lightfoot**, Educational Director **Eddie E. Johnson**, Deck Delegate **Paul J. Latorre**, Engine Delegate **Samuel Garrett**, Steward Delegate **Jerry S. Gant**. Chairman announced payoff April 17 in Jacksonville. He spoke about bankruptcy proceedings by Navieras-NPR's parent company but noted company still paying benefits for union members. Also talked about upcoming vote on SIU-NMU merger. Educational director encouraged everyone to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md., especially to take required STCW courses. Treasurer noted \$223 in ship's fund. Some disputed OT reported in engine department. Suggestion made regarding seetime and term limits for union officials in next election. Bosun gave vote of thanks to steward department for excellent food and clean ship and to crew members for helping keep ship tidy. Next port: San Juan, P.R.

GUS DARNELL (OST), April 8—Chairman **Patrick B. Rankin**, Secretary **Robert L. Easley**, Deck Delegate **Randolph D. Cash**, Engine Delegate **Paul Pagano**, Steward Delegate **Simone J. Solomon**. Chairman reviewed president's report from LOG and encouraged crew members to support president's recommendations. Secretary talked about separating plastic items from regular garbage. Educational director reminded members to check availability of STCW courses and send in application as soon as possible. No beefs or disputed OT reported. Recommendation made for contracts department to look into reducing time needed for pension benefits.

HAWAII (CSX Lines), April 1—Chairman **Billy G. Hill**, Secretary **Nick Andrews**, Educational Director **Tracy J. Hill**, Deck Delegate **James R. Blitch Jr.**, Engine Delegate **Anthony Rosa**, Steward Delegate **José Santiago**. Chairman announced payoff April 6 in Jacksonville. He thanked all departments for working safely. Educational director reminded crew members about need for STCW compliance by Feb. 1, 2002. Treasurer noted \$45 in ship's fund. No beefs or disputed OT reported. Suggestion given for contracts department to look into reducing seetime needed for vacation and increasing pension benefits. Next port: San Juan, P.R.

H. LEE WHITE (American Steamship Co.), April 8—Chairman **William H. Mulcahy**, Secretary **Harley O. Thies**, Educational Director **Norman P. Guild**, Deck Delegate **Ronald L. Vandercook**, Engine Delegate **Ali Elmadari**. Chairman noted all benefits applications are aboard and available for crew. He talked about clinic cards and possible impact of STCW regulations on Great Lakes members. Educational director stressed importance of upgrading skills at Piney Point. Treasurer requested clarification on funding of satellite TV. Deck

delegate reported winches fixed but water pressure in rooms still low. Clarification on several issues requested by engine and steward departments. Request made for improved vacation, pension and medical benefits. Bosun reported ship in good shape and members in good spirits. Next port: Detroit.

HUMACAO (NPR-Navieras), April 22—Chairman **Robert T. Grubbs**, Secretary **Ekow Doffoh**, Educational Director **Angel S. Hernandez**, Deck Delegate **Dwayne Gordon**, Engine Delegate **Kenneth A. Adamczak**, Steward Delegate **David Camacho**. Chairman announced payoff in San Juan, P.R. following meeting. Educational director reminded crew of need to comply with amended STCW convention by Feb. 1, 2002. Treasurer stated \$200 in ship's fund. Some disputed OT reported by engine delegate. Crew members asked to rewind movies when through. Suggestions made to lower required seetime needed for retirement and reduce time needed for vacation check. Request also made for information on new contract. Capt. Riggs ordered new lounge furniture for crew lounge to be delivered in Philadelphia. Next port: San Juan.

INDEPENDENCE (American Hawaii Cruises), April 24—Chairman **Renato C. Govico**, Secretary **Jennifer Smith**, Deck Delegate **Erik W. Leibold**. Chairman noted job well done during shipyard period. He encouraged crew members to attend STCW classes at Paul Hall Center. Secretary stated health plan ID cards being mailed in early April. Clarification requested on payment of flights to and from ship. Suggestion made to improve dental benefits. Discussion held on retirement and pension plans. Crew agreed merger of SIU and NMU will benefit all members.

INTEGRITY (U.S. Ship Mgmt.), April 15—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**. Bosun thanked all departments for working well together. Secretary noted new toasters ordered for crew mess. Everyone advised to register at Piney Point for STCW training. Classes are filling up quickly with fast-approaching Feb. 1, 2001 deadline. Educational director shared information booklet about STCW from U.S. Coast Guard explaining why all crew members need the training in order to sail. Disputed OT in deck and steward departments due to delayed sailing. Suggestion made to increase pension benefits in next contract and have prescription coverage for dependents. Also recommended that crew members be paid transportation to place of residence. New washer requested for crew laundry. Vote of thanks given to steward department for outstanding menus and food. Next ports: Elizabeth, N.J.; Charleston, S.C.; Houston; Freeport, Bahamas.

KODIAK (CSX Lines), April 22—Chairman **Garry D. Walker**, Secretary **Steven M. Dickson**, Educational Director **Alfonso D.**

Bombita Jr., Engine Delegate **Gebor H. Ogbe**, Steward Delegate **Pat Conlon**. Chairman stated letter sent to contracts department regarding new contract negotiations and request to be paid off on arrival in Tacoma after every trip. He reminded crew that ship's committee members are elected and other members may vote to replace anyone on the committee. He also asked that bilingual crew members speak English in public spaces. Everyone given vote of thanks by chairman for keeping vessel clean and safe. Educational director stated upgrading skills and STCW requirements at Paul Hall Center is highly recommended. Engine delegate reported beef and some disputed OT in his department. Request made for company to look into cable TV hookup at Tacoma port facility, like in Dutch Harbor. Steward department thanked for great food and service.

LIBERTY SEA (Liberty Maritime Corp.), April 15—Chairman **Harold L. Sebring**, Secretary **James Tucker**, Educational Director **Samuel M. Addo**, Engine Delegate **Bryan T. Field**, Steward **Terry N. White**. Everything going well, according to chairman. Secretary thanked crew members for keeping plastic items separate from other refuse and reminded everyone to turn in dirty linen when leaving ship. Educational director stressed importance of making sure all shipping documents, including STCW, are up to date. Upgrading opportunities are available at Paul Hall Center and classes fill up quickly. No beefs or disputed OT reported. Request made for new VCR, and ship's radio and TV antenna need repair. Vote of thanks given to steward department for job well done. Next port: New Orleans.

LT. COL. CALVIN P. TITUS (Osprey Ship Mgmt.), April 1—Chairman **Sean M. Ryan**, Secretary **Kevin P. Deegan**, Educational Director **Richard D. Hannon**. Chairman reported long, safe voyage from Guam to North Carolina. Secretary noted crew worked well together; no major problems. Those crew members wishing further training were given information on classes at Paul Hall Center by educational director. No beefs or disputed OT reported. Company purchased new furniture for lounge and mess deck. Ship also got new washing machine and several movies. Thanks given to steward department for excellent meals and barbecues. Thanks also given to deck and engine departments for assisting steward department. Next port: Wilmington, N.C.

MAERSK TENNESSEE (Maersk Lines), April 22—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **David W. King**, Deck Delegate **J.C. Wagner**. Chairman stated bosun and one dayman getting off in Balboa, Panama, where payoff will take place. Educational director suggested everyone upgrade at Piney Point as soon as possible to avoid rush to beat Feb. 1, 2002 deadline for STCW compliance. Treasurer announced \$449 in ship's fund. Some disputed OT reported in engine department. Request made for water filters in primary drinking areas such as water fountains and in galley. After payoff in Panama, ship heading to Colombia, Peru and Chile.

NAVIGATOR (CSX Lines), April 15—Chairman **William E. Lough**, Secretary **Richard A. Riley**, Educational Director **Daniel F. Dean**, Steward Delegate **Susano Cortez**. Chairman read president's report from LOG. Discussion ensued. Chairman also reminded crew members to check expiration dates on shipping documents and

renew, if necessary. Secretary said that with money raised aboard ship, crew purchased fresh fish in Guam and had money left over for 10 new movies. A letter has been drafted from ship's committee to get new furniture in crew lounge. Educational director reminded crew that Paul Hall Center is open all year long. Everyone should upgrade when they can, especially for STCW courses. Some beefs

contract. Treasurer announced \$194 in cookout fund and \$305 in ship's fund. No beefs or disputed OT reported. Bosun told members all communications received are discussed and posted for anyone to read. He said vessel waiting for confirmation about SIU unlicensed apprentice. Crew praised President Mike Sacco and his staff for a job well done in helping revitalize the U.S. merchant marine. Vote of

Celebrating on the ITB Groton



Sharing a moment of laughter aboard the ITB Groton are (from left) Bosun Sid "Big Daddy" Wallace, AB Joshua "Shaft" Mensah and Pumpman Pete Santiago. Mensah is enjoying his freshly made "chicken hot cakes," complete with birthday candle!

reported in engine department. Discussion held about family and medical leave policy; copies distributed. Also discussed false positive drug test results. Steward department and **Ali Naser** recognized for job well done. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

NEW YORK (ATC), April 14—Chairman **J. Carlos Loureiro**, Secretary **Nancy S. Heyden**, Educational Director **Edward H. Self**, Deck Delegate **Raymond Johnson**, Engine Delegate **Victor L. Bermudez**. Chairman announced payoff at anchor in San Francisco April 16. Reliefs will arrive Monday or Tuesday; stores will be loaded Tuesday. Vessel expected to lay up May 10 for indefinite period at anchor in Far East. Bosun reminded deck and engine department members to upgrade STCW certificates by Feb. 1, 2002 and all crew will need STCW basic safety to ship out by that date. Suggestion made that STCW basic safety training course be given at union halls as well as Piney Point to help eliminate last minute rush at Paul Hall Center. Another proposal was for members in San Diego and Houston areas possibly to attend courses in those cities. Secretary noted requested mattresses would not arrive this trip due to layup. Educational director stated no set date yet to start ATC safety training, which will probably be conducted aboard ship. No beefs or disputed OT reported. Recommendation to contracts department to look into decreasing time required to file for vacation pay.

PACIFIC (CSX Lines), April 1—Chairman **Lothar G. Reck**, Secretary **Robert P. Mosley**, Educational Director **Keith L. Jordan Sr.**, Engine Delegate **Rhonda Koski**. Bosun talked about merger of SIU and NMU and about wage increases aboard military ships. He reminded crew members of importance of contributing to SPAD and advised them to read LOG to keep abreast of union news. He announced payoff April 6 in Tacoma, Wash. and suggested that everyone be on time for customs and immigration. Secretary stressed need to get STCW before deadline date of Feb. 1, 2002. Educational director spoke about upgrading skills at Piney Point and knowing the union

thanks given to steward department for good meals and to deck department for job well done. Next ports: Oakland, Calif.; Hawaii; Guam, Hong Kong; Taiwan.

PATRIOT (U.S. Ship Mgmt.), April 1—Chairman **Paul L. Lucky**, Secretary **Pablo C. Alvarez**. Chairman announced payoff in Lake Charles, La. Secretary advised crew to send applications for STCW courses as soon as possible. Treasurer noted \$300 in ship's fund. No beefs or disputed OT reported. Request made for improved ventilation in engine room. Steward department given vote of thanks.

SEALAND ACHIEVER (U.S. Ship Mgmt.), April 15—Chairman **Michael Duggan**, Secretary **Kenneth A. Hagan**, Deck Delegate **Michael Charnesky**, Engine Delegate **Gregory T. Johns**, Steward Delegate **Robert T. Seim**. Chairman announced payoff April 23 in Houston. He noted new gym area for crew and advised everyone to enroll in STCW classes before Feb. 1, 2002 deadline. Chairman requested daily news synopsis from captain. This is because Armed Forces Radio has been discontinued and has deprived vessels and seamen on foreign voyages of any source of news, sports, etc., for weeks at a time. He thanked Houston and Jacksonville patrolmen for union updates, schooling information and settlement of grievances. Educational director stressed need to upgrade skills at Paul Hall Center. He also emphasized importance of contributing to SPAD and how every donation makes a difference. Treasurer stated \$12 in ship's movie fund. No beefs or disputed OT reported. Communications received from contracts department regarding dayworkers standing gangway watch. Next port: Charleston, S.C.

