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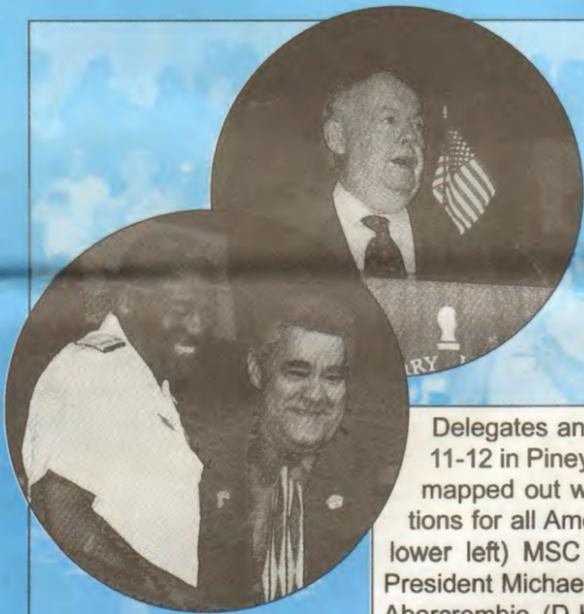
SEAFARERS LOG

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

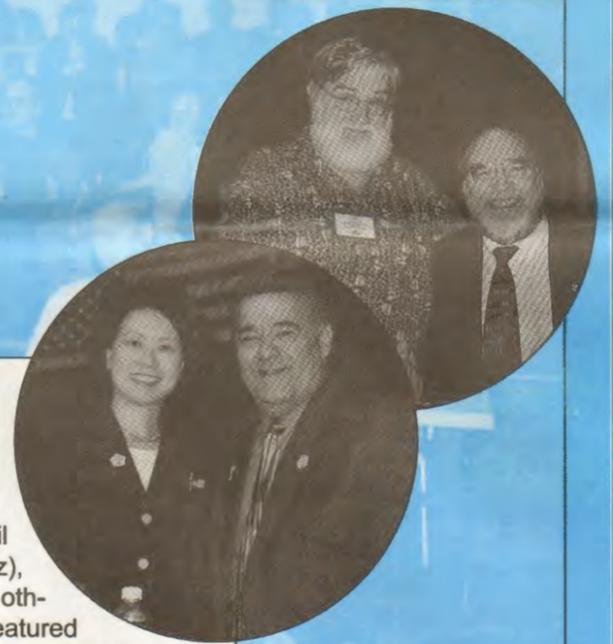
Delegates Set Course For Stronger U.S. Fleet, Better Worker Protection



Widespread Support Voiced for U.S. Merchant Marine



Delegates and guests at the SIUNA's 24th convention, conducted Sept. 11-12 in Piney Point, Md., tackled an overflowing and crucial agenda that mapped out ways to strengthen the U.S.-flag fleet and to boost protections for all American workers. Guest speakers including (clockwise, from lower left) MSC Commander Adm. David Brewer (welcomed by SIUNA President Michael Sacco), AFL-CIO President John Sweeney, U.S. Rep. Neil Abercrombie (D-Hawaii) (pictured with SIU Honolulu Port Agent Neil Dietz), U.S. Labor Secretary Elaine L. Chao (also greeted by President Sacco) and others expressed strong support for the U.S. Merchant Marine. The convention featured the theme "Leading the Way for Working Families," and it also carried powerful patriotic messages as the nation observed the anniversary of September 11. Pages 3, 5, 10-14.



Union Gains Jobs as Maersk Line Commits 4 Modern Ships to MSP



SIU-contracted and Norfolk, Va.-based Maersk Line, Ltd. on Sept. 25 announced plans to purchase four modern Panamax "G-class" vessels that it will operate under the U.S. flag beginning this month. The vessels replace four older and slower ships enrolled in the U.S. Maritime Security Program (MSP) and will carry larger crews than the ships being replaced. The newer vessels are virtually identical to the one pictured above. Page 3.

Finishing Touches for New Hotel



The new hotel at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is scheduled to open this month. A ribbon-cutting ceremony took place Sept. 11 at the totally refurbished facility, which features 94 single-occupancy rooms. The building is located behind the Paul Hall Library and Maritime Museum. Page 6.

Seafarer Lagana Wins Prestigious 'ACE' Award

Page 4

FOC Ship Linked To Al Qaeda?

Page 4

President's Report

Inspirational Convention

The SIUNA convention which took place last month in Piney Point, Md. was anything but typical. It featured a number of deeply emotional, reflective moments as our nation observed the first anniversary of September 11.



Michael Sacco

The convention also included some truly exceptional, encouraging remarks by a wonderful lineup of guest speakers.

AFL-CIO President John Sweeney, the leader of the American labor movement, inspired the delegates with his vision of what lies ahead for union members and their families. He also reminded us that the federation stands solidