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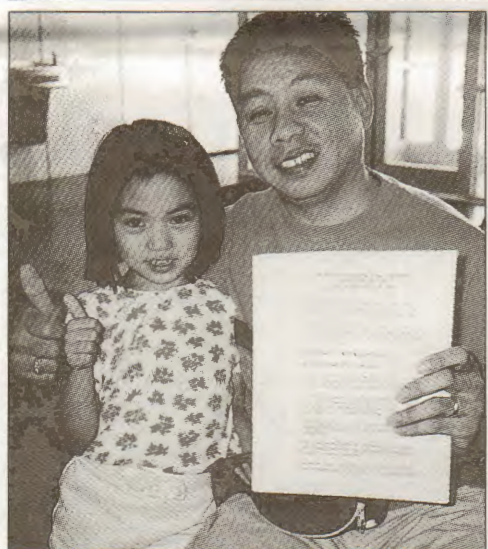
August 2001

# Seafarers Log

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

## New Standard Contracts Are Hits With Seafarers

### Increased Wages & Benefits Highlight Pacts



SIU members are finding a lot to like about the new standard freightship and tanker agreements. The contracts include unprecedented benefits plus wage increases. Voting began in late June. Among those showing their approval are (clockwise, from upper left) Seafarers aboard the *ITB Philadelphia*, *USNS Bob Hope*, *USNS Stalwart* and, at the Baltimore SIU hall, OMU Efren Redil with his daughter, Jennifer Andrea Redil. Pages 11-14.



### USNS Stockham Joins MSC's Prepositioning Fleet

Seafarers are sailing aboard the *USNS Stockham*, christened last month in Jacksonville, Fla. The vessel is part of the U.S. Military Sealift Command's prepositioning fleet. Page 3.



### SIU Crews Up New Ship

The *Liberty Grace*, signifying new jobs for SIU members, entered service July 19. Operated by Liberty Maritime, the ship is 623 feet long, with a 105-foot beam. Page 3.

### Red River to Operate Reflagged Ammo Ship



SIU-contracted Red River Shipping Corp. has won a five-year operating charter for a containership that will carry ammunition for the U.S. Air Force. The *Therese Delmas* will be reflagged under the Stars and Stripes and is expected to be delivered before the end of this year. Page 3.

### USNS Carter Crew Battles Blaze

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### MarAd Honors SIU-Crewed Potomac

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# President's Report

## Stability and Strength

Many years ago, merchant mariners couldn't have imagined the kinds of benefits and other gains which are included in the SIU's new standard contracts.



Michael Sacco

You may recall a feature we ran in the *LOG* early last year about SIU charter members. While their overall recollections of the union's first days were fascinating, one thing that really stood out is the shipboard conditions they faced. Times were tough, to say the least.

But the Seafarers of that era accepted the challenges, stuck together and laid the foundation for the union's success.

Today, the SIU continues to move full ahead. Take some time to go back and look at the new standard contract again. The medical benefits alone are fantastic, with expanded coverage for dependents and comprehensive coverage for Seafarers and their families. And the gains don't stop there. With the new contracts, members can collect vaca-

tion pay sooner. The pension plan has been improved. The base wages and overtime will increase in each of the pact's five years.

Brothers and sisters, these are first class contracts that we all should be proud of. And it's worth noting that our other contracts are being brought closer in line with the standard agreements.

I thank all members who provided input for the standard contract negotiations. Through ships' minutes, letters to headquarters, and recommendations at union meetings, Seafarers made clear what's most important to them in the new contracts. Our negotiators acted accordingly, and the result is that the new agreements include substantial improvements in the areas most often cited by Seafarers.

These achievements don't happen by accident. They require an active, informed membership who work safely and productively. They require skilled, stable leadership from the officials whom you elect. The SIU possesses all of those qualities.

We also have another important characteristic: continuity. As you know, our industry is one of the most heavily regulated in the nation. That means we

have to be very active in politics, and it also means we must work closely and effectively with representatives of all segments of the industry. In this regard, I know from experience that our union's best interests have been well-served by your strong support of the union's officials.

Such support never is taken for granted, which I believe this administration consistently has demonstrated. Among other accomplishments, we have worked hard to secure new jobs for the membership and to gain better and better contracts. We have stepped up our role in international maritime affairs, specifically to protect the interests of SIU members. We have improved the vocational training opportunities available to Seafarers, and we have expanded the scholarship program for members and their dependents. Quite honestly, I'm proud of our record of achievements over the past dozen years.

More success lies ahead. We're equipped with proven leadership and active, productive membership. The standard contracts are the latest proof of what we can accomplish, and they should be a source of pride for Seafarers past and present.

## Ammo Ship Fire Claims Lives of 2 Mariners

### Tragedy Could Have Been Worse If Not for Crew's Quick Reactions

The tragic fire aboard the SIU crewed ammunition ship *SSG Edward A. Carter, Jr.* claimed two lives but could have been worse if not for the quick reactions of crew members and officers who initially fought the blaze.

GUDE Horace Beasley, 45, and Third Asst. Engineer Paul Powell, 35, died as a result of the

July 14 accident in Sunny Point, N.C., where the vessel was docked. Beasley, a U.S. Marine Corps veteran who didn't know how to swim, either jumped or fell from an engine room side port near where the fire started. Reportedly, no one saw him enter the water. His body was recovered from the Cape Fear River

four days later.

Powell never made it out of the engine room. It would have been the first trip for both men.

The U.S. Coast Guard is investigating the fire's cause, and is required to issue a report within the next six months. The agency noted that the *Carter*—which was not loading ammunition when the fire began—undergoes annual Coast Guard inspections, most recently on June 12. No deficiencies were noted at that time.

During the first few days after the fire, SIU members from the *Carter* expressed mixed feelings about the experience. First and foremost, they conveyed sympathies to the families of Beasley (who was from Gretna, Va.) and Powell (from St. Petersburg, Fla.). Crew members attended a memorial service July 18.

Yet, they also realized that the fire—which by some estimates reached 2,000 degrees—could have proven more disastrous. The *Carter*, a prepositioning ship operated by Maersk Line Ltd., was carrying approximately 1,300, 20-foot containers filled with ammunition. That's only half the vessel's capacity, but it still accounted for 2.5 million pounds of explosives, including missiles.

In the crucial first moments after the fire was discovered, Seafarers and officers prevented it from spreading to the ammunition. Fire fighters from local and neighboring communities first arrived approximately 30 minutes later, and they continued fighting the blaze for the next eight hours, until after midnight.

"I'm thankful it wasn't worse, but that doesn't make up for the two guys we lost," stated AB Army Joe Leake. "All we really did was try to hold the fire down until the fire department came. It could have been much worse if we had been at sea. It's just sad we had to lose two very nice men,

### Training, Safety Drills 'Kicked In' for Crew

Some had fought shipboard fires before, while others hadn't.

But one thing that Seafarers aboard the ammunition ship *SSG Edward A. Carter, Jr.* had in common was a solid record of safety training. Among the 10 SIU members involved in combating the July 14 blaze in Sunny Point, N.C., five have completed fire fighting classes at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Two others have taken different vessel-safety courses at Piney Point, while the other three have completed fire fighting courses either through the U.S. armed forces or elsewhere.

Seafarers from the *Carter* said such training unquestionably paid off for them as they successfully prevented the fire from igniting any of the 2.5 million pounds of explosives on board. They also emphasized that the weekly shipboard fire and boat drills helped them react efficiently. In

fact, the crew had completed a drill earlier in the day.

"The training kicked in, big-time," said Chief Steward James Kidd, a 1993 graduate of the Paul Hall Center. "It happened so fast, but I remembered everything, followed all the procedures, with the little time that we had (to initially contain the fire). Everybody did a good job."

"This was my first time dealing with a fire, and hopefully my last," he added.

During a long career in the U.S. Navy, Bosun T.C. Oneyear fought fires that he described as worse than the *Carter's*. But last month's experience reaffirmed his belief that "it's probably the most important school that a person can go to: damage control and fire fighting."

AB Army Joe Leake said that as the *Carter's* fire alarm sounded, "I was in shock. It wasn't until

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good shipmates."

SIU Representative George Kenny, who met with the SIU crew in the fire's aftermath, pointed out that local fire officials "praised our guys for the job they did containing the fire. One of them said that if not for the crew's actions, it would have been like dropping a bomb on Wilmington."

The *Carter* recently under-

went conversion at the Norfolk (Va.) Shipbuilding and Drydock Corp. so that it could join the U.S. Military Sealift Command's (MSC) prepositioning fleet. In fact, the 950-foot vessel was expected to sail to Diego Garcia in late July or early August on its first assignment.

Instead, it will head back to

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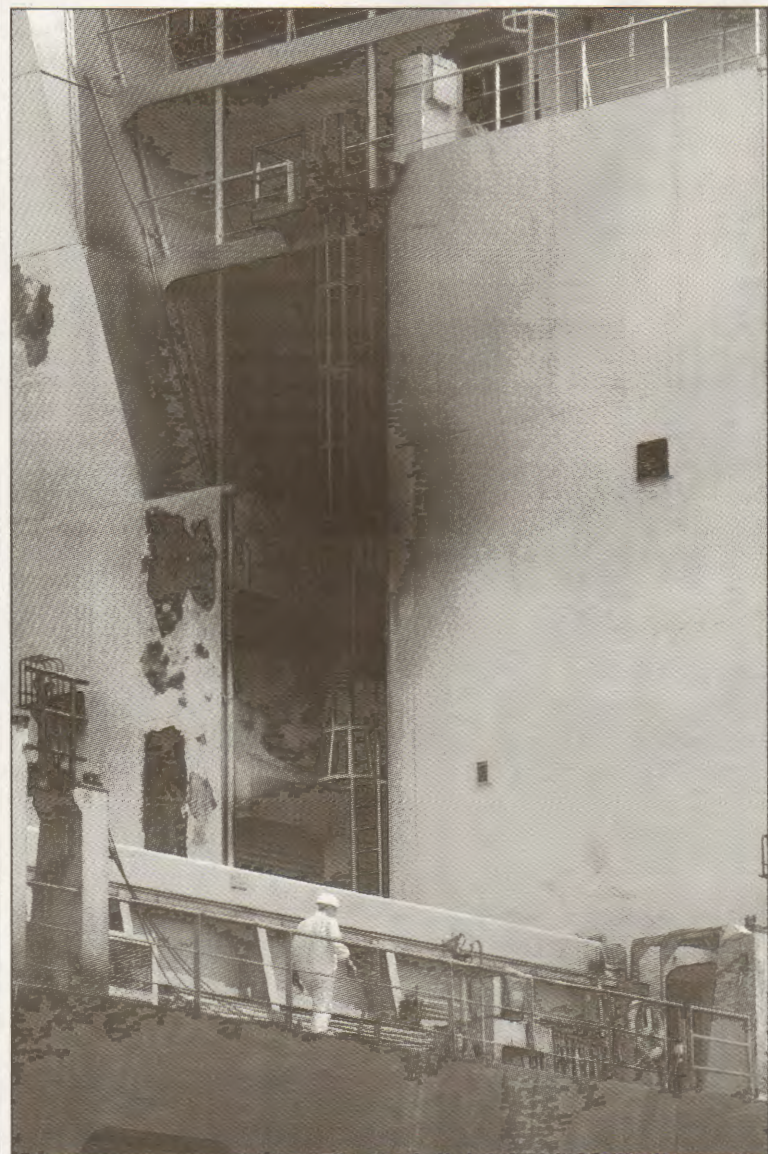


Photo Courtesy Wilmington Star-News/Jamie Moncrief  
Seafarers helped contain the July 14 fire aboard the ammo ship *SSG Edward A. Carter, Jr.*, docked in Sunny Point, N.C. The accident claimed two lives; many more would have been lost if not for the crew's efforts.

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# Liberty Maritime Launches Another New Bulk Carrier

## AB Praises Unlicensed Apprentices

The *Liberty Grace* is the newest SIU crewed ship operated by Liberty Maritime. The vessel began sailing last month.



The fleet of SIU crewed vessels operated by Liberty Maritime Corp. has expanded to seven, following last month's launching of the new bulk carrier *Liberty Grace*.

The vessel sailed from Oshima, Japan on July 19 and headed for Stockton, Calif., where it was scheduled to load 34,000 metric tons of bagged rice for delivery across the Black Sea to Batumi, Georgia.

Earlier this year, Seafarers climbed the gangway to the newly constructed *Liberty Glory*, sister ship of the *Liberty Grace*. Each vessel is 623 feet long, with a 105-foot beam. Each is listed at 50,601 MT and can travel at 15.3 knots. The ships are equipped with four cranes and six hatches apiece.

Liberty Maritime is based in Lake Success, N.Y. Three of the company's bulk carriers also are equipped to carry containers as well.

AB Arthur Machado, part of the original crew

on the *Liberty Glory* (delivered in April), recently commended the work of the ship's unlicensed apprentices from the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. "In all the years I have been going to sea, I have seen a lot of young mariners just starting out. The two apprentices that arrived from Piney Point are tops in my book," Machado noted. "They have the right enthusiastic attitude, are always looking to learn, and are willing to help out. Their names are Jerry Wilder and Michael McFarlin.

"Piney Point seems to be doing things right in the apprentice program, if Jerry and Michael are any indication of the young men and women coming through the program," Machado continued. "The crew on here are picking up where Piney Point left off with the training, as everyone is anxious to teach and assist these young men."



The *Liberty Grace's* sister ship, *Liberty Glory*, welcomed aboard Seafarers in April and May before sailing on its maiden voyage. Pictured on the *Liberty Glory* are (kneeling) AB Corinthis Thomas, (standing, from left) Unlicensed Apprentice Michael McFarlin, Watchstanding AB Arthur "Junior" Machado, Dayworker AB Santos Antonio, GUDE Melvin Ratcliff, Bosun Juan Rivas, Unlicensed Apprentice Jerry Wilder, Dayworker AB Donald Kelly and (standing in back) GUDE Abdoulla Alssoudi.

## Red River Corp. Wins Charter for Ammo Ship

SIU-contracted Red River Shipping Corp. has won a five-year operating charter for the container ship that will replace the *Buffalo Soldier*.

The *Therese Delmas* will be reflagged under the Stars and Stripes. The vessel also will be renamed, and it is expected to be delivered to the U.S. Military Sealift Command before the end of this year.

The ship will be utilized in MSC's prepositioning fleet, carrying containerized ammunition for the Air Force in or around Diego Garcia.

Overall, MSC's prepositioning program has more than 30 strategically located ships carrying materiel for the Army, Air Force, Navy and Marine Corps. Many of those ships are crewed by SIU members.

Thirteen vessels compose the combat prepositioning force, or CPF segment. These ships carry enough equipment, food, water

and other supplies to support elements of two Army heavy divisions—up to 34,000 personnel—for up to 30 days, according to the agency. CPF ships are prepositioned near Diego Garcia and Guam.

Fourteen MSC prepositioning ships are specifically designed for transporting Marine Corps supplies and equipment. They are divided into three squadrons, each of which can carry everything needed to support a Marine Corps air/ground task force of up to 14,400 personnel for up to 30 days.

Seven other vessels make up the final major component of the prepositioning program. The logistics prepositioning ships contain Air Force ordinance, Navy munitions and U.S. military fuel requirements, according to MSC. These remaining prepositioning ships are assigned to the three maritime prepositioning ship (MPS) squadrons.

## SIU, AMSEA Welcome USNS Stockham

The SIU gained new shipboard jobs with last month's christening of the *USNS Gunnery Sgt. Fred W. Stockham* in Jacksonville, Fla.

Operated by American Overseas Marine Corp. (AMSEA) for the U.S. Military Sealift Command (MSC), the *Stockham* recently underwent conversion to facilitate its role in the prepositioning fleet. The 906-foot vessel, formerly named the *USNS Soderman*, will carry Marine Corps and Navy tactical equipment and supplies at sea, according to MSC.

Guests at the christening included U.S. Navy Vice Adm. Gordon S. Holder, commander of MSC; Marine Lt. Gen. E.R. "Buck" Bedard, deputy commander for plans, policies and operations at Marine Corps headquarters; and U.S. Rep. Ander Crenshaw (R-Fla.) and his wife, Kitty, who served as the vessel's sponsor.

Like many other MSC prepositioning ships, the *Stockham* is

named in honor of a Medal of Honor recipient. Marine Gunnery Sgt. Stockham posthumously was awarded the medal for his heroic actions in France during World War I.

MSC noted that Stockham, in a fierce nighttime battle June 13, 1918 against German artillery forces, "noticed that a wounded comrade's gas mask had been shot away. Without hesitation, he removed his own mask and gave it to the young man, fully knowing it would cost him his own life. Stockham directed and assisted in the evacuation of the wounded without a gas mask until he collapsed. He died in agony a few days later."

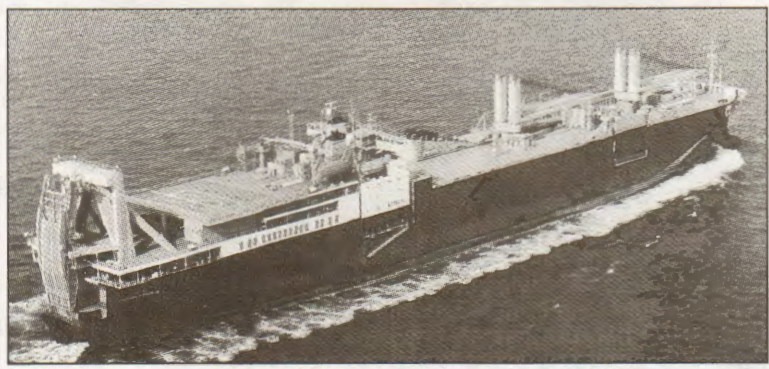
Stockham's company commander, Marine 2nd Lt. Clifton B. Cates, recommended him for the Medal of Honor. Cates wrote, "No man has ever displayed greater heroism or courage and showed more utter contempt of personal danger. His bravery was an inspiration to his men, and his actions undoubtedly saved the

lives of many of his wounded comrades."

However, the recommendation somehow was lost. But, in the late 1930s, Cates and Barret Mattingly—the young man whom Stockham saved—realized that the Medal of Honor hadn't been awarded. Cates, who later became commandant of the Marine Corps, wrote another proposal that included sworn statements from surviving members of Stockham's 96<sup>th</sup> Company, 2<sup>nd</sup> Battalion.

On Dec. 21, 1939, President Franklin Delano Roosevelt directed the awarding to Sgt. Stockham.

MSC's prepositioning ships are forward-deployed to the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea. "Sealift requirements have grown since the maritime prepositioning force's inception in the mid-1980s to require at-sea prepositioned Navy mobile construction battalion equipment, fleet hospital equipment, expeditionary airfield materials and a headquarters unit-support set," MSC explained in announcing the *Stockham's* launch. "Due to the increased prepositioning equipment, 20 percent of the equipment and supplies transported on the original 13 ships has been displaced over time. MSC began acquiring ships for the maritime prepositioning force (enhanced) program in February 1997 in order to expand the MPF fleet."



MSC's newly christened *USNS Stockham*, crewed by SIU members, provides prepositioning support for the Marine Corps and the Navy.

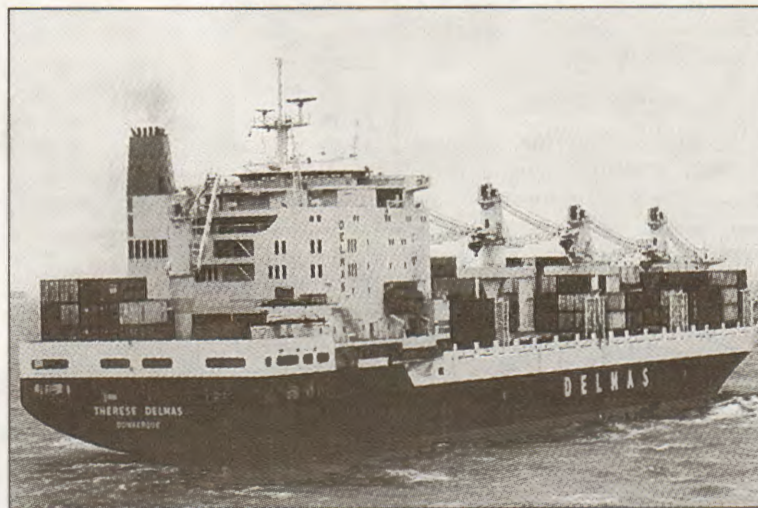


Photo by Edward Brian-Davis

The *Therese Delmas* will reflag under the Stars and Stripes.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, September 3, 2001 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

# MarAd Honors SIU-Crewed Potomac

The U.S. Maritime Administration (MarAd), during a June 26 ceremony in Galveston, Texas, bestowed its Professional Ship Award on the SIU-crewed *Potomac*.

The award was presented in recognition of outstanding service by the vessel and its crew in support of the nation's armed forces. Attended by officials from the SIU, MarAd and the U.S.

Military Sealift Command, as well as representatives from Interocean Ugland Management Corp. (which manages the ship), the ceremony took place aboard the vessel.

The *Potomac* has been continuously deployed since 1991. It has been stationed in Diego Garcia, where it participated in convoy operations and other exercises. The vessel and its crew

supported the Rwandan relief effort by supplying food and water to refugees, and served as a standby supply ship in support of Bosnian aid.

The *Potomac* is one of four MarAd-owned Ready Reserve Force (RRF) offshore petroleum discharge system (OPDS) tankers. Other OPDS vessels include the *Chesapeake*, the *Petersburg* and the *Mt. Washington*. This select

group of vessels is on standby to support the nation's military needs and humanitarian relief efforts.

These specially modified vessels are capable of pumping 1.2 million gallons of petroleum products a day from up to four miles offshore to military ground forces inland without benefit of fixed shore facilities. The *Potomac* was the first vessel to possess this ability, and the OPDS tankers of the RRF are the only ships in the world capable of performing this mission.

The RRF program was initiated in 1976 as a detachment of MarAd's National Defense Reserve Fleet to support the rapid worldwide deployment of U.S. military forces. The RRF supports transport of Army and Marine Corps unit equipment, combat support equipment and

initial resupply during the critical surge period before commercial ships can be marshaled.

As of Jan. 31, the RRF consists of 76 vessels: 17 breakbulk ships, 31 roll-on/roll off (RO/RO) vessels, 7 heavy lift or barge-carrying ships, 10 auxiliary crane ships, 9 tankers and 2 troopships. Many of the vessels are crewed by SIU members. When activated, the ships are under the operational control of the Navy's Military Sealift Command. MarAd remains responsible for their maintenance and their ability to fulfill their missions.

MarAd contracts with U.S. ship managers for maintenance and repair, activation, manning, and vessel operation. Many RRF ships maintain 9- or 10-person crews at all times. Crew members are civilian merchant mariners. When the ships are activated, other merchant mariners, whose regular jobs are on board U.S.-flag merchant ships, round out the crews.

## Norwegian Union Threatens Trico Boycott ITF Delegation Shocked by Conditions in Louisiana

In an important show of global solidarity, Norwegian oil workers are threatening a boycott of the offshore supply company Trico Marine Services Inc., USA and a subsidiary unless the Louisiana-based company stops interfering with its workers' right to vote for union representation.

The Norwegian Oil and Petrochemical Workers' Union (NOPEF) said the boycott against Trico Marine and Trico Supply (based in Norway) will start Aug. 16 unless the company backs off and lets its employees decide whether they will join a union.

The boycott warning came one month after a delegation affiliated with the International Transport Workers' Federation (ITF) attempted to deliver a letter requesting a meeting with Trico Marine Services President Thomas Fairley at the company's Houma, La. office but were refused entrance to the private road leading to the building. The delegation—including, among others, representatives from ITF-affiliated unions which have collective bargaining agreements with Trico in Norway and the United Kingdom—completed a five-day, fact-finding tour of the offshore maritime industry in the Gulf of Mexico. That mission prompted ITF Asst. Secretary Birger Pedersen to say, "In my more than 30 years as a seafarer and trade unionist, I have never seen such treatment (by companies). No company, no civil authorities—not even in the former communist countries of Eastern Europe where I travel—have treated me like we've been treated here in Louisiana."

### NOPEF Warning

In announcing the possible boycott, NOPEF got straight to the point. The union's written



ITF delegates join the SIU's Donnie Collins (right) for part of a fact-finding tour in early June with Offshore Mariners United in Louisiana. Pictured from left to right are Georg Rokstad, Geir Hagerupsen, Knut Nikolaysen and Collins.

statement issued July 13 noted, "The reason for this action is because Trico Marine Services Inc, USA will not allow its employees to join a trade union and thus be able to negotiate a wage agreement. If Trico does not meet the following demands, the boycott will be implemented with effect from 16 August 2001 against Trico Marine Inc., USA

and its Norwegian subsidiary Trico Supply and of any other companies in which Trico Marine Services Inc., USA has beneficial ownership.

"NOPEF requires that [the company] confirm no later than 16 August 2001 that Trico will:

- "Let the employees decide

*Continued on page 7*

## Third Strike: Barge Wreck Forces Evacuations in La.

A non-union tug and barge crashed into a bridge across Cypremort, La.'s Intracoastal Waterway July 19, releasing flammable gas and forcing about 350 people from their homes and 650 from their jobs for the ensuing four days.

According to press reports, the U.S. Coast Guard closed 10 miles of the Intracoastal Waterway and parts of two state highways. More than 100 ships, tugs and barges were stopped and waiting in line when the bridge (located

approximately 110 miles west of New Orleans) reopened July 23.

The bridge has been hit three times since May, prompting Louisiana Gov. Mike Foster to exclaim, "Doggone it, it's like a magnet with a target on it."

The latest mishap involved a tug owned by Taira Lynn Marine of Houma, La. and a barge owned by Kirby Inland Marine of Houston. The barge, carrying a mixture of propylene and propane, apparently wedged under the bridge and then became further jammed as the tide rose. The accident happened at 4:40 a.m.

A report by the Associated Press described propylene, a component used in plastics, synthetic fibers and foams, as "easily ignited by heat or sparks, and containers can rocket if ruptured. The vapors can cause sudden dizziness and asphyxiation and can irritate the throat and lungs."

Ten local residents reportedly complained of difficulty breathing and were taken to hospitals after the accident. Because the bridge—recently closed for a month of repairs after being struck in May—provides the only road access from the southwestern peninsula of St. Mary Parish, evacuations were done by boat.

A new bridge is being built next to the existing one, but it is not expected to open for at least two years.

## Senate Announces Assignments for Merchant Marine Subcommittee

U.S. Sen. Ernest F. Hollings, (D-S.C.), chairman of the Senate Committee on Commerce, Science and Transportation, recently announced the members for the Senate Subcommittee on Surface Transportation and Merchant Marine.

Sen. John B. Breaux (D-La.) will serve as chairman for the subcommittee. Other Democrats

tapped for this subcommittee are Sens. John D. Rockefeller IV (W. Va.), John F. Kerry (Mass.), Byron L. Dorgan (N.D.), Ron Wyden (Ore.), Max Cleland (Ga.) Barbara Boxer (Calif.), Jean Carnahan, (Mo.) and John Edwards (N.C.).

Senator Gordon Smith (R-Ore.) is the ranking Republican on this subcommittee. Joining him will be fellow Republican Sens. Ted Stevens (Ark.), Conrad Burns (Mont.), Trent Lott (Miss.), Kay Bailey Hutchison (Texas), Olympia J. Snowe (Maine), Sam Brownback (Kan.), Peter G. Fitzgerald (Ill.), and John Ensign (Nev.).

## Fresh Coat on CSX Anchorage



ABs Tony Carvalho and Rod Clark paint the side of the house on the *CSX Anchorage*, off the coast of Canada. The photo was sent to the *Seafarers LOG* by Chief Engineer Bruce Sherman.

## 'Bloody Thursday' Remembrance



Retired SIU VP West Coast George McCartney (left) and San Francisco Mayor Willie Brown were among the guest speakers during this year's memorial ceremony for "Bloody Thursday." Hosted by the International Longshoremen's and Warehousemen's Union (ILWU), the ceremony took place July 5 in San Francisco—67 years to the day after two union members were killed during riots stemming from

that city's maritime strike. For a comprehensive look at the strike and related developments, visit the internet site: <http://www.sfmuseum.org/hist/thursday.html>.



Vice Admiral  
Gordon S. Holder

## Adm. Brewer to Command MSC; Adm. Holder Tapped for Logistics

Rear Adm. David Brewer will succeed Vice Adm. Gordon S. Holder as commander of the U.S. Military Sealift Command (MSC), according to a senior Department of Defense official.

Brewer currently is vice chief of Naval Education and Training (CNET) in Pensacola, Fla. Born in Farmville, Va., and now a resident of Orlando, Fla., Brewer formerly served as commander, Amphibious Group Three. His current command, one of the largest in the Navy, is composed of approximately 26,000 military and civilian staff members at more than 170 subordinate commands and detachments coast to coast and in Hawaii.

President Bush has tapped Holder to become

Director of Logistics, J4, with the Joint Chiefs of Staff, Secretary of Defense Donald Rumsfeld announced June 29. He will succeed Lt. Gen. John M. Duffie as head of the J4.

In his new position, Holder will review operational, concept, functional and mobilization plans for logistical aspects that support the unified command's operations. He became MSC commander in February 1999 and was promoted to his current grade in March 2000. He has been a strong and vocal backer of the U.S. Merchant Marine.

Brewer is expected to assume command sometime this month.



Rear Admiral  
David Brewer

## Nurses' Union Joins AFL-CIO

The United American Nurses (UAN), with more than 100,000 members, has affiliated with the AFL-CIO. Delegates to the UAN's national assembly in Washington, D.C. on June 28 finalized the affiliation.

The UAN joins the other 1.2 million health care workers already represented through AFL-CIO unions. The newest affiliate itself represents RNs in 23 states, the District of Columbia and the U.S. Virgin Islands.

Though it reportedly is the largest and oldest professional association of registered nurses in the country, UAN had never had any formal external labor affiliation until now.

"This new partnership with the AFL-CIO and its member unions can have a tremendous impact on health care in this country," said UAN Chairperson Cheryl Johnson, RN. "With their vote to accept our AFL-CIO charter, UAN delegates sent a message loud and clear that we are ready to roll up our sleeves and get down to the business of solving—together—the patient care crisis in this country."

ANA President May Foley, MS, RN, also expressed her satisfaction with the historic alliance for the UAN and offered, "We are pleased and proud that the union nurses of the UAN have affiliated with the AFL-CIO. It's a step that is good for nurses, patients and quality health care. We look forward to joining forces with the AFL-CIO in the fight for better patient care and safe working conditions for nurses."

Many of America's nurses feel that deteriorating working conditions have led to a decline in the quality of nursing care, according to findings in a February survey of more than 7,000 registered nurses by the ANA. Specifically, 75 percent of those surveyed feel the quality of nursing care at the facility in which they work has declined over the past two years, while 56 percent believe that the time they have available for patient care has diminished. In addition, more than 40 percent of nurses surveyed said they would not feel comfortable having a family member or someone close to them cared for in a facility in which they work.

"Together, the UAN and unions of the AFL-CIO can provide a powerful and effective alliance that will take on the current health care system's inadequacies, unfair policies and unsafe conditions that plague both American families and health care workers," said AFL-CIO President John Sweeney in the wake of the historic vote.

AFL-CIO unions bargain to provide health insurance for more than 40 million workers and family members, accounting for one out of every four Americans with employment-based coverage.

## Backing Immigrant Workers' Rights



During the AFL-CIO executive board's recent meetings in Boston, labor officials and union members demonstrated support for the rights of immigrant workers. Pictured at the rally are AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex (left), SIU Port Agent Henri Francois (right), and members of the Painters District Council #35.

## Title XI: From Zero to \$100 Million Senate Committee Backs Loan Guarantee Program

The Senate Appropriations Committee on July 19 approved \$100 million for the Title XI shipbuilding loan guarantee program for fiscal year 2002.

Although the exact funding level for 2002 remains uncertain, the committee's strong backing

of Title XI marked the latest demonstration of bipartisan support for the program. In recent months, 39 senators and 61 members of the House of Representatives have signed bipartisan letters urging that Title XI be funded at \$100 million and questioning the administration's plans not to fund the program at all.

As noted in the senators' letter, "Title XI has been a stabilizing force to the defense industrial base as it has grappled with major defense reductions over the past decade.... With \$100 million in this account, the Maritime Administration would be able to leverage \$2 billion in commercial construction next year and into the future. As our nation restructures its armed forces for the 21<sup>st</sup> century, it makes sense to reinvigorate this program, which has been so critical to the stability of the shipbuilding industry and our national security."

The letter from the House members stated, "Title XI commercial shipbuilding has sustained the national defense shipbuilding base of 9,080 companies, employing 879,014 Americans in 47 states. In the absence of this critical commercial work, many yards and suppliers would have faced certain financial ruin."

Meanwhile, a grassroots coalition supporting Title XI has

*"The program is a win-win for the nation—\$80-plus million in direct revenues to the federal Treasury..."*

released details of a study that showed the program has been a revenue raiser during the last eight years—generating more than \$80 million for the U.S. Treasury.

"When was the last time you heard of a federal program that was a net revenue raiser?" asked a spokesperson from the Title XI Coalition. "The program is a win-win for the nation—\$80-plus million in direct revenues to the federal Treasury and literally billions of dollars in economic activity generated along the way."

The program officially is named the Federal Ship Financing Guarantee Program. It was established under Title XI of the Merchant Marine Act of 1936.

## Former Maritime Administrator Andrew Gibson Dead at 79

Andrew E. Gibson, former maritime administrator during the Nixon administration, died of cancer July 8 at his home in Short Hills, N.J. He was 79.

Gibson was born in 1922 and graduated from Massachusetts Maritime Academy in 1942. He served as a deck officer during World War II, rising to commander of a Liberty ship at the age of 22.

After the war, he graduated from Brown University and spent two years as a lieutenant in the U.S. Navy. He then worked for 23 years at Grace Line, advancing to senior vice president.

Gibson went to Washington in 1969 at the beginning of the Nixon administration and served as maritime administrator, assistant secretary of commerce for maritime affairs and assistant secretary of commerce for domestic and international business. It was his role as assistant secretary of commerce for mar-

itime affairs under which Gibson helped draft legislation that resulted in the Merchant Marine Act of 1970 and negotiated the U.S.-USSR maritime agreement of 1972. The Merchant Marine Act of 1970 was the first comprehensive legislation dealing with the U.S.-flag merchant fleet since 1936.

He left government in 1973 to become president of the Interstate Oil Transport Co. in Philadelphia. From 1979 to 1982, he headed Delta Steamship Lines and was chairman of American Automar Inc.

In 1994, Gibson earned a Ph.D. from the University of Wales at Cardiff and then served several years as a professor at the Naval War College. In 1999, he co-authored "The Abandoned Ocean," a history of U.S. maritime policy.

During a May 2000 panel discussion sponsored by the Propeller Club of the Port of Washington, D.C. to recognize



Andrew E. Gibson, as President Nixon's secretary of commerce for maritime affairs, drafted legislation that resulted in the Merchant Marine Act of 1970.

the 50<sup>th</sup> anniversary of the Maritime Administration, five former maritime administrators gave their opinions on the state of the U.S. merchant marine—Gibson among them. He noted the role that the U.S.-flag fleet has played throughout history in winning America's wars and stated that unless policymakers address the competitive advantages enjoyed by foreign-flag vessels, retaining the U.S.-flag fleet in the international trades will be difficult.

# SIU Crews in Diego Garcia Complete STCW Training

## Paul Hall Center Instructors Make Serious Road Trip

Instructors from the Paul Hall Center for Maritime Training and Education last month combined to provide STCW Basic Safety Training (BST) for Seafarers in Diego Garcia. SIU crews from 11 prepositioning ships accounted for most of the 109 students who completed the training, along with licensed officers who also participated.

"They students were the most appreciative bunch of people I've ever been around in this profession," stated instructor Mike Daras, who conducted the fire fighting module of BST July 2-13. "They were magnificent and they provided a lot of positive feedback."

Daras is part of the Paul Hall Center staff based in Piney Point, Md. Also providing STCW training in Diego Garcia was instructor Joe Curtis, from the Paul Hall Center's Hawaii safety school.

For unlicensed mariners, BST is the key requirement of the amended STCW convention. The dead-

line for compliance is Feb. 1, 2002.

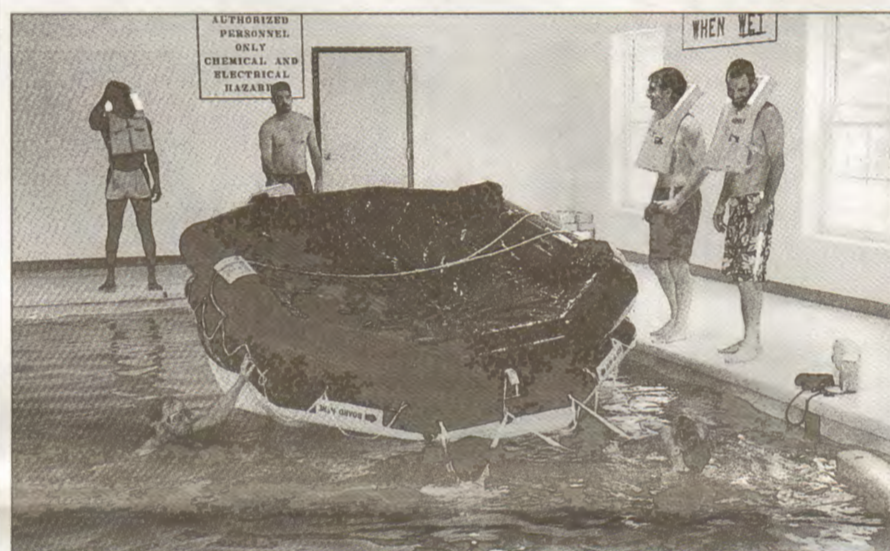
BST's four elements are personal survival; fire prevention and fire fighting; first aid/CPR; and social responsibility and personal safety.

The classes in Diego Garcia blended hands-on exercises and classroom instruction. The SIU, the U.S. Navy and British Indian Ocean Territory representatives coordinated the training, parts of which took place ashore at Fire Station No. 2. Thanks go to Capt. T. L. McKeon, LCDR Rick Lee and Supply Officer David J. Ranney for their help.

Daras, who flew 40-plus hours each way between the territory and the U.S. East Coast, noted that the Diego Garcia Naval Fire Department (including Arthur J. Williams, fire chief; George Segool, assistant fire chief; and Neil Hamilton, assistant fire chief) "assisted me greatly with the fire fighting training. They were a tremendous help."



Pictured in these two photos are some of the Seafarers who last month completed the fire fighting component of STCW Basic Safety Training (BST) in Diego Garcia. Instructors from the Paul Hall Center for Maritime Training and Education provided the guidance.



While the on-site STCW training was new for Seafarers in Diego Garcia, it has become a staple at the Paul Hall Center, located in Piney Point, Md. Water survival (left) and fire fighting (right) are two components of the class.



### Passing Along Experience



AB Herbert L. Scypes Jr. speaks to unlicensed apprentices from class 616 during their social responsibilities class. Brother Scypes, who sails from the port of Mobile, was at the Paul Hall Center while his ship, the *Delta Mariner*, was docked at the school. He and other crew members took advantage of the opportunity to get their STCW training. Brother Scypes also took time to speak with the social responsibilities class, answering the students' questions about shipboard life, conduct in foreign ports and upgrader training.

## Steward Endorses Veterans' Program

When Jim Battista, executive chef, decided he "wanted to be back in the kitchen," he got there through Piney Point, Md.

The Kane, Pa. native answered an ad for the veterans' program at the Paul Hall Center for Maritime Training and Education. After fulfilling his STCW requirements and other mandatory training, Battista began his career as a merchant mariner in the SIU.

It's a move the U.S. military veteran, now sailing as a chief steward, never envisioned until last year. Nevertheless, he is happy with the change.

"I really have enjoyed it. I like to teach people, and the SAs truly want to learn. That's the most important thing," he said.

Battista praised the Paul Hall Center and said he recommends it to anyone considering a career at sea. "The school is the way to go, no question," he said. "Everything you need is right there."

After sailing as a civilian mariner on Navy weapons ships, as chef to the commandant of the Marine Corps, and later working in the restaurant business, Battista made a graceful transition to the galleys of SIU-contracted prepositioning ships in Diego Garcia. He most recently sailed aboard the *USNS Red Cloud*, and reports smooth sailing.

It's quite a change for someone who has cooked for a United

States president (George Bush Sr.), congressmen and famous athletes, but Battista is happy with the move.

"I think the SIU is a great organization, and I'm glad to be a part of it," he stated. "Like I mentioned, the opportunity to work with younger people is very rewarding, and the job as a whole is attractive, too."

Battista's perspective was impacted last year when he voluntarily joined International Transport Workers' Federation (ITF) officials for unannounced inspections of foreign-flag ships in U.S. ports. The inspections were part of an "action week" in which the SIU participated.

"I think every U.S. merchant mariner should have to go on a foreign-flag ship to see how some of those men live," he declared. "I recall a Russian ship that had a severe shortage of stores and the

crew hadn't changed clothes in two months. It puts things in perspective."



Chief Steward Jim Battista says Seafarers demonstrate eagerness to learn and improve.

## STCW Attn: Unlicensed SIU Personnel STCW Certificate Reminder

The following Seafarers need an STCW '95 certificate before Feb. 1, 2002:

- Bosuns
- ABs
- QMEDs
- FOWTs

Steward department personnel are NOT required to possess a certificate, although all Seafarers are encouraged to get one.

### TRB Reminder

All unlicensed Seafarers sailing aboard deep sea vessels are reminded that, whenever they participate in shipboard safety drills or exercises, please secure evidence of such participation (once per tour). Such proof can be a letter from the company or an entry in pages 47-52 of your training record book (TRB).

Among other benefits, such documentation will help Seafarers when it's time to renew their STCW Basic Safety Training credentials.

## Burial at Sea on President Adams

On May 22 at 7:30 a.m., on a calm morning with the coast of California abeam to starboard, Captain William J. Mahoney III and the crew of the *President Adams* met on the fantail to commit the ashes of Bert Smith and Charles Ferris Watson to the sea on which they had spent so much of their lives. The ship's whistle was sounded in the traditional Hail and Farewell for the sailor gone to rest—three long blasts followed by one short blast.



## House Takes Safe Road

### Vote Protects U.S. Highways From Unsafe Mexican Trucks

The U.S. House of Representatives, in a move applauded by organized labor, has turned back the latest attempt to allow Mexican trucks free access to U.S. highways.

By a lopsided 285-143 vote, the House on June 26 maintained the Clinton administration's restrictions that keep the foreign trucks within a 20-mile radius of the U.S.-Mexican border. The decision came during the House's consideration of an amendment to the transportation spending bill.

As previously reported, the so-called North American Free Trade Agreement (NAFTA) would have opened all U.S. roads to Mexican trucks effective March 8 of this year. U.S. officials, however, backed off on that provision of the pact in the face of mounting criticism from trade unions and others concerned about highway safety.

The AFL-CIO Executive Council, on which SIU President Michael Sacco serves, during its winter meeting earlier this year adopted a resolution which

detailed the dangers of fully opening U.S. roads to unsafe Mexican trucks. The council pointed out that Mexican trucks and their drivers do not meet U.S. safety standards and that U.S. officials are not prepared to inspect a flood of trucks from south of the border.

Unions affiliated with the AFL-CIO have lobbied legislators to keep the safety of the American traveling public ahead of trade considerations. The International Brotherhood of Teamsters, in particular, has led the fight to keep unsafe Mexican trucks off of U.S. highways. They praised the decisive vote in the House of Representatives.

"This bipartisan victory in the House serves as a warning to those who would sacrifice Americans' safety on our highways in pursuit of unfettered corporate profit," said Teamster General President James P. Hoffa. "The Teamsters have said it before and we'll say it again, real safety inspections in Mexico simply do not exist."

## Boycott of Trico Threatened

Continued from page 4

themselves whether they will join a trade union or not, without any interference, harassment, discrimination or threats from the management. The employees in Trico Marine Services Inc., USA shall have adequate protection against all discrimination, which involves an attack on freedom to organize, i.e., against dismissal and other inconvenience arising from membership or participation in a trade union. Employees shall also not risk having a job application turned down due to trade union activities.

● "The employees' and the employers' organizations shall be protected against interference, control and dominance from either side. Where necessary, an organization shall be established in accordance with the national conditions to ensure respect for the right to organize. Where necessary, measures shall be taken to encourage and promote establishment and use of a voluntary negotiating body with a view to regulation of working conditions using collective agreements.

● "Respect the employees'

choice through recognizing the trade union when employees' in Trico choose to become trade unionists.

"From what we have experienced, Trico Marine Services Inc., USA do not act in accordance with articles 20 and 23 of UN's World Declaration on Human Rights, the ILO convention regarding freedom to organize and protection of the right to organize and ILO convention 98 regarding implementation of the principles for the right to organize and the right to hold collective negotiations. Trico Marine Services Inc., USA also does not satisfy the requirements according to Social Accountability International (SA8000), which, among others, is supported by the U.S. State Dept.

"The boycott will be implemented in that NOPEF's members in Statoil, Norsk Hydro, Phillips, Amoco, BP, CCB, Aker Base, Tananger, Aker Base Dusavik, Fjordbase, Vestbase, Forsyningsbase Helgeland in Sandnessjøen, Mongstad Base and Polarbase will be called on not to execute work which has

## 2 Die Aboard Ammo Ship

Continued from page 2

the shipyard for repairs that are expected to take at least two months, possibly longer.

Seafarers returned to the *Carter* beginning July 19 for day-time cleanup and salvage operations. At press time, the ship remained at the Sunny Point Military Ocean Terminal, located near Wilmington, N.C., where it has been docked since June 14. The terminal handles worldwide shipment of Department of Defense ammunition and other potentially dangerous materiel.

### Alarm Sounds

QMED/Electrician Donald Hastings was in the *Carter's* engine room around 3:45 p.m. on July 14 when the fire alarm went off.

"I went outside and saw all the smoke and fire," he recalled. "I took a dry [chemical] bottle to the starboard side, saw the whole deck on fire. I looked up and the fire already was flashing. In no time, it went straight up the stack. Then I ran up around the starboard side. By then, you couldn't see 2 or 3 inches in front of you."

Despite the poor visibility and flames that literally caused paint to bubble off some hatches, crew members reacted exactly as needed to contain the blaze. These actions included breaking out fire hoses, donning safety gear, clos-

ing dampers and fuel lines, engaging the CO<sub>2</sub> system and more.

"The unlicensed people did their part," stated Chief Steward James Kidd. "I was doing paperwork when the fire alarm went off. I ran downstairs, smelled the smoke and saw that the galley was clear. I told my SA (Antonio Colon) to call the bridge and tell him, 'Fire!' Then I saw the smoke from the engine room. I got one hose, the chief cook (Gilbert Lewis) got another.... We weren't trying to be heroes, we just had to get to the fire stations and get the water on."

Bosun T.C. Oneyear said the smoke "was so thick, you couldn't see anything, and the paint was popping like popcorn. There was no visibility at all. Even on the main deck, you couldn't see the pier."

Eventually, emergency crews from five counties—including one from South Carolina—were involved in the operation. Most Seafarers continued to battle the fire for up to two hours, until the generator powering their equipment was exhausted. Hastings stayed aboard until midnight, mainly to help guide fire department personnel who understandably didn't know their way around the vessel.

"From the feedback I got from the fire department, they said that without us, they would have had

problems," stated Hastings.

Similarly, Oneyear said he followed the captain's order to meet with fire officials shortly after they first arrived, to help familiarize them with the ship's layout and contents.

"We used a forklift so the fire department could fight the fire from the starboard side," Oneyear noted. "They pumped foam in for three hours."

Col. Ronald Heiter, commander of the Sunny Point installation, credited the crew for apparently taking every possible and appropriate step to contain the fire.

### Job Well Done

Brad Sauer, president of Maersk Line Ltd., also praised the crew for its efforts, particularly in light of the risk of explosion. "Nobody knows a ship like the crew," he said. "What they do in the first few minutes is critical."

A joint-agency news release from the Coast Guard, Military Traffic Management Command and MSC stated, "Due to the immediate action of the ship's crew and fast response of firefighters from the base and local communities, the fire never came in contact with or close to the ammunition containers."

The SIU members aboard the *Carter* when the fire occurred were Beasley, Oneyear, Leake, Hastings, Kidd, Lewis, Colon, and ABs Luisito Balatbat, Walter Jeffords and Anthony Willis.

## Fire Fighting Training at Paul Hall Center Pays Off

Continued from page 2

we started running out hoses and trying to combat it that I started feeling somewhat relaxed. But at first, I couldn't believe what was happening—especially aboard an ammo ship."

He said the safety drills "most definitely helped. With the fire and boat drills, there are countless times that we've gone through areas where there could be a fire. Most fires begin in the engine room or the galley, so that's the focus of most of the drills we run.

"The guys reacted the way they were supposed to," he continued. "No one ran, everyone did what they were supposed to do."

QMED/Electrician Donald Hastings, who had "been through some small (shipboard) fires, but nothing like this," said that when the alarm sounded, "it was pretty much reaction at first, rather than thinking through the situation. Anything could have gone wrong, and that would have been the end of the crew, but they stuck it out. Guys were beat up, but they weren't going to leave."

Two years ago, the Paul Hall Center opened a maritime-specific fire fighting and safety school

near its main campus. The Joseph Sacco Fire Fighting and Safety School has been well-received by upgraders and unlicensed apprentices—more than 8,200 students have trained there since May 1999. Curriculums include basic and advanced fire fighting, water survival, damage control, confined-space safety, STCW basic safety, first aid and CPR. Like the *Carter* crew members themselves, Paul Hall Center Safety Director Jim Hanson, who oversees the fire fighting and safety school, expressed sorrow concerning the two fatalities on the ammo ship, along with relief that the crew helped prevent further losses.

"I am always saddened to hear of a shipboard fire that results in the loss of life. My sympathy goes out to the families and the crew of the *Carter* for the loss of their loved ones," Hanson said. "It is very gratifying to know that the training some of the crew members received here at the Paul Hall Center helped them to contain the fire.... In the end, the crew not only saved the ship, but most importantly the rest of the crew."

"When there is a fire, it is nice to hear that the crew of the ship, the Coast Guard and the local fire departments came together and worked as a team, just like it is taught in the tactics class."

anything to do with Trico Marine Services, its subsidiary and companies where Trico Marine Services Inc., USA has beneficial ownership. This will possibly take place in the form of sympathetic action. "The boycott will also be followed up with campaigns aimed at Norwegian opinion and the oil industry, where as many as possible will be called on not to have any kind of financial dealings with the companies."

### Rude Greeting

The ITF delegation, with representatives of ITF-affiliated unions from Norway, the United Kingdom, Germany and Australia, quickly got a taste of the atmosphere faced by offshore mariners in the Gulf. At its first stop (the Quality Shipyard in Houma), the group was detained for 45 minutes by private security

guards.

Throughout the week, the representatives were met by similar attempts by sheriff's deputies and others to prevent them from speaking with mariners. Despite such treatment, some of the delegates met with crews who were interested in the ITF's mission.

"No one back home would have believed us if we told them what we've experienced here," Pedersen said. "Fortunately, we have a journalist with us who videotaped all of our encounters,

and we will share it with the interested parties back home."

As reported in previous issues of the *Seafarers LOG*, the effort to organize offshore mariners in the Gulf is led by Offshore Mariners United. OMU was founded by the SIU; the American Maritime Officers; the International Organization of Masters, Mates & Pilots; the Marine Engineers' Beneficial Association; and the National Maritime Union, which recently merged into the SIU.

## Reminder to New SIU Members Who Formerly Were in the NMU

All Seafarers who were NMU members in good standing at the time of the SIU-NMU merger should apply for their SIU book as soon as possible. Applications and further details are available at all SIU halls.



During a recent trip by the *Perseverance* to the Caribbean, AB Luis Escalante secures the gangway upon arrival at the Sun Oil Terminal in Yabucoa, P.R.

# Around the Port of San Juan



AB Carlos Castillo (left) and AB Angel Passapera help during cargo ops aboard the *Perseverance*, an IUM vessel.

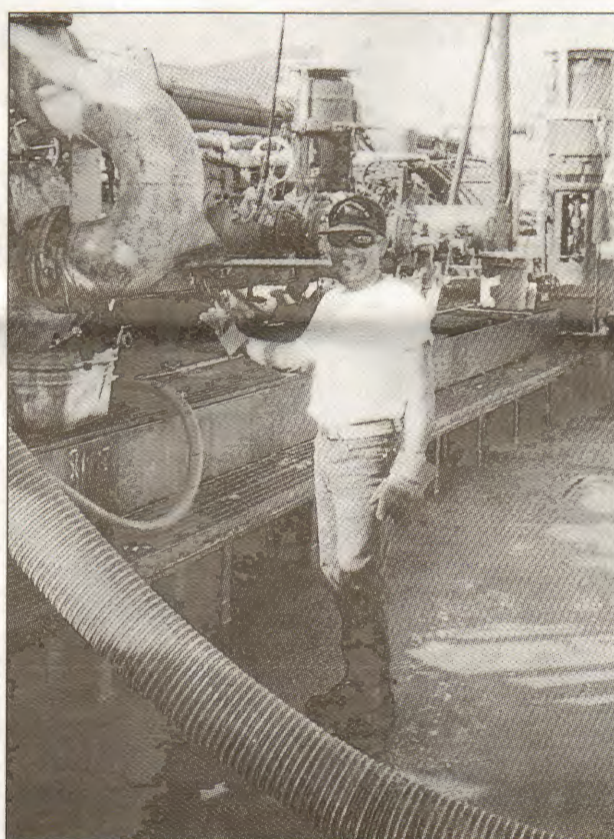
Right: SIU Representative Amancio Crespo (second from right) talks with crew members aboard the *Perseverance* following a payoff. From the left are AB Carlos Castillo, AB Luis Escalante and AB Angel Passapera.



Oiler Orlando Herrera takes his turn standing watch aboard the *Expedition*, which recently tied up at the CSX dock in San Juan.



Reina Mendez, working as a GUDE aboard the *Potomac* in Diego Garcia, sails from the port of San Juan.



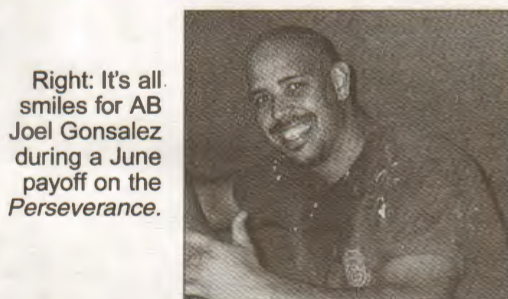
Left: When the *Perseverance* pulled in to the Sun Oil Terminal in Yabucoa, AB Juan Chevalier had plenty of work.



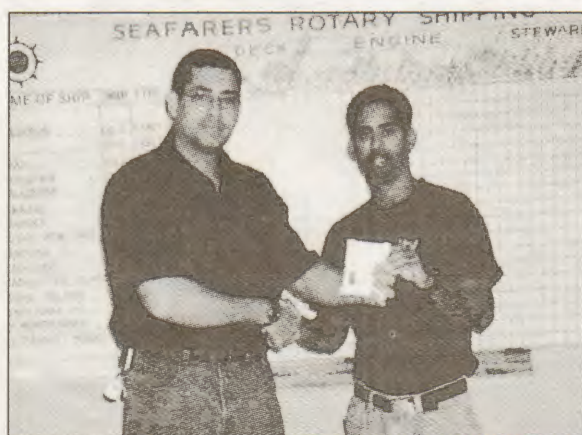
During a monthly membership meeting at the hall in San Juan, Port Agent Victor Nuñez reads the president's report to those assembled.



Recertified Steward Jose Colls (center) receives his first pension check from SIU Rep Amancio Crespo (left) and San Juan Port Agent Victor Nuñez.



Right: It's all smiles for AB Joel Gonzalez during a June payoff on the *Perseverance*.



AB Carlos Castillo (right) receives his B seniority book from SIU Rep Amancio Crespo.



AB Rafael Franco (left) enjoys a chat with SIU Rep Amancio Crespo at the San Juan hall.





**SULPHUR ENTERPRISE**

Following a shipboard meeting on the *Sulphur Enterprise*, Steward/Baker Tran Nee (left) and Bosun Marvin Zimbardo sign the patrolman's report.



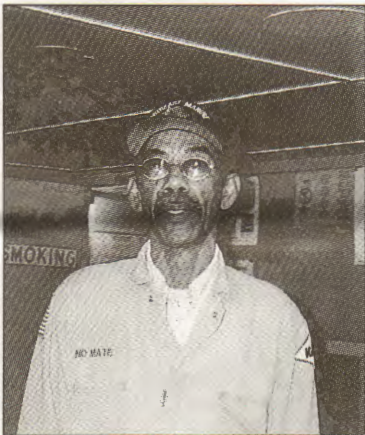
# Calling on Jacksonville

*Sulphur Enterprise*  
*HMI Defender*  
*HMI Nantucket Shoals*

**HMI DEFENDER**



GUDE Fernando Mesa grabs a quick cup of coffee during payoff aboard the *HMI Defender* in Tampa.



2nd Mate James "Bubba" Showers, a former SIU member, stops by the crew mess to say hello.



Adding his name to the patrolman's report is AB James Hazelip.



Bosun Norman Armstrong (left) receives a package of union information from SIU Jacksonville Port Agent Tony McQuay aboard the *HMI Defender*.



SA Jimmy Laffitte cleans the passage-ways on the *HMI Defender*.

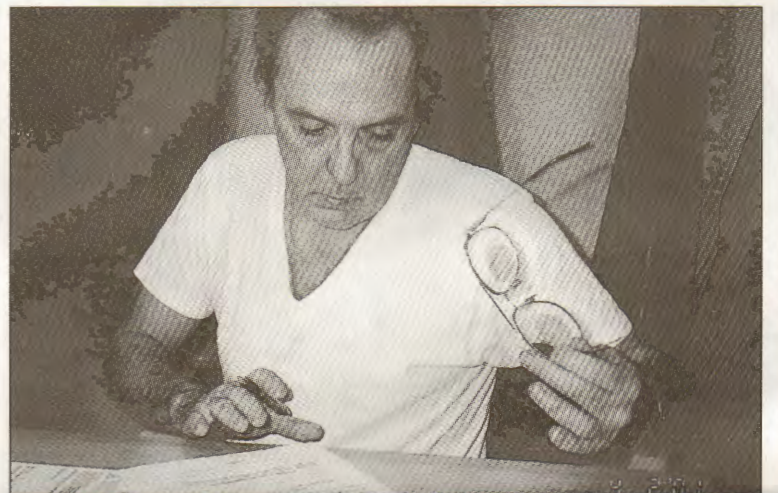


Getting ready for the lunch-time crowd on the vessel is Chief Cook Lolita Thomas.

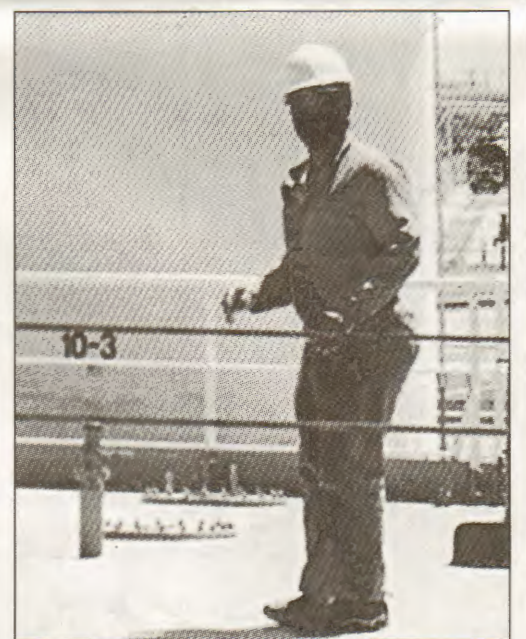


**HMI NANTUCKET SHOALS**

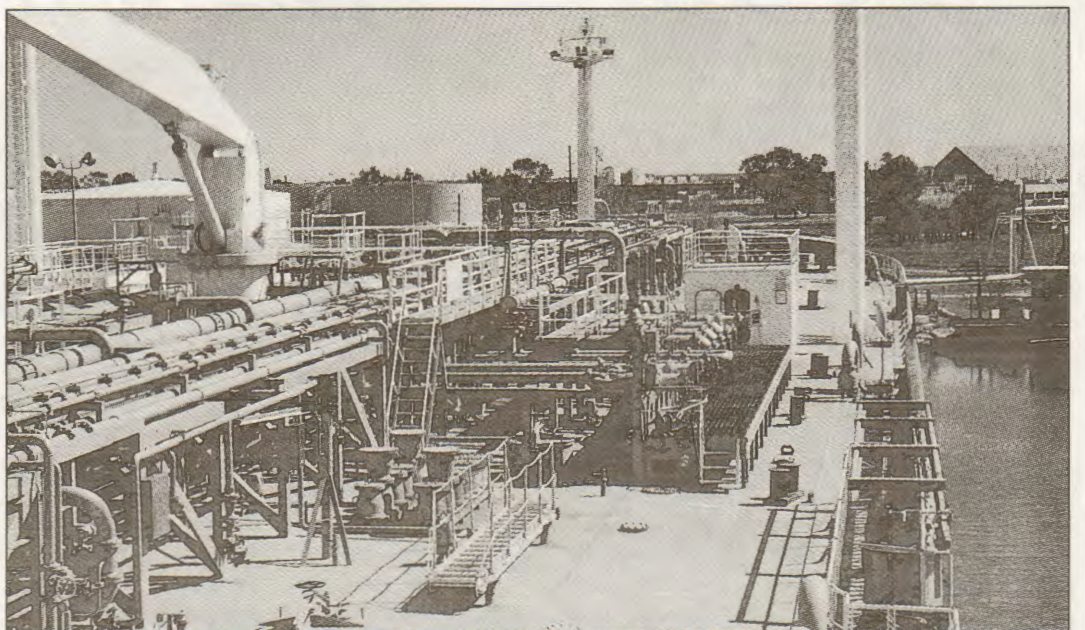
Right: Recertified Steward Matthew Scott signs the patrolman's report after the union meeting. Scott sailed this voyage as chief cook.



AB Rick Wiemer takes readings for the presence of benzene aboard the *HMI Nantucket Shoals*.

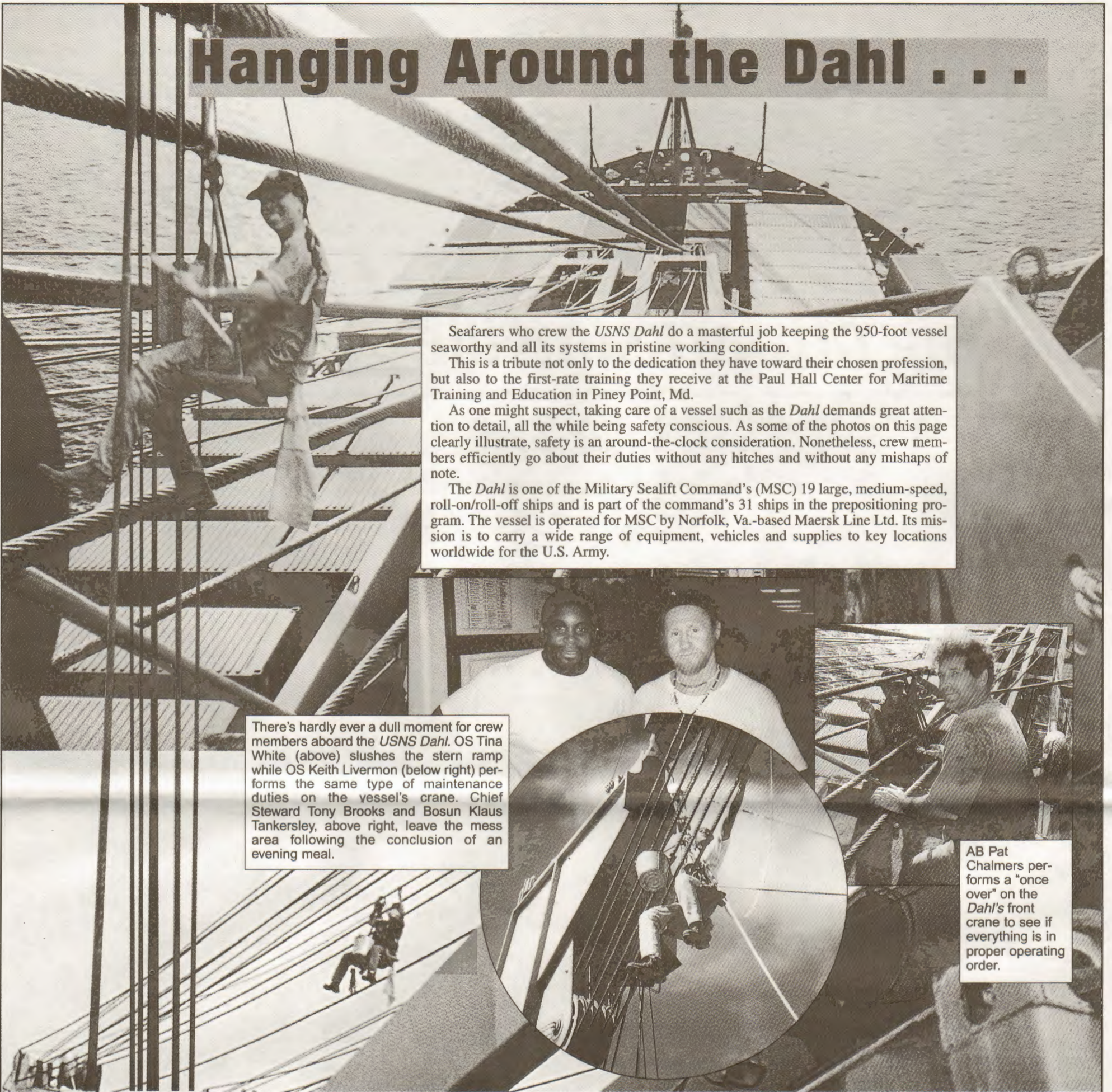


Working on the deck of the vessel is AB Terry Cowans.



The *HMI Nantucket Shoals* pulls into port in Tampa, where it was met by SIU Jacksonville reps.

# Hanging Around the Dahl . . .



Seafarers who crew the *USNS Dahl* do a masterful job keeping the 950-foot vessel seaworthy and all its systems in pristine working condition.

This is a tribute not only to the dedication they have toward their chosen profession, but also to the first-rate training they receive at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

As one might suspect, taking care of a vessel such as the *Dahl* demands great attention to detail, all the while being safety conscious. As some of the photos on this page clearly illustrate, safety is an around-the-clock consideration. Nonetheless, crew members efficiently go about their duties without any hitches and without any mishaps of note.

The *Dahl* is one of the Military Sealift Command's (MSC) 19 large, medium-speed, roll-on/roll-off ships and is part of the command's 31 ships in the prepositioning program. The vessel is operated for MSC by Norfolk, Va.-based Maersk Line Ltd. Its mission is to carry a wide range of equipment, vehicles and supplies to key locations worldwide for the U.S. Army.

There's hardly ever a dull moment for crew members aboard the *USNS Dahl*. OS Tina White (above) slushes the stern ramp while OS Keith Livermon (below right) performs the same type of maintenance duties on the vessel's crane. Chief Steward Tony Brooks and Bosun Klaus Tankersley, above right, leave the mess area following the conclusion of an evening meal.



AB Pat Chalmers performs a "once over" on the *Dahl's* front crane to see if everything is in proper operating order.

## The STCW Clock Stops Ticking Feb. 1, 2002



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

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

Many Seafarers will be at sea on Feb. 1. Those members should comply with the STCW convention before shipping out for any voyage that will last until Feb. 1 or later.

It's better to have all your shipping documents early than be denied a future voyage!

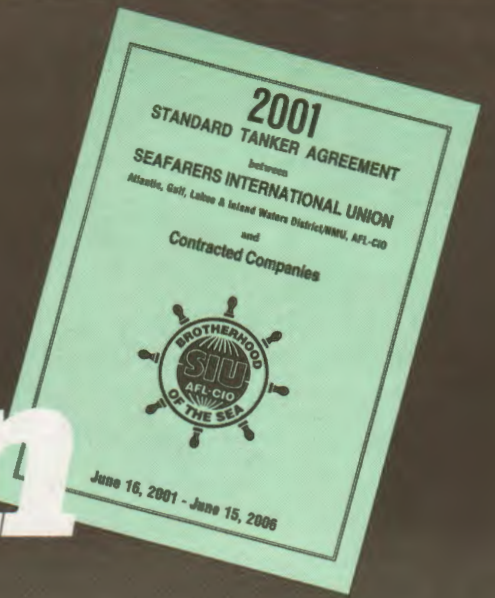
Contact the Paul Hall Center at 1-800-732-2739 for additional information.

## Blessings In New Bedford



SIU fishermen and their families in New Bedford, Mass. participated in the city's annual "Blessing of the Fleet," part of a weekend celebration known as Summerfest. This year's event took place July 6-8. The SIU crewed *Bonansa* was voted one of the best-decorated boats in the traditional waterborne, pier-side parade where clergy of different faiths bestow blessings on each vessel for success and safe return from the sea.

# Team SIU Does It Again



## Seafarers Laud Standard Contracts

Presented with new standard freightship and tanker agreements that call for substantial, wide-ranging gains, SIU members are responding with a near-unanimous ratification.

Voting continued as this issue of the *Seafarers LOG* went to press, but, based on tallies from 66 SIU-crewed ships and from special meetings conducted at SIU halls in late June, the standard agreements easily were on pace for ratification. In fact, by late last month, 99.2 percent of the votes were in favor of the new five-year agreements.

Among other improvements, the contracts establish prescription drug coverage for dependents at the same level as a member; allow for collecting vacation pay sooner; secure gains in the pension plan; and call for wage increases of 3 percent in each year of the pacts, for base wages and overtime. These categories were the ones most often cited by Seafarers in recent years, when offering input on what they wanted in upcoming contracts.

"It's a great improvement," stated Bosun **Charles David Jones**. "I have dependents, so, to me, the expanded prescription plan is a real highlight. To (SIU Vice President Contracts) Augie Tellez and everyone else from the SIU involved in the negotiations, I say thank you."

"I think it's fantastic, I really do," noted Chief Steward **Susanne Cake**. "I like the fact that I don't have to stay out (aboard ship) for 120 (consecutive) days if I don't want to.... I thank Augie and the whole team for their hard work." "Any time you can increase

your medical coverage and your retirement coverage, you're better off," said Chief Steward **James Willey**.

"I think it's a good contract," declared Asst. Cook/Utility **Frank Crim**. "There are a lot of improvements—something for everyone."

"The contract is good," stated AB **Kim Brown**. "The prescription coverage for dependents means more money stays in your pocket. I really appreciate the job done by Augie. Things keep getting better and better."

"I think it's great," said Chief Cook **Carlos Sanchez**. "To me, the best part is being able to get the vacation pay sooner."

"I like it," noted Bosun's Mate **Gerard Costello**. "We got a pay raise, better medical coverage for dependents, more flexibility in sailing time. All in all, it's going to help everybody."

In a letter to Tellez, Recertified Bosun **Michael Proveaux** wrote, "I sincerely wish to thank you and your staff for the time, the diligence and the success that you had in negotiating the new standard freighter and tanker contracts on behalf of the membership. It's nice to know that you are in our corner and are successful in bargaining on our behalf."

Following are highlights of the new agreements, effective June 16, 2001 through June 15, 2006.

● **Wages and overtime.** Effective July 1 in each year of the contract, wages and overtime are increased 3 percent. Effective July 1 of this year, the overtime rates in the freightship agreement are consolidated into two main rates (the

*Continued on page 14*



Baltimore



Impeccable



Global Mariner



Diamond State



Piney Point

## Other Contract News

● The union has negotiated a new five-year agreement for the car carrier *Overseas Joyce*. It increases wages and overtime by 6.25 percent in each of the first four years, followed by a slightly greater increase in the fifth year. The vacation benefit will increase from 10 for 30 to 14 for 30.

● The contract covering Tyco's cable ships has been improved and, in many components, brought close in line with the standard agreements. The new five-year Tyco contract features wage and blended overtime increases of 3 percent in each of the first three years, and 4 percent in each of the last two years. Vacation benefits are boosted by one day in the first, third and fifth years.

● A new three-year contract has been reached for the ITBs operated by Sheridan Transportation. Wages are increased by 5 percent the first year, then 3 percent each the next two years. Overtime is increased by 3 percent in each of the final two years. The agreement also includes the Seafarers Money Purchase Pension Plan (at 3 percent of base wages) beginning in year three.



# ... and this time w



Recertified Bosun  
Joe Caruso,  
Ft. Lauderdale



Bosun Michael Hill,  
ITB Philadelphia



Ft. Lauderdale



Wave Sentinel



New York



Honolulu



HMI Defender



Gus Darnell



SeaLand Atlantic



Norfolk



Bargaining committee members (from left) ATC Mgr. Labor Relations Bill Cole; Intrepid Ship Mgt. VP Labor Relations Tony Naccarato; SIU VP Contracts Augie Tellez; SIU Headquarters Rep Carl Peth; OSG Asst. VP Jack Craft; OSG VP Jack Robinson.



San Francisco



Paul Buck

# SEAFARE



# We did it even better!



ve Sentinel



St. Louis



SeaLand Achiever



Mobile



Breton Reef



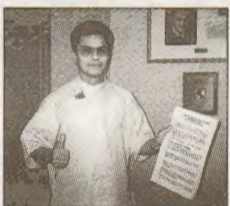
New Orleans



Bargaining committee members (from left, seated) USSM VP Labor Relations & Administration Joe Fazzari; SIU VP Contracts Augie Tellez; CSX Lines VP Operations and Labor Relations Jim McKenna; IUM VP Industrial Relations Bob Rogers; (standing) CSX Director Labor Relations Bob Burlando; SIU Asst. VP Contracts George Tricker; USSM Mgr. Labor Relations Carol Berger; Tyco Sr. Mgr. Labor Relations Chris Marlow; CSX Director of Marine Services Mike Bohlman; NPR Director of Vessel Operations Lee Souren.



Mt. Washington



Recertified Steward  
Gualberto Mirador,  
USNS Yano



New York



Philadelphia



USNS Watson

# RS



# Standard Contracts Presented

Continued from page 11

overtime rate and the penalty rate). As explained in detail during the ratification meetings, the upshot of the consolidated rates is that Seafarers stand to earn considerably more money than under the old system, plus their paperwork is simplified. Those monetary gains would be in addition to the 3 percent increases.

● **Tours of duty.** In response to overwhelming recommendations by the membership, the freightship agreement is amended so that tours will be no less than 75 days on with no more than 120 days on, with time off no less than 30 days and no more than 60 days. Work schedules may be modified to the vessel's operational schedule.

Additionally, non-entry-level mariners possessing class "A" seniority, excluding those designated as permanent ratings, employed aboard dry cargo vessels are permitted to remain aboard a specific vessel for a period not to exceed 22 months, subject to the vessel's operational necessity.

The tankship agreement mostly parallels the freightship contract in this category. One exception is that class "A" seniority members sailing above entry level (and excluding those designated as permanent ratings) may remain aboard a specific tanker for up to 48 months.

● **Engine department.** In order to preserve and pro-

tect Seafarers' work jurisdiction and provide defined career paths in the engine department, the SIU negotiated the creation of the rating QMED/electrician relief and the option to re-rate the current engine utilities (EUs) employed aboard steam vessels to engine maintenance/electrician relief to the list of permanent ratings.

● **Vacation.** Effective in the first year of the agreements, members will be eligible to apply for and collect their vacation benefit after 60 days of covered employment. Members also will be eligible to collect the extra vacation day bonus after the successful completion of each tour, rather than waiting 12 to 18 months as before.

● **Seafarers Money Purchase Pension Plan.** Effective June 16, 2003, a daily contribution to the Seafarers Money Purchase Pension Plan will be increased to provide a benefit of 5 percent of respective daily wages, on eligible members' behalf.

● **Seafarers Pension Plan.** Beginning next year, members with 3,000 or more days of sea time will receive pension credits for their vacation benefits. For instance, if a Seafarer sails on a tanker where he receives 15 days of vacation per month, and that individual works eight months a year, then he will receive pension eligibility for 360 days.

Also, members can include their vacation benefit when determining annual earnings upon which the wage-related pension is calculated. This leads to a larger pension.

● **Seafarers Health and Benefits Plan.** Effective this year, members will receive benefits under plan level "G," the best coverage available through this plan. For the first time, eligible dependents receive prescription coverage at the same level as Seafarers.

Other improvements include an increase of the optical benefit to \$200 (including provisions for contacts); boosting the graduated death benefit for members from a maximum of \$20,000 to a maximum of \$50,000; and, for the first time, coverage for organ and tissue transplant surgery, to a maximum of \$150,000.

● **Shipboard e-mail.** Unlicensed personnel serving aboard a vessel shall be provided access to sending and receiving e-mail, if available.

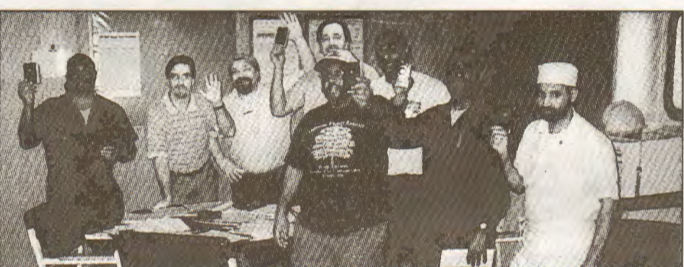
● **Miscellaneous.** Certain shipping rules have been amended, including one that requires all SIU members to possess a valid STCW endorsement, effective Feb. 1, 2002, as well as a training record book (TRB) in order to register. Members also must pass the English competency exam required by the U.S.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



Potomac



Cape Taylor



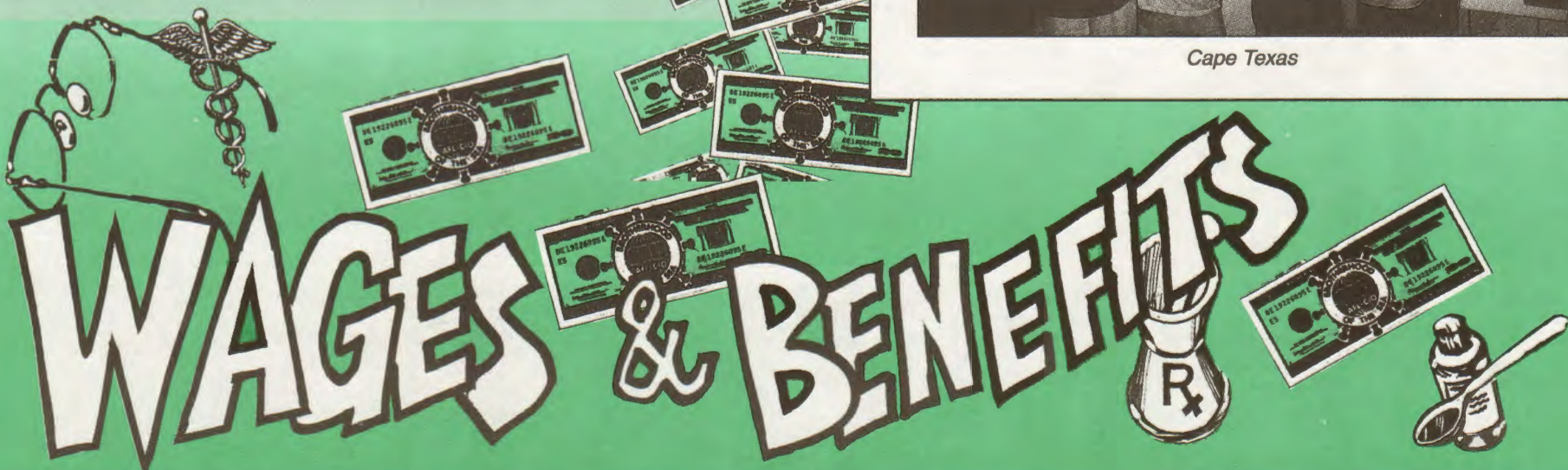
SeaLand Pride



Equality State



Cape Texas





### 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 Cergey, Vice President Gulf Coast  
 Nicholas J. Marrone, Vice President West Coast  
 Kermet Mangram, Vice President Government Services  
 René Lioeantie, Vice President at Large  
 Charles Stewart, Vice President at Large

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**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**  
 P.O. Box 23127, Barrigada, Guam 96921  
 125 Sunny Plaza, Suite 301-E  
 Tun Jesus Crisostomo St., Tamuning, Guam 96911  
 (671) 647-1350

**HONOLULU**  
 606 Kalihii 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  
 (251) 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 31401  
 (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

## NMU Monthly Shipping & Registration Report

JUNE 2001

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	14	4	0	11	0	0	5	24	8	0
Houston	13	1	0	7	0	0	14	21	3	0
Harvey, LA	9	1	0	4	0	0	7	9	1	2
New York	15	1	2	12	0	1	12	41	29	5
Norfolk	3	0	0	6	0	0	0	1	0	0
San Pedro	10	0	0	4	0	0	12	27	4	1
Savannah	7	1	0	6	0	0	3	16	1	0
Tacoma	5	2	0	2	0	0	7	18	0	0
<b>Totals</b>	<b>76</b>	<b>10</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>157</b>	<b>46</b>	<b>8</b>

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>ENGINE DEPARTMENT</b>										
Boston	1	4	0	0	0	2	7	14	0	1
Houston	3	1	1	0	0	0	7	4	3	1
Harvey, LA	1	1	0	1	0	0	2	4	1	0
New York	11	0	0	9	0	1	5	42	2	1
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	0	0	0	0	0	0	6	31	31	9
Savannah	2	0	0	4	0	0	2	8	3	0
Tacoma	2	0	1	0	0	1	4	7	0	0
<b>Totals</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>110</b>	<b>40</b>	<b>12</b>

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>STEWARD DEPARTMENT</b>										
Boston	8	3	0	16	0	0	0	0	0	0
Houston	2	2	0	2	0	0	3	3	1	0
Harvey, LA	2	0	0	4	0	0	0	2	1	0
New York	1	0	0	2	0	0	5	10	9	0
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	3	0	0	1	0	0	2	13	1	3
Savannah	3	1	0	0	0	0	1	6	1	0
Tacoma	0	1	0	0	0	0	3	1	2	0
<b>Totals</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>36</b>	<b>15</b>	<b>3</b>

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>ENTRY DEPARTMENT</b>										
Boston	1	6	2	16	0	0	25	18	0	0
Houston	1	4	1	0	0	3	6	12	7	2
Harvey, LA	0	0	1	2	0	1	3	5	5	3
New York	7	9	1	2	0	0	8	44	12	16
Norfolk	0	0	0	0	0	0	0	1	0	0
San Pedro	5	0	5	0	0	0	7	10	35	10
Savannah	0	4	2	0	0	1	2	0	8	3
Tacoma	0	2	1	0	0	0	3	0	29	1
<b>Totals</b>	<b>14</b>	<b>25</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>90</b>	<b>96</b>	<b>35</b>

<b>Totals All Departments</b>	<b>130</b>	<b>48</b>	<b>17</b>	<b>111</b>	<b>0</b>	<b>10</b>	<b>161</b>	<b>292</b>	<b>197</b>	<b>58</b>
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### PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner **Troy D. Smith** of Rome, Ga.

Both were taken by Smith (so he does not appear in either one). The photo below was snapped in 1955 aboard the *SS Robin Hood*, which was on a South African run. The picture at right, on the *SS Robin*



*Wentley*, also was taken in 1955 during a run to South Africa.

Troy Smith, now 73, began sailing in 1945 as an FOWT and wiper. He started receiving his pension in 1989.

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.





## Welcome Ashore

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

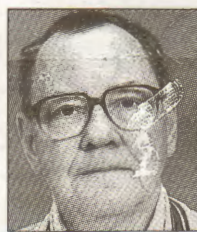
An inland captain, who also sailed as an engineer, and one recertified steward are among the 10 Seafarers announcing their retirements this month. **Charles R. Matthews** navigated the inland waterways for nearly 30 years while **Ralph A. Alexander** graduated from the highest level of training available to members of the steward department at the SIU's training school in Piney Point, Md.

Including Alexander, nine of the retirees sailed in the deep sea division; one navigated the inland waterways.

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

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

### DEEP SEA



**RAPLH A. ALEXANDER**, 64, started his career with the SIU in 1963 in the port of New Orleans. Brother

Alexander first sailed aboard Venore Transportation's *Marore*. Born in North Carolina, he shipped as a member of the steward department. Brother Alexander upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1988, 1989 and 1990. He completed the school's steward recertification course in 1991. Brother Alexander last sailed aboard the *Sea-Land Tacoma*. He resides in Tacoma, Wash.

**GREGORIO ALGARIN**, 55, joined the union in 1976 in

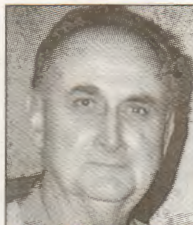
Puerto Rico. Brother Algarin sailed in both the deep sea and inland divisions, first shipping aboard a Crowley Towing & Transportation vessel in San Juan. The deck department member, who was born in Puerto Rico, last worked on the *Sea-Land Expedition*. Brother Algarin continues to live in Puerto Rico.



**SILVERIO A. ARANA**, 70, began his SIU career in 1985, joining in Hawaii. Born in Honduras, Brother Arana first sailed

aboard the *USNS Algol*, an SIU vessel contracted to the military. The steward department member last shipped aboard Liberty Maritime Corp.'s *Liberty Wave*. He calls New Orleans home.

**JAMES COLWELL**, 65, was born in Pennsylvania. He started his career with the SIU in 1967 in the port of San Francisco. Prior to joining the Seafarers, Brother Colwell served in the U.S. Army from 1955 to 1957. The deck department member first shipped aboard an Isthmian Lines, Inc. vessel. Brother Colwell upgraded his skills in 1975 and 1976 at the SIU's training school. He last worked on the *USNS Regulus*, operated by Bay Ship Management, Inc. Brother Colwell resides in Sea Level, N.C.



**ARTHUR ELLIOTT**, 64, started his career with the Seafarers in 1958, joining in New York. Before becoming a Seafarer,

Brother Elliott served in the U.S. Army from 1955 to 1956. He sailed in both the deep sea and inland divisions. A member of the deck department, he first shipped aboard a Boston Towing Boat Co. vessel. The Queens, N.Y. native was last employed aboard the *Arecibo*, operated by NPR, Inc. Brother Elliott calls Rockaway Point, N.Y. home.

**THEODORE V. HAWKINS**, 71, joined the SIU in 1968 in the port of San Francisco. Prior to joining the Seafarers, the Arkansas native served in the U.S. Air Force from 1951 to 1956. Brother Hawkins first shipped aboard the *Asbury Victory*, operated by Bulk Transport Inc. The engine department member upgraded his skills at the Seafarers training school in



Reprinted from past issues of the Seafarers LOG

### 1940

After a strike of more than 14 months, the SIU signed a closed-shop contract with Peninsula and Occidental Steamship Company. Ninety percent of the 300 men in this fleet certified the SIU as their sole bargaining agent. In addition to fighting the company, SIU also had to fight a fink union known as the Florida Independent Seamen's Union. In addition to all other provisions of the contract, the company agreed to reinstate the SIU men with cash pay for all the time lost since September 1939.

### 1967

In a Labor Day address presented by the AFL-CIO over the nationwide radio network of the Mutual Broadcasting System, SIU President Paul Hall called on "government, industry and labor to knuckle down to the problem of developing the kind of program that will assure that U.S. shipping and shipbuilding can make their maximum contribution to our economy and our defense. This isn't just a maritime problem—it's an American problem," Hall said, noting that, "If we as a nation fail to resolve this problem, the impact of that failure will be felt by every American—businessman, farmer and worker, alike."

Hall expressed the vital need for a strong, growing and modernized American merchant marine. The importance extends not

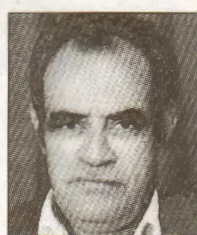
Piney Point, Md. in 1973, 1975 and 1992. Brother Hawkins last shipped aboard Pacific Gulf Marine, Inc.'s *Gem State*. He lives in Elk Grove, Calif.



**ALI AHMED MUSAID**, 67, began his SIU career in 1964, joining in the port of Houston. Born in Aden, Yemen,

Brother Musaid first sailed aboard a Waterman Steamship vessel. The engine department member last shipped aboard the *SS Independence*, operated by American Hawaii Cruises. Brother Musaid lives in Yemen.

**LUFTI SALEH NAGI**, 69, started his career with the Seafarers in 1966, joining in the port of San Francisco. Brother Nagi first sailed aboard the *Express Virginia*, operated by Virginia Lines. The steward department member upgraded his skills in 1987 at the SIU's training school in Piney Point, Md.



He last shipped aboard Matson Navigation Co.'s *Lurline*. Brother Nagi lives in Berkley, Calif.

**EARNEST D. OXENDINE**, 64, joined the Seafarers in 1966 in the port of New York. Before joining the SIU, Brother Oxendine served in the U.S. Navy from 1954 to 1958. He was born in North Carolina and first sailed aboard the *Bienville*. Brother Oxendine last sailed aboard the cable ship *Global Mariner*, operated by Tyco. Pembroke, N.C. is his home.

### INLAND



**CHARLES R. MATTHEWS**, 63, hails from North Carolina. He began his career with the Seafarers in

1978. Boatman Matthews first shipped aboard a Marine Oil Service, Inc. vessel. A member of the deck department, he sailed both as an engineer and a captain. Boatman Matthews was last employed aboard a McAllister Towing of Virginia vessel. He resides in Norfolk, Va.

### 'First-Class Job'



Aboard the *SS Lihue*, Capt. Tom Stapleton reports the SIU steward department "is doing a first-class job," including preparation of a "delicious barbecue for the entire crew." Pictured from left to right are Steward/Baker Colleen Mast, BR Utility Chris Stearns, Asst. Cook Mohamed Quraish and Chief Cook Benedict Opaon. The *Lihue* normally runs between Los Angeles and Honolulu for Matson.

## THIS MONTH IN SIU HISTORY

only to immediate security of this country, Hall said, but also to the preservation of our way of life through a sound economic system. The military factor can be seen clearly in the American merchant marine's role in World War II, the Korean War, and, presently, in Vietnam, Hall said. Even is this "Age of Air Power," 98 percent of all supplies and two-thirds of all troops go to Vietnam not by plane but by merchant marine shipping.

### 1991

The complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md. has been named the Paul Hall Center for Maritime Training and Education as a result of action taken by the institu-

tion's board of trustees. The dedication of the Paul Hall Center was marked with a simple ceremony on August 20, the anniversary date of the birth of the late president of the Seafarers International Union.

In describing the naming of the Piney Point center, Herbert Brand, chairman of the Transportation Institute and master of ceremonies for the event, called it "more than a dedication—it is an act of remembrance" for the man who headed the SIU from 1947 until his death in 1980.... In closing remarks, SIU President Michael Sacco said, "It is a tribute to the remarkable man we honor today that all elements of our industry are brought together by his memory."

# Final Departures

## DEEP SEA

### ABDUL R. ABDO



Pensioner Abdul R. Abdo, 68, passed away Nov. 22, 2000. Born in Yemen, Brother Abdo started his SIU career in 1967 in the port of San Francisco.

He first sailed aboard the *Halcyon Panther*. The steward department member last shipped aboard the *President Chester B. Arthur*. Brother Abdo started receiving his pension in 1999. He lived in San Francisco.

### FRANK ANSOTIGUE

Pensioner Frank Ansotigue, 90, passed away Dec. 11, 2000. He started his career with the Marine Cooks & Stewards (MC&S). Born in the Philippines, he began receiving his pension in 1973. Los Angeles was his home.

### ANGEL AROCHE



Pensioner Angel Aroche, 74, died March 8. Born in Puerto Rico, he started his career with the MC&S. He began receiving his pension in 1975. Brother

Aroche called San Francisco home.

### ARNE BOEKMAN

Pensioner Arne Boekman, 75, died March 20. Brother Boekman began his career with the Seafarers in 1959 in the port of New York. He first shipped aboard a Waterman Steamship Corp. vessel. Brother Boekman sailed in the deck department, last working aboard the *Stonewall Jackson*, another Waterman vessel. Brother Boekman started receiving his pension in 1987. Las Vegas was his home.

### THOMAS BOLTON



Pensioner Thomas Bolton, 84, passed away May 5. He joined the Seafarers in 1945 in the port of Philadelphia. Born in Anacoco, La.,

Brother Bolton first sailed aboard Stockard Steamship Corp.'s *Strathmore*. He worked in the steward department, last sailing aboard the *Ewa*. Brother Bolton started receiving his pension in 1990. He lived in Groves, Texas.

### ELPIDIO CARPENTER

Pensioner Elpidio Carpenter, 95, died April 16. Brother Carpenter was born in the Philippines. He started his career with the MC&S and began receiving his pension in 1967. Brother Carpenter resided in Daly City, Calif.

### TOM COLWAY

Pensioner Tom Colway, 98, passed away Jan 10. He started his career with the MC&S and began receiving his pension in 1967. Brother Colway lived in Long Beach, Calif.

### DELMER CRAIG



Pensioner Delmer Craig, 74, died May 21. Brother Craig started his SIU career in 1960, joining in the port of New York. The Wilmington,

N.C. native shipped as a member of the deck department. He last sailed aboard the *Sea-Land Liberator*. Brother Craig began receiving his pension in 1990. He resided in Reeds, Mo.

### GENEROSO CRISPALA

Brother Generoso Crispala, 77, passed away March 10. A native of the Philippines, Brother Crispala joined the SIU in 1951 in the port of Baltimore. A member of the engine department, he last shipped aboard the *Grand Canyon State*. Seattle was his home.

### WILLIAM HOLLAND

Pensioner William Holland, 84, died Nov. 9, 2000. Born in Georgia, he started his career with the MC&S. Brother Holland started receiving his pension in 1978. Detroit was his home.

### BERNIE HYLTON



Pensioner Bernie Hylton, 79, died Feb. 21. Brother Hylton started his SIU career in 1953 in the port of San Francisco. Before joining

the Seafarers, he served in the U.S. Army in 1943. Brother Hylton first sailed aboard the *Seathunder*, operated by Colonial Steamship Co. The deck department member last shipped on the *Sea-Land Defender*. Brother Hylton began receiving his pension in 1983. He lived in Lincoln, Ark.

### JOHN KUCHARSKI



Pensioner John Kucharski, 76, passed away Feb. 26. He started his career with the Seafarers in 1960 in the port of New Orleans. Prior

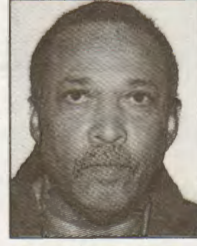
to joining the SIU, he served in the U.S. Navy from 1940 to 1945. Brother Kucharski first shipped aboard ORE Navigation Corp.'s *Oremer*. A member of the deck department, he last sailed on the *Sea-Land Economy*. Brother Kucharski started receiving his pension in 1990. He resided in Mt. Pleasant, S.C.

### FRANK LEE



Pensioner Frank Lee, 82, passed away Feb. 7. The Alabama native began his career with the MC&S. He began receiving his pension in 1973. Brother Lee lived in Pell City, Ala.

### ROBERT LEE



Pensioner Robert Lee, 65, died March 15. Brother Lee joined the SIU in 1964 in the port of New York. Before becoming a Seafarer, he

served in the U.S. Air Force from 1955 to 1961. Brother Lee first shipped aboard the *Steel Admiral*, operated by ISCO, Inc. Born in New York, he worked in the engine department. Brother Lee last sailed aboard the *Sea-Land Producer*. He began receiving his pension in 1996. Las Vegas was his home.

### NORBERTO MALDONADO

Pensioner Norberto Maldonado, 83, died May 17. He started his career

with the MC&S. Born in Puerto Rico, he began receiving his pension in 1970. Brother Maldonado called San Francisco home.

### CELESTINO MILANES

Pensioner Celestino Milanes, 93, passed away Dec. 12, 2000. Brother Milanes began his career with the MC&S. He started receiving his pension in 1970. He resided in Sacramento, Calif.

### SAMMIE NELSON



Pensioner Sammie Nelson, 82, passed away May 9. Born in Ellsworth, Wis., Brother Nelson started his SIU career in 1953 in Seattle. Before joining

the Seafarers, he served in the U.S. Army from 1942 to 1947. Brother Nelson first sailed aboard a Waterman Steamship Corp. vessel. The engine department member last worked aboard the *Sea-Land Newark*. He started receiving his pension in 1983. Brother Nelson called Federal Way, Wash. home.

### EUGENIO OJEDA



Pensioner Eugenio Ojeda, 65, died Feb. 13. Brother Ojeda started his career with the Seafarers in 1951 in the port of New York. Born in Puerto

Rico, he first shipped aboard a Waterman Steamship Corp. vessel. Brother Ojeda sailed in the steward department, last working on a Michigan Tankers, Inc. vessel. Brother Ojeda began receiving his pension in 1979. He lived in his native commonwealth.

### JULIO ORTIZ



Pensioner Julio Ortiz, 96, passed away Feb. 5. He joined the SIU in 1945 in the port of New York. Brother Ortiz first sailed aboard a

Delta Steamship Lines, Inc. vessel. Born in Puerto Rico, he shipped as a member of the steward department. Brother Ortiz last sailed aboard the *Charleston*, a Westchester Marine Corp. vessel. He started receiving his pension in 1973. Brother Ortiz resided in New York.

### CHARLES PALMER



Pensioner Charles Palmer, 79, died Feb. 23. Born in Pennsylvania, Brother Palmer started his career with the Seafarers in 1945 in the port

of Philadelphia. He began receiving his pension in 1989. Brother Palmer lived in Mobile, Ala.

### REINO PELASO



Pensioner Reino Pelaso, 84, passed away Feb. 19. Brother Pelaso joined the Seafarers in 1947 in the port of New York. Born in

Finland, he first shipped aboard ISCO, Inc.'s *Steel Voyager*. He worked in the engine department.

Brother Pelaso started receiving his pension in 1976. He lived in Vallejo, Calif.

### ALFRED SANGER

Pensioner Alfred Sanger, 63, died Feb. 26. He started his SIU career in 1959. Brother Sanger first shipped aboard an Interocean Management Corp. vessel. The deck department member was born in New York. He last worked on the *Mayaguez*, operated by NPR, Inc. Brother Sanger started receiving his pension in 1991. He resided in Jacksonville, Fla.

### WILLIAM SHERAR



Pensioner William Sherar, 75, passed away March 10. Brother Sherar started his SIU career in 1951 in the port of New York. Prior to joining

the Seafarers, the Pauls Valley, Okla. native served in the U.S. Navy from 1942 to 1944. He first sailed aboard a Waterman Steamship Corp. vessel. Brother Sherar shipped as a member of the engine department. He last worked aboard the *Sea-Land St. Louis*. He began receiving his pension in 1983. Brother Sherar lived in Cherryfield, Maine.

### MARIE SLOAN



Pensioner Marie Sloan, 79, died April 26. Sister Sloan started her career with the MC&S in 1961 in the port of San Francisco. Born in Clifton,

S.C., she shipped as a member of the steward department, sailing primarily aboard Michigan Tankers Inc. vessels. She began receiving her pension in 1978. Boise, Idaho was her home.

### LLOYD THOMAS

Brother Lloyd Thomas, 58, passed away Jan 1. He started his SIU career in 1964 in the port of New Orleans. Brother Thomas first sailed on Delta Steamship Lines, Inc.'s *Del Sud*. The Louisiana native shipped in the deck department. He last sailed on the *Jacksonville*. Brother Thomas made his home in Detroit.

### DONALD THOMPSON

Pensioner Donald Thompson, 66, died Feb. 6. The Vermdale, Minn. native started his career with the MC&S. He began receiving his pension in 1977. Brother Thompson lived in Syracuse, Utah.

### OLIVER TRAWICK



Pensioner Oliver Trawick, 79 died May 5. The Alabama native started his SIU career in 1947 in the port of New Orleans. Prior to becoming a

Seafarer, Brother Trawick served in the U.S. Navy from 1941 to 1945. He first shipped on the *Alcoa Patriot*. The deck department member last sailed on the *Clair Borne*. He began receiving his pension in 1990. Fulton, Miss. was his home.

### ANGELO VALENTE



Brother Angelo Valente, 49, passed away March 11. He started his career with the Seafarers in 1998 in the port of Piney Point, Md. Brother

Valente first sailed on the *USNS Watson*, operated by Maersk Lines, Ltd. He last worked aboard the *USNS Sisler*, another Maersk vessel. The engine department member was born in Italy and lived in Kingsland, Ga.

### JOHNNY YOUNG



Pensioner Johnny Young, 71, died Jan. 6. Brother Young started his SIU career in 1958, joining in the port of Mobile, Ala. The Camden, Ala.

native, who sailed in the steward department, last sailed aboard the *Liberty Spirit*. He started receiving his pension in 1991. Brother Young lived in New Orleans.

## INLAND

### CHARLES STOTZ

Pensioner Charles Stotz, 78, passed away Oct. 17, 2000. He started his SIU career in 1968 in St. Louis. The Pinkeyville, Ill. native shipped as a member of the deck department and sailed in both the inland and deep sea divisions during his career. Boatman Stotz last worked aboard a Michigan Tankers vessel. He began receiving his pension in 1985. Boatman Stotz called Alton, Ill. home.

### CHARLES C. THOMAS



Boatman Charles C. Thomas, 55, died Feb. 27. He joined the SIU in 1975 in the port of Piney Point, Md. The Virginia native

shipped in the deck department, last sailing on a Maritrans vessel. Boatman Thomas resided in Crisfield, Md.

## GREAT LAKES

### LAURENCE BERNARD



Pensioner Laurence Bernard, 72, died Feb. 14. He started his career with the Seafarers in 1961. Prior to joining the SIU, Brother Bernard

served in the U.S. Army from 1951 to 1953. Born in Detroit, he shipped as a member of the engine department, last sailing aboard a Great Lakes Towing Co. vessel. He began receiving his pension in 1991. Brother Bernard called Trenton, Mich. home.

## ATLANTIC FISHERMEN

### SALVATORE FRONTIERO



Pensioner Salvatore Frontiero, 90, died March 16. Born in Boston, Brother Frontiero started his career with the Atlantic Fishermen's Union

before it merged with the AGLIWD. He began receiving his pension in 1975. He resided in Gloucester, Mass.

### LOUIS BIONDO

Pensioner Louis Biondo, 71, died Jan 17. He started his career with the Atlantic Fishermen's Union in Massachusetts. Brother Biondo began receiving his pension in 1993.

# 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.

**HMI DIAMOND SHOALS** (IUM), April 27—Chairman **Ramon Castro**, Secretary **Michael Kozak**, Educational Director **Christopher J. Kirchofer**, Deck Delegate **Donald J. DeFlorio**, Engine Delegate **Paul M. Russell**, Steward Delegate **Ali Al-Kassem**. Chairman announced payoff April 30 in Long Beach, Calif. All's well aboard ship. As of June 15, Hvide will assume management of fleet; contracts to remain in place. Secretary alerted crew that waxing will begin in 10 days; notice will be placed in mess hall. Steward reminded crew that steel-toed shoes are reimbursable for all departments, and that company is not liable for safety of crew members who do not wear proper gear. Educational director spoke about STCW deadline Feb. 1, 2002. "Don't be caught by surprise." No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing vacation time requirements. Next port: Portland, Ore.

**OVERSEAS JOYCE** (OSG), April 15—Chairman **Ralph Broadway**, Secretary **James Willey**, Educational Director **Howard Grom**, Deck Delegate **Harold L. Boone**, Steward Delegate **Jack Hart**. Chairman spoke about need for teamwork aboard ship. Make others aware of potential dangers and keep safe working environment. He also noted union business should not be discussed during working hours; there is a time and place for that. Crew members advised that company policy requires all personnel at work to wear appropriate safety footwear which have oil-resistant, non-slip soles, leather uppers and steel-toed caps. Educational director noted every U.S. mariner who plans to make a living a sea should be committed to strengthening the U.S. merchant marine. They can do that by attending upgrading classes at Piney Point. He also reminded everyone to be sure STCWs are renewed. No beefs or disputed OT reported. Clarification requested on watchstander's duties. Thanks given to steward department for delicious Easter dinner. Chairman also thanked all the old-timers who helped make this union what it is today. They provided a strong foundation, and "I want you to know that your input is still valuable to all of us out here." Next ports: Japan; Portland, Ore.; Long Beach, Calif.

**STONEWALL JACKSON** (Waterman Steamship Corp.), April 15—Chairman **Armando Medina**, Secretary **Norman J. Duhe**, Educational Director **George W. Collier**. Educational director reminded crew members of need to upgrade at Paul Hall Center, especially for STCW-related courses. No beefs or disputed OT reported. Thanks given to steward department for excellent meals.

**USNS STOCKHAM** (American Overseas Marine), April 6—Chairman **Andrew B. Barrows**, Secretary **Lauren Oram**, Educational Director **Alfred J. Herrmann Jr.**, Deck Delegate **Kelvin Johnson**, Engine Delegate **John Fernandez**, Steward Dele-

gate **Allen Van Buren**. Chairman explained ship's schedule and current status. He noted things going well after just leaving shipyard. Secretary reviewed committee information from February, including Washington Activity Report. Educational director suggested everyone upgrade skills at Piney Point. He also reminded them to make sure shipping documents are current and stressed importance of contributing to SPAD. Treasurer announced \$45 in ship's fund. No beefs or disputed OT reported. Discussion followed reading of president's report. Everyone hopes more ships are built in U.S. yards, which will lead to more SIU jobs. Payoff will take place in Jacksonville. Anyone owing dues should get enough cash at payoff to fulfill union obligations. Ship will get 10 boxes of movies each year; one is currently on board. Chairman will ask captain about satellite TV and e-mail for crew. Hats off to steward department for excellent chow. Compliments also to all departments; ship looks good and runs well. Next ports: Jacksonville; Norfolk, Va.

**ANCHORAGE** (CSX Lines), May 6—Chairman **Dan P. Fleehearty**, Secretary **James A. Wright**, Educational Director **William M. Pinkham**, Deck Delegate **Tom Schroeder**, Engine Delegate **Ken Stratton**, Steward Delegate **Amanda Suncin**. Chairman announced payoff on arrival May 8 in Tacoma, Wash. Anyone getting off ship reminded to leave room clean. All communications posted on bulletin board for everyone to read. No beefs or disputed OT reported. Information requested on future engine room specialty courses for QMEDs and on status of new contact.

**CRUSADER** (CSX Lines), May 2—Chairman **Roberto Diaz**, Secretary **Joseph P. Emidy**, Educational Director **Kevin Cooper**, Deck Delegate **Joseph A. Osorio**. Chairman noted presence of two SIU unlicensed apprentices aboard as part of their training in all three departments. Secretary encouraged everyone to read LOG to learn about union and industry issues. Educational director urged those with enough seatime to upgrade at Piney Point facility and make sure STCW certificates are up to date. No beefs or disputed OT reported. The *Crusader* was selected this year's recipient of the prestigious Thomas Devlin Award for outstanding safety record. Thanks given to everyone aboard ship for their awareness of safety issues. Vessel has not lost time due to injury in more than 3½ years. "This is something we are all proud of and welcome the acknowledgement that the award stands for." Thanks given to the steward department for great meals and service. Next port: Houston.

**DISCOVERY** (CSX Lines), May 6—Chairman **Nelson Sala**, Secretary **Donald C. Spangler**, Educational Director **Gregory S. Brandani**. Chairman announced ship now on Jacksonville to San Juan run. He stated payoff to take place May 7 in Jacksonville and reminded crew members of regula-

tions regarding storage of garbage. Educational director advised members of STCW requirements and of Feb. 1, 2002 deadline. No beefs or disputed OT reported. Problem with air conditioning in rooms noted. Vote of thanks given to steward department for job well done.

**ENDURANCE** (U.S. Ship Mgmt.), May 13—Chairman **Romeo Lugtu**, Secretary **Ray A. Garcia**, Educational Director **Ramona P. Gayton**, Deck Delegate **Dennis Pickering**, Engine Delegate **James F. Sieger**, Steward Delegate **Jimmy L. Williams**. Chairman noted two-day delay in Dutch Harbor, Alaska. Looking forward to hearing about new contract. Bosun, steward and electrician getting off this trip. All three reminded crew members about STCW deadline and about opportunities available at Paul Hall Center to upgrade skills. No beefs or disputed OT reported. Recommendations made for increasing pension benefits. Request made for new chairs in crew mess and new refrigerator. Suggestion also made for shore gang help aboard ship.

**GREEN ISLAND** (Waterman Steamship Corp.), May 13—Chairman **Cesar A. Gutierrez**, Secretary **Michael F. Hammock**, Educational Director **James Laratta**, Deck Delegate **Rommel Artis**, Steward Delegate **Lawrence Winfield**. Chairman said trip was fast and smooth and that chief mate thanked deck and engine departments for jobs well done with cargo operations overseas. Everyone worked very hard. Chairman also announced payoff May 23 in New Orleans and said next trip would be longer. Secretary thanked crew for helping keep mess halls clean. Educational director urged everyone to upgrade at Piney Point. He also stated "this is the best running LASH ship in the fleet." Treasurer announced \$280 in ship's fund. Some beefs reported in steward department; no disputed OT noted. Some problems reported regarding lack of sofa and timely allotments.

**KINSMAN INDEPENDENT** (Great Lakes Associates), May 24—Chairman **Lawrence J. Curnow**, Engine Delegate **Charles D. Lesley**. Chairman presented crew with new dental plan. Everyone responded positively. Crew members were advised that all union forms/applications (medical, vacation, new books) are on board. Thanks given to Algonac hall for monthly updates. Crew members enjoy reading LOGs each month. Next ports: Duluth, Minn.; Buffalo, N.Y.

**MAERSK CALIFORNIA** (Maersk Lines, Ltd.), May 17—Chairman **Brian Fountain**, Secretary **John G. Reid**, Educational Director **James T. McParland**, Deck Delegate **Frank Hedge**, Steward Delegate **Johny Bolton Jr.** Chairman thanked crew for safe, smooth voyage and for help during stowaway search in South Africa. Secretary also thanked everyone for good trip and for helping clean ship. Educational director advised crew to check sailing documents, including STCW, and upgrade at Paul Hall Center whenever possible. Treasurer announced \$375 in ship's fund. New movies being purchased in U.S. No beefs or disputed OT reported. Reminder given that LOG is union's line of communication with membership, whether in port or at sea. Suggestion made for contracts department to look into increasing pension and vacation benefits. Vote of thanks given to steward department for good food and cookouts. Clarification needed on organization status for Maersk vessels. Next ports: Newark;

Baltimore; Newport News, Va.; Charleston, S.C.

**MAERSK COLORADO** (Maersk Lines, Ltd.), May 30—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **Dirk W. Adams**. Chairman announced payoff on arrival May 31 in Balboa, Panama. He said he enjoyed voyage and

to check rooms for needed repairs. No beefs or disputed OT reported. Question raised as to how to impress upon crew members the importance of attending shipboard meetings. "A union is not strong if the membership doesn't help." Deck and engine departments thanked steward department for job well done. "Keep up the good work."

## Overseas Vivian Carries Grain to N. Korea



While on a grain run to North Korea, some of the crew members posed for a group photo aboard the Vivian Tankships Corp. vessel.

reminded crew to check shipping documents for renewal dates. Educational director stressed need to upgrade skills and spoke about compliance with STCW rules by Feb. 1, 2002. Treasurer announced \$808 in ship's movie fund. No beefs or disputed OT reported. Request made for TV for crew lounge. Thanks given to crew members for their cooperation, especially to steward department for good job in spite of shortage due to family emergency.

**MARINE COLUMBIA** (ATC), May 13—Chairman **Greg Hamilton**, Secretary **John F. Huyett**, Educational Director **Ronald Gordon**, Deck Delegate **Chad M. Partridge**, Engine Delegate **Christopher D. Todd**, Steward Delegate **A. Sison**. Chairman noted payoff scheduled May 15 in Cherry Point, Wash. Old business discussed pertaining to salad bar. Treadmill was purchased and set up in gym. Educational director reviewed various STCW requirements. Treasurer stated that after recent purchases and extensive upgrades to satellite system, \$2,840.05 remains in unlicensed crew's fund. No beefs or disputed OT reported. Suggestion made for installation of book shelf in crew lounge.

**MAYAGUEZ** (NPR-Navieras), May 9—Chairman **Patrick C. Ray Jr.**, Secretary **Celina Ortega**, Educational Director **Michael Martykan**, Deck Delegate **Charles Wright**, Steward Delegate **Jorge Mora**. Bosun reported pilot due to board May 10 for docking and payoff in Philadelphia. Educational director advised crew members to apply now for STCW course—before Feb. 1, 2002 deadline. No beefs or disputed OT reported. Discussion held about SIU/NMU merger and voting at May union meetings. Suggestions made for new contract, including addition of chiropractic services, restructuring of pension plan and inclusion of dependent prescription costs. Tiles being replaced in rooms. Everyone asked to clean dryer filter after use. Next port: San Juan, P.R.

**MERLIN** (Sealift, Inc.), May 13—Chairman **James Triassi**, Secretary **Kenneth Whitfield**. Chairman told crew he was happy to see everyone working together as a team—and to keep up the good work. He asked all members

**PERFORMANCE** (U.S. Ship Mgmt.), May 6—Chairman **Jimmie L. Scheck**, Secretary **Richard M. Worobey**, Educational Director **Ernest L. Gibson**, Deck Delegate **Bennie Spencer**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Joel Molinos**. Chairman said he is checking on previously ordered reclining chairs and mattresses. He announced payoff May 14 in Houston and noted vessel to change to Mediterranean run. Secretary stressed need to upgrade skills at Paul Hall Center and contribute to SPAD for job security. Educational director warned crew members to comply with STCW regulations by Feb. 1, 2002 "or you won't be able to ship out." No beefs or disputed OT reported. Suggestions made for contracts department to look into raising pension benefits, improving dental plan and adding prescription coverage for dependents. Chief Cook **Molinos** and his department thanked for job well done.

**TRADER** (CSX Lines), May 6—Chairman **Loren Watson**, Secretary **Kevin Dougherty**, Educational Director **Ron Wade**, Deck Delegate **Lauro E. Clark**, Engine Delegate **Kassem Abdulla**, Steward Delegate **Alejo A. Fabia Jr.** Chairman noted payoff May 8 in Oakland, Calif. He stressed need for everyone to comply with STCW requirements or risk not sailing. Poster in crew lounge has necessary information. Additional questions should be directed to hot-line number. Treasurer reported \$324 in crew fund. No beefs or disputed OT reported. Communications from headquarters read regarding installation of satellite dishes on ships to be included in new contract. Also mentioned our political representatives on Capitol Hill will be pushing for tax-exempt status for seamen. Bosun discussed ship's schedule, including dry dock in Singapore in October. He noted that crew would probably be laid off, but for short enough time so as to reclaim jobs after dry docking period. Bosun also asked crew members to pay attention to proper sorting of plastics and help keep lounges and laundry area clean. With confusion and conflicting stories about new tax laws for seamen, request made for union to look into best tax plan. Next ports: Oakland; Long Beach, Calif.; Honolulu.

# Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

## Remembering Those Who Helped Unionize

Reading the letter of Ernest D. Mabee in the June 2001 issue of the *Seafarers LOG* brought back memories of my own experiences—and no small coincidence. I also helped organize Isthmian Steamship Company in 1946 along with Blackie Cardulla, Paul and Don Hall, Ray Oates and others.

I also sailed in the deck department aboard a lot of Isthmian

Liberty ships. I spent my 16<sup>th</sup> birthday aboard the *Clyde L. Seavey* in Visagapatam, India (yes, I lied about my age). Prior to that, I sailed Atlantic Refining tankers and Gulf Oil tankers (NMU).

In 1952, I was drafted into the U.S. Army from the deck of the Waterman C-2 *Yaka* in San Francisco.

The memorial the American Legion Post dedicated and the monument my VFW post dedicated (*Seafarers LOG*, March 2001) are almost surreal in their similarities.

The country finally granted veteran's status to the men who delivered the goods, to the brave men and women who won World War II.

Those days are gone now, and the courageous men who orga-

nized the non-union companies and raised the standards of mariners everywhere deserve the admiration and respect of the industry and the nation.

Although much remains to be done regarding runaways and FOC ships, a stronger Brotherhood has emerged—and that can only help in addressing these problems.

I hope the current seamen appreciate the trials and tribulations the old-timers went through to secure the industry so it will never have to be said again, "You cannot give me closer quarters, coarser food or make me more lonely than I have always been in my life at sea" (Andrew Furuseth, as he was being jailed for seeking justice for mariners).

Russell G. Hinkel Sr.  
Bensalem, Pa.

## SUMMARY ANNUAL REPORT FOR THE

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

This is a summary of the annual report for SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the fiscal year ended July 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of the plan assets, after subtracting liabilities of the plan, was \$3,191,777 as of July 31, 2000, compared to \$4,490,436 as of July 31, 1999. During the plan year, the plan experienced a decrease in its net assets of \$1,298,659. During the plan year, the plan had a total income of \$6,440,453, including employer contributions of \$6,260,575 and earnings from investments of \$179,878.

Plan expenses were \$7,739,112. These expenses included \$323,003 in administrative expenses, and \$7,416,109 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc. at 1422 Market Street, San Francisco, CA 94102; telephone number (415) 437-6832. 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 at 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 20216.

## Are You Receiving All Your Important Mail?

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

If you have moved recently or

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

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

If you are getting more than

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

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

### HOME ADDRESS FORM

8/01

(Please Print)

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

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

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

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

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

This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally.

# Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No monies are to be paid to anyone in

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

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

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

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

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

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

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

## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the months of August through November 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)	August 25	September 21
	September 22	October 19
	October 20	November 16
	November 17	December 14
Lifeboatman/Water Survival	August 11	August 25
	September 8	September 22
	October 6	October 20
	November 3	November 17
Radar (simulator)	August 11	August 24
	September 8	September 21
	October 6	October 19
	November 3	November 16
Radar (one-day renewal)	August 24	
	September 21	
	October 19	
	November 16	
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	August 25	August 31
	September 22	September 28
	October 20	October 26
	November 17	November 23
GMDSS (simulator)	August 4	August 18
	September 1	September 15
	September 29	October 13
	October 27	November 10
Bridge Resource Management	September 1	September 7
	September 29	October 5
	October 27	November 2
	November 24	November 30

### Steward Upgrading Courses

Course	Start Date	Date of Completion
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Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning July 21.

## 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 \_\_\_\_\_

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	September 8	October 19
	November 3	December 14
QMED - Any Rating	August 25	November 16
Welding	September 15	October 5
	October 13	November 2
	November 24	December 14

### Recertification

Bosun Recertification	September 8	October 8
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### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Fire Fighting - First Aid	August 11	August 25
	September 8	September 21
Government Vessels	August 4	August 24
	August 18	September 7
	September 1	September 21
	September 15	October 5
	September 29	October 19
	October 13	November 2
	October 27	November 16
	November 10	November 30
STCW Medical Care Provider	August 11	August 18
	September 22	September 29
	October 20	October 27
Basic Fire Fighting/STCW Basic Safety	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
	November 10	November 16
	November 17	November 23
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	August 4	August 14
	August 18	September 1
	September 15	September 29
	October 13	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.

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# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 617** — Unlicensed apprentices from class 617 who completed the water survival course are (from left, kneeling) Tavis Almer, Lakeisha Parker, Richard Allen Gould III, (standing) David Henson, Nathan Wirt, Dale Sprinkle, Dain Medow, Thomas Almodovar, Alex Przytulski, Matthew Kloxin, Jermaine McGhee and Leon Gavin.



**Government Vessels** — Completing the crane operations part of the government vessels course June 29 are (from left, front row) Paul Duquette, Rick Worthington, Joie Flesner, Lenard Ilagan, Greg Thompson (instructor), (second row) Sandra Vann and Joshua Overland.



**Tanker Familiarization/Assistant Cargo (DL)** — Requirements for graduation July 6 from the tanker familiarization/assistant cargo (DL) course were completed by (from left, front row) Dean Stanley, Charles Skeen, Michael McClendon, Cody Fleming, Trent Enoch, John Abbott, Lance Cutchember, Joe Mieluchowski and Jim Shaffer (instructor), (second row) Rodney Shaw, Glenn Coursen, Richard Striverson, Zachary Toye, Jeremy Duncan, Kermit Bengtson and Johnny Carson.



**Basic Fire Fighting/STCW** — Earning their basic fire fighting endorsements July 6 are (in alphabetical order) Lito Acosta, Terrell Alston, Leslie Alvarez, Avery Askew, Jose Baltazar, Hernando Bansvelo, Jose Bayani, Carlos Bonefont, Romero Bortolome, Clay Brown, Davon Grown, Sandra Brown, James Browne, Jason Bryan, Armando Camacho, James Cameron, Allan Campbell, Adalberto Colon, Scott Costello, Virgil Craige and Walter Darrensborg.

**Welding** — AB Joseph Butasek files down a piece of steel in welding class, which ended June 29.

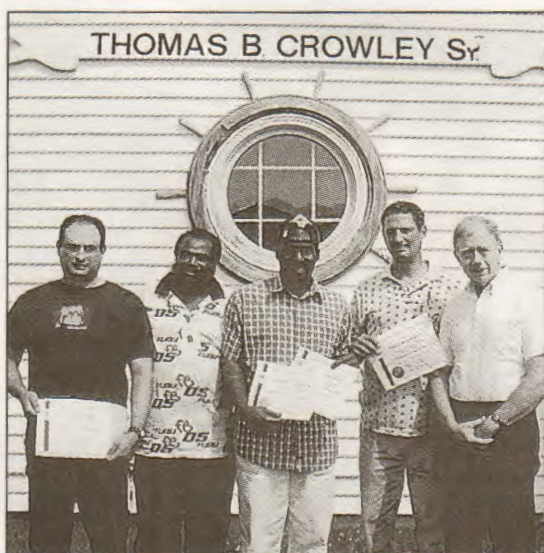


Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.

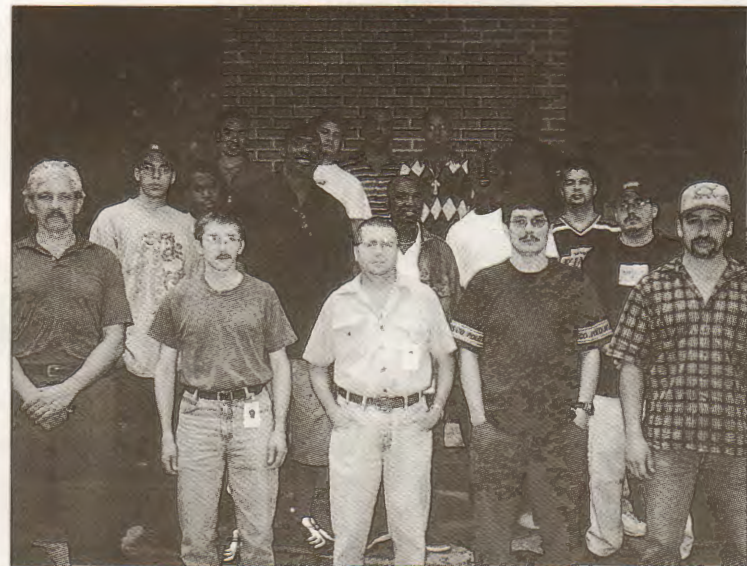
## Computer Lab Class



The students pictured above received certificates in computer basics, Windows 95 and Excel 97 for the week of June 11-15. Four of the students were crew members aboard the *Delta Mariner*, which was docked at the Paul Hall Center. From the left are (kneeling) Herbert Scypes Jr., David Dinnes, (standing) Arthur Quinney III, Velicia Williams, Darryl Coale and Instructor Richard Prucha.



Another week of computer classes, from June 18-22, was completed at the Paul Hall Center. From the left are Farid Zahran, Edward Fore, Herbert Scypes Jr., Anibal Matos and Instructor Richard Prucha.



**FOWT** — Upgrading engine department members who completed the FOWT training June 29 with instructor Mark Jones (far left) are (in alphabetical order) Norman Arquillano, Armando Camacho, Dwayne Day, Michael Drost, Kenneth Dyson, Gilberto Figueroa, Ronald Gray, Thomas Jesse, Andrew Linares, Ibrahim Muhammad, Armando Pinto, Anton Popescu, Paul Sitala, Antwan Stafford, Mohamed Sylia and Earl Thomas.

# Paul Hall Center Classes



**March 11-16, 2001** — Michael Alatan, Petronilo Amor, Michael Bergenheim, Tracy Crum, Karen Dacoco, Dana Darval, Jerry Dingal, David Enriquez, Jean Favreaux, Lisa Favreaux, Larry Ganon, Elizabeth Porter, Amin Saleh and Tai Ming Tung.



**March 19-23, 2001** — Steven Lindsey, Florence Nelson, Carmen Fejeran, Fae Samuelu, Rubetenio Dumbrique, Ronald VanKeuren, Arnaldo Santos, Frank Torres, Christopher Molina, Saykeo Sivongzay, David Capeloto, Stacy Nishimura, Joseph Deodato, Ryan Nakama, Cleto Lindong, George Schneider, Daniel O'Connor, Pairote Peterson, Kevin Johnson, Greg Hayama, Daniel Taylor, Noheapualani Polendey, Elizabeth Gutermuth, Scott Ishihara, Yoon Kim, Rachel Martinez, Timothy Hurd and Vinh Sivongxay.

## Basic Safety Training Classes Held in Hawaii



**April 30-May 4, 2001** — Faleatua Afoa, David Agosto, Jenny Blalack, Harry Borden, Neil Buckley, Paul Dooley, Mohamed Farouque, Kaipo Hau, Sharon Holloway, Penimal Kumas, Michael Liugalua, Risiti Liugalua, David McNeil, Anthony Montero, Yusuf Mukhtar, Wilson Peniston, Yun-Gou Perng, Melanie Pheanis, Eduardo Ricote, Hannah Rodgers, Rebekah Rodgers, Francisco Roy, Peter Shea and Joby Todd.



**April 16-20, 2001** — Elsayed Ayed, Marci Baker, Mickie Frederick, Sheng-Jen Hsieh, Benny Orosco, Johnny Palencia, Carlos Prez, Irvinson Perez, Robert Rugama, Kassem Saleh, Carlos Sambula, Inga Scott, Jesus Turcios and Yolanda Wright.



**March 19-23, 2001** — Karen Smith, Napoleon Gatdula, Solomon Stavis, Rolan Boudreau, Rommel Gopez, Kelly Keehan, James Pool, Aida Cogo, Arthur Rallos, Rigoberto Ruiz, Adolfo Bermudez Rochez, Philip Agacaoli, Norma Jean Hoopii, Santiago Saragosa, Penny Thompson, Shawn Okamoto, Alton Pinn, Fernando Domecale, Al Chatman, Kelly Jones, Panapa Tanieli, Freddy Romero, Paola Dunn, Sherry Katus, Elbio Calace, Juan Brito and David Davies.



**March 19-23, 2001** — Domingo Foronda, Cynthia Espinada, Julie Teruya, Jaime Castillo, Ricardo Pilapil, Ariston Ora-a, Terry Igot Jr., Alberto Sarinis, Clarence Coloma, Carlos Madayag, Danilo Cubangbang, Caezar Mercado, Dennis Coloma, Joselito Aquino, Joseph McMullen, Dennis Delacruz, Mayrose Delacruz, Perry Asuncion, Geronimo Bareng, Josefino Balanay, Samantha Kocyba, Nicole Chevalier, Paulette Greenway, Khaled Taffi, Elias Parker and Leonicio Delacruz Jr.



**April 8-13, 2001** — Emilio Ababa Jr., Willis Abaya, Melecio Agpaoa, J.J. Arnold, Howard Beltran, Peter Black, James Brockington, Kenneth Brunst, Thomas Collins Jr., Roserina Commager, Alvin Davis, Theodore Doi, Reggie Garcia, Carol Grycko, Bruce Henderson, Derek Leong, Jay Long, Helen Matsuura, Michael Matthews, Thomas McGeorge, Jeff Miller, William Mokuau, Gregorio Orara, Onofre Ortiz, Robert Paine Jr., Courtney Paulos, Chester Ramiro, Nestor Rapusas, John Seltentright, Monte Smith, Edgar Townsend and Roger Watson.



**March 19-23, 2001** — William Simon, Wendy Lundin, Karen Domerego, Judith Ann Smith, Rhonda Rigsby, Holly Kear, Emily Wilborn, Karoly Kulcsar, Linda Paavola, Michael Baron, Toni Johnson, Ernesto Diaz, Michael Lathbury, Suzie Wong, Justin Auelua, Sereno Nicanor, Angel Arigo Jr., Mohamed Omar, Jasmine Keanu, Melissa Lindsey, Patricia Ann Au, Regan Krantz, Andrew Leight, Janeen Harty and Solomon Stavis.



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# Seafarers Log

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

SUMMARY ANNUAL REPORT

SIU Pacific District  
Supplemental Benefits Fund, Inc.

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From SIU headquarters in Camp Springs, Md. to Guam, to Japan, to Singapore, to Diego Garcia, and then back to headquarters....That was the route taken by Union Representative Bryan Powell during his recent trip to service the SIU-crewed vessels in those areas.

He and Guam Port Agent Matthew Holley held informational meetings with all Seafarers aboard the vessels (*Petersburg*, *Eric G. Gibson*, *Spirit*) in Guam and presented them with a lot of positive information on a wide range of important issues.

Powell noted that the members in Guam were happy to have a union hall there and showed excitement about the direction in which the SIU is headed.

In Japan (aboard the LNG vessels *Capricorn*, *Libra*, *Virgo*, *Taurus*, *Gemini* and *Leo*), the crews were very receptive to the fact that the union and the company are involving the members in working to resolve any issues raised aboard these vessels (particularly those pertaining to crew travel and provisions).

The *USNS Sisler* was in Singapore and was set to sail for Diego Garcia. Powell noted that the visit to that vessel and meeting with the crew went very smoothly, with no beefs or problems reported.

The membership in Diego Garcia (aboard the *USNS Dahl*, *USNS Charlton*, *Alex Bonnyman*, *James Anderson*, *LTC John U.D. Page*, *Bernard F. Fisher*, *Buffalo Soldier*, *USNS Red Cloud*, *Cpl. Louis J. Hauge*, *William Baugh*, *Franklin Phillips*, *Cape Jacob* and *Sagamore*) was very excited about use of the military base facilities there to conduct STCW basic safety training. Working with Joe Curtiss from the SIU's facility in Hawaii and Mike Daras from Piney Point, a plan was put in place to provide the course in Diego Garcia to those SIU members who still need to complete the training by the deadline—Feb. 1, 2002.

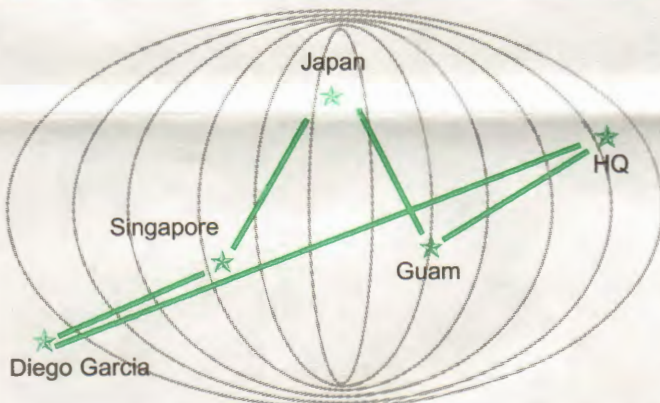
## Far East Servicing



Following a shipboard meeting on the *USNS Red Cloud*, positioned in Diego Garcia, crew members posed for a picture with SIU Rep Bryan Powell. From the left are SA Lisa Knight, SA Shelly Womble, Chief Steward Waymond Watson III, Powell, Chief Cook Ray Warren and ACU Michelle Taylor.



AB Russell Luther uses the bosun's chair to paint the hull of the *Louis Hauge* in Diego Garcia.



Working in the galley of the *Petersburg* in Guam is Chief Cook Martha Hagler.



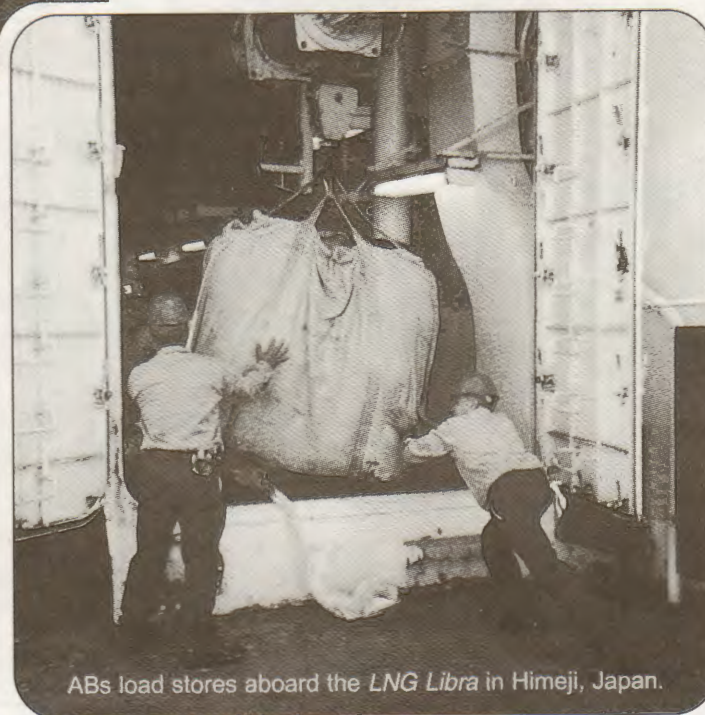
Bosun Dan Marcus (left) meets with SIU Rep Bryan Powell during a servicing trip to the LNG *Libra* in Himeji, Japan.



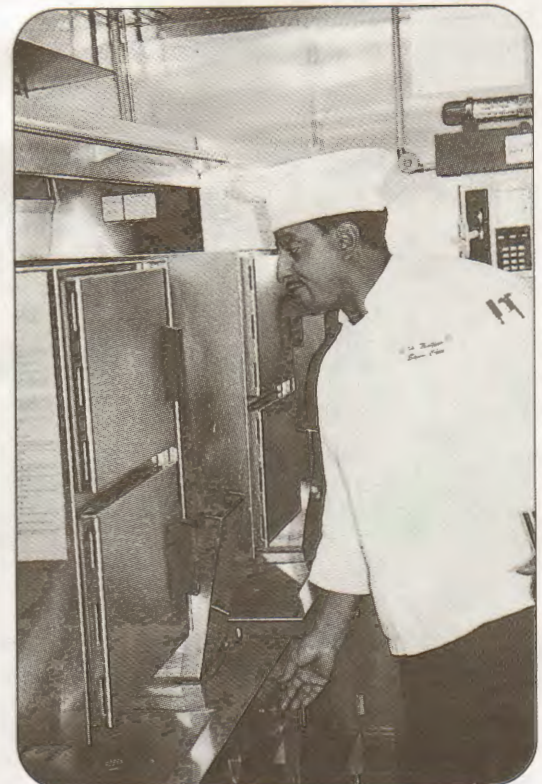
Left: Deck department members gather on the deck of the *Louis Hauge* in Diego Garcia. From left (front row) are AB Bill Sholley, John Birdwell, Jake Hollenback and Memo Blanco. In the back row are AB Russell Luther and Bosun Erik Bekkelund.



Guam Port Agent Matthew Holley (right) beams with pride over the success of one of the most recent graduates of the SIU's unlicensed apprentice program sponsored by the government of Guam, Jerald Martinez. The photo was taken in Diego Garcia aboard the *William Baugh*.



ABs load stores aboard the LNG *Libra* in Himeji, Japan.



Chief Steward Waymond Watson III monitors the temperatures of his ovens on the *USNS Red Cloud* in Diego Garcia.