SEALAND PRIDE (U.S. Ship Mgmt.), April 15—Chairman **Jessie L. Thomas Jr.**, Secretary **Alphonse L. Holland**. Bosun reported on need for STCW by Feb. 1, 2002. Secretary noted vessel to pay off after shipboard meeting with patrolman. Educational director suggested everyone attend upgrading classes at Piney Point. No beefs or disputed OT reported. Clarification requested on status of pension under new contract.

Aboard the Gibson in Guam



This photo was snapped when SIU Representative Bryan Powell (left) visited the *SP5 Eric G. Gibson* in Guam at the end of April. With him aboard the Osprey Ship Management, Inc. vessel are (from left) Guam unlicensed apprentices Rodney Dupree, Joshua Rosario and Brian Rosario, and Guam Port Agent Matthew Holley.



AB Rob Thompson (left) mixes paint while Bosun Mike Sinclair rigs up a spray gun to give the vessel's cargo hatches a new coat of paint.



Final Departures

Continued from page 18

Management. A member of the engine department, Brother Folta last shipped on the American Steamship Co.'s *Charles E. Wilson*. He began receiving his pension in 1992. Brother Folta lived in Schuyler, N.Y.

PERCY JOHNSON



Pensioner Percy Johnson, 84, died Jan. 3. Brother Johnson began his SIU career in 1960 in Detroit. Born in Ellison Bay, Wis., he shipped as a member of the engine department. He worked primarily aboard Reiss Steamship Co. vessels, including the

Clemens A. Reiss. Brother Johnson began receiving his pension in 1970. He resided in Sister Bay, Wis.

BERT KAISER



Pensioner Bert Kaiser, 68, passed away April 3. He joined the SIU in 1967 in Detroit. Brother Kaiser shipped as a member of the deck department. The Valley Junction, Wis. native sailed primarily aboard Luedtke Engineering Co. vessels. He began receiving his pension in 1995. Brother Kaiser lived in Manistique, Mich.

RICHARD LAURENTY



Pensioner Richard Laurenty, 68, passed away April 16. He started his SIU career in 1961. Before joining the Seafarers, Brother Laurenty served in the U.S. Navy from 1951 to 1955. A member of the deck department, the Cleveland native sailed primarily aboard Great Lakes Towing Co. vessels. Brother Laurenty started receiving his pension in 1994. He was a resident of Painesville, Ohio.

WILLIS LAWRENCE

Pensioner Willis Lawrence, 73, passed away March 17. Brother Lawrence started his SIU career in 1960, joining in the port of Detroit. Prior to becoming a Seafarer, he served in the



U.S. Army from 1945 to 1948 and from 1951 to 1955. Born in Pennsylvania, Brother Lawrence first sailed aboard an American Steamship Co. vessel. The engine department member last shipped aboard the *Nicolet*.

Brother Lawrence began receiving his pension in 1989. He lived in Escanaba, Mich.

RALPH MARKER



Pensioner Ralph Marker, 80 died Nov. 16, 2000. Born in Michigan, Brother Marker started his SIU career in 1963, joining in Toledo, Ohio. Prior to becoming a Seafarer, he served in the U.S. Army from 1941 to 1945. Brother Marker

shipped as a member of the engine department. Erie Sand Steamship's *Lakewood* was among the vessels on which he sailed. Brother Marker, who retired in 1985, lived in his native Michigan.

ALLEN RENWICK



Pensioner Allen Renwick, 76, passed away Jan 2. He started his SIU career in 1961 in Detroit. Born in Canada, he first sailed on an American Steamship Co. vessel. The engine department member last shipped aboard the *Richard J.*

Reiss, operated by Erie Sand Steamship. Brother Renwick started receiving his pension in 1989. He resided in Tampa, Fla.

JOHN STAN



Pensioner John Stan, 73, passed away Nov. 21, 2000. Brother Stan started his SIU career in 1973, joining in Detroit. Before becoming a Seafarer, he served in the U.S. Navy from 1946 to 1950. The Ohio native first sailed aboard the *Peter Reiss*, an

American Steamship Co. vessel. Brother Stan shipped as a member of the deck department. He last sailed on the *Henry Steinbrenner*. Brother Stan started receiving his pension in 1992. He was a resident of Martins Ferry, Ohio.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU 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/NMU 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.

MEMBER RIGHTS/LMRDA. The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights: Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

Copies of Collective Bargaining Agreements: Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for

the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other

representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov.)

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman (including simulator steering assessments)	July 28	August 24
	August 25	September 21
	September 22	October 19
	October 20	November 16
Lifeboatman/Water Survival	July 14	July 28
	August 11	August 25
	September 8	September 22
	October 6	October 20
Radar (simulator)	August 11	August 24
	September 8	September 21
	October 6	October 19
Radar (one-day renewal)	July 6	
	July 27	
	August 24	
	September 21	
Radar (three-day renewal)	July 3	July 5
	July 23	July 26
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	July 7	July 13
	August 25	August 31
	September 22	September 28
	October 20	October 26
GMDSS (simulator)	July 7	July 21
	August 4	August 18
	September 1	September 15
	September 29	October 13
Bridge Resource Management	October 27	November 10
	July 14	July 20
	September 1	September 7
	September 29	October 5
	October 27	November 2

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	July 14	August 24
	September 8	October 19

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 _____

QMED - Any Rating	August 25	November 16
Welding	July 21	August 10
	September 15	October 5
	October 13	November 2

Steward Upgrading Courses

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

Recertification

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

Safety Specialty Courses

Course	Arrival Date	Date of Completion	
Advanced Fire Fighting - First Aid	August 11	August 25	
	July 7	July 27	
Government Vessels	July 21	August 10	
	August 4	August 24	
	August 18	September 7	
	September 1	September 21	
	September 15	October 5	
	September 29	October 19	
	October 13	November 2	
STCW Medical Care Provider	October 27	November 16	
	August 11	August 18	
	September 22	September 29	
October 20	October 27	October 27	
	Basic Fire Fighting/STCW Basic Safety	July 7	July 14
July 21	July 27	July 27	
	July 28	August 3	
	August 4	August 11	
	August 25	September 1	
	September 8	September 14	
	September 15	September 21	
	September 22	September 28	
	September 29	October 6	
	October 20	October 26	
	October 27	November 3	
	Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	July 21	August 4
		August 4	August 14
		August 18	September 1
September 15		September 29	
October 13	October 27	October 27	
	October 28	November 10	
	Tankerman (PIC) Barge* (*must have basic fire fighting)	August 11	August 18
October 6	October 13		

Academic Department Courses

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

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.

7/01

Paul Hall Center Classes



Phase III Unlicensed Apprentices — These unlicensed apprentices are in the third phase of their training and completed the tanker assistant cargo class June 8 under the instruction of Jim Shaffer (right). Included in the class roster are (in no particular order) Justin Armstrong, Jeff Edwards, David Johnson, Bryan Wells, Robert Benson, Reginald Johnson Jr., Darrick Johnson, Anjwar Brooks, Jessie Castor IV, Robert Rester, Jesse Hale, Steve Bentley, Chris Marquez, Grady Mason and Adrian Moore.



ARPA — Completing the course work June 13 for their ARPA endorsements are NATCO (in no particular order) John Meyers, Ben Johnson, Howard Hawrey, Robert LaPointe and Ricky McClenton. Their instructor was Mike Smith (far left).



Able Seaman — June 29 was graduation day for upgrading Seafarers in the AB class. They are (in alphabetical order) Jose Baltazar, Joseph Brosher, Jim Browne, Arnulfo Calderon, Janan Driggers, Joshua Ellerbee, Ray Hebert, James Heincy, Melvin Hill, Keith Jasmine, Michael Jejenich, Sandra Naylor, David Parks, Jose Sanchez, Ruben Siclot and Charles VanDeventer.



Basic Fire Fighting/STCW — Upgrading Seafarers attending the June 11-15 basic fire fighting/STCW course are (in no specific order) Thomas Strother, Gerardo Frederick, Junior Guity, Manuel Lata, Mark Hayes, Harold Kinney Jr., Andre Carriere, Raymond Maddock, Albert Austin Jr., Mostafa Loumrhari, Anibal Matos, Earl Kendrick, Richard Barnhart, David Knuth, Darrin Eastridge, Richard Houghton, Quinon Herrera, Juan Boissett, David Loison and Thomas Gay. Their instructor, Kathy Battles, is at right.

Computer Lab Class



The students assigned to the computer lab the week of June 4-8 receive certificates for completing a variety of courses at different levels (including computer basics, Windows 95, Excel 97, Powerpoint 97 and Access 97), depending on their abilities and interests. From the left are Joie Flesher, Instructor Rick Prucha, Shawn Williams, Mario Ordonez, Lon Oliver and Andrew Hayden.



Lifeboatman/Water Survival — Graduating June 29 from the lifeboatman/water survival course are (in no particular order) William Newell, Greg Wilson, John Bergstrom, Adalberto Colon, Jeffrey Levie, Louis Santiago, Michael Kaye, Reynaldo Lacoyo, Junior Guity, Ashby Furlough, Juan Boissett, Charles Bayim, Earl Kendrick, Edwin Fuller, Gugenio Lopez, Timothy Perry, George Santiago, Jerome Smith, Wilfredo Rodriguez, Rodney Wilson, Corrie Stockton, Mariano Gutierrez and Geoffrey Bell. Their instructor was Bernabe Pelingon.

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

Paul Hall Center Classes



Oct. 9-Oct. 13, 2000—Deren Atienza, Quirino Bangloy, Johnny Dahilig, Sigfred Erickson, John Ferreira, Jimmy Kincaid, Alan Larson, Oscar Luis, Patrick Miyoski, Anwar Muthana, Crispulo Orosco, Loreto Orosco, Dwayne Paishon, Eric Quayle, Alejandro Quirolgcio, Eric Silvia and Ponato Tabag.



Oct. 14-Oct. 18, 2000—Jose Ayon-Ayon, Edgardo Bitlon, Roger Casido, Edgardo Deguzman, Wayne Dimmer, Romel Gante, Bobby Harris, Sean Hayes, Hamilton Kaopua, Barney Lagunero, Judy Martinez, Ireneo Padilla, Miguel Palisoc, Constantine Udarbe, Mark Villa and Gerardo Villanueva

Basic Safety Training Classes Held in Hawaii



Jan. 29-Feb. 2, 2001—Michael Bautista, Jonas Bocaya, Noel Bocaya, John Dacuag, Danny Minor, Guadalupe Pastor, Alan Raffinan, Mario Siclot, George Tidwell, Dwight Tolentino, Augustus Udan, Erwin Udan, Leopoldo Viernes, Jimmy Whiting, Delvin Wilson, John Zimmerman and Prescilo Zuniga.



Feb. 5-Feb. 9, 2001—Julio Alvarez, Cassandra Burdett, Ludivico Castillo, Rholand Daan, Dominico Dacua, Keith Foster, Roman Genetiano, Joseph Hemmingway, Leonardo Idos, Getollo Medallo, Shan-Kwen Moon, Guadalupe Pastor, Jaime Racpan, Abdulaziz Saleh, Henry Sondie, Mohamed Wasel and Mariano Ylaya.



Feb. 26-March 2, 2001—Latoya Barner, Jeffrey Cerezo, Elmer Clemente, Edijanto Effendi, Vicente Escala, Fadel Hasan, Romarico Hinyon, Lanui Kekuewa, Jack Kem, Barry Madriaga, Hussein Mohamed, Modesto Ordonez, Rene Rafer, Joseph Rodrigues, Kenneth Smith, Michael Stribling, Wan-Ting Su and Henry Wright Jr.



Oct. 19-Oct. 23, 2000—Edward Ah San, Jaime Austria, Editho Barraca, Edgardo Basye, Jose Bautista Jr., Emmanuel Bayani, Mark Cabasag, Roland Cabasag, Milagros Clark, Noel Comacho, Justo Flores, Artemia Gandeza, Federico Giray, Abdul Hasan, Hazza Hussein, Kiash Kattil, James Leavy, Falefatu Maluina, Romeo Manansala, Arthur Medeiros, Gregory Rice, Salah Saleh, Deserie Westergard.



Feb. 12-Feb. 16, 2001—Ricky Arroyo, Andre Bernard, Brenda Black, Sylvia Canzoneri, Theodore Cheong, Edward Cromaz, Hilario David, Elmore Hill, Gerhard Jakits, Ioannis Kazantsis, Flavia Manning, Cornelio Nazareno, Genevieve Oliva, Matas Reventes, David Robbins, Fale Timoteo, Clayton Yeung and Lambert Yuen.

Feb. 18-Feb. 23, 2001—Evelyn Blumberg, Paul Burnett, Scott Cooper, Generoso Corpus, Bernardino Eda, Jerico Elgarico Jr., Erlinda Fabia, Christy Fernando, Gregorio Gandeza, Larry Genetiano, Robert Johnson, Aldanette Kalama, Gary Keapproth, Enno Kok, La'Shay Parilla, Mila Lansangan, Jason Masse, Victor Mendez, Antonio Miana, Carolyn Milstead, Mohamed Noor, Joseph Perez, Cory Robinson, Mike Stanton, William Staton, Ronel Sogui, Thomas Farrell, Bobby Javier and Teodoro Pascual.



March 4-March 9, 2001—Derek Aguon, Michael Apparra, Alfonso Benda, Apolonio Cruz, Cesar Dela Cruz, Dana Duarte, Edgardo Ines, Mario Luis, David Makua, Leonida Pelegrino, eoffey Potter, Randolph Rabago, Julanne Robertson, Mario Santos, Dazsha Sausa, Lawrence Silva, Joselito Torre and Julius Udan.





Working and Learning on the Atlantic

Unlicensed Apprentices Get On-the-Job Training

A 42-day run to the Mediterranean and back was plenty of time for the crew aboard the *Atlantic* to do their jobs as well as “show the ropes” to two newcomers—unlicensed apprentices **Michael McClendon** and **Daniel Thompson**.

With **Paul Dornes** as recertified bosun for the voyage, the U.S. Ship Management Co. vessel made stops in Spain, Malta and Italy before returning to New York; Charleston, S.C.; Freeport, Bahamas; and a payoff in Houston.

It was a good learning experience for the two unlicensed apprentices, who are in the second phase of the training program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. During their 12 weeks aboard ship, they will serve in each of the different departments and maintain a journal of their activities before returning to the school for additional training.



Holding up the *Atlantic's* sailing board in Algeciras, Spain are (from left) AB Douglas Hodges, 2nd Mate Douglas Nemeth and AB Lee A. DuBany.

Every new person entering the maritime industry needs certain basic skills and knowledge before embarking on more specific career training. The unlicensed apprentice program at the Paul Hall Center provides that — and more.



Michael McClendon



Unlicensed apprentice Michael McClendon gets some hands-on training aboard the *Atlantic*, his first ship. Clockwise, from top, he cleans oil out of buckets from the bilges in the lower engine room, sougees the walls and pipes in the main engine room, and tries out the bosun's chair for some painting on the side of the vessel.

With help and advice from his shipmates, unlicensed apprentice Daniel Thompson learns the correct way to get things done. Counter-clockwise from top, he receives some tips on letting go of the tugboat line in Freeport, line handling techniques while tying up the ship, and keeping the crew areas clean.



Daniel Thompson



Preparing to dock in Algeciras, Spain are (from left) AB Douglas Hodges, 3rd Mate Robert Crawford and unlicensed apprentices Daniel Thompson and Michael McClendon.



Left: AB Lydella Grant (left) and DEU John Cooper stand by for docking in Malta. Cooper sent the *LOG* the photos appearing on this page.



Right: AB Carl Sanders, who ships from the port of Jacksonville, uses the bosun's chair to help paint the side of the vessel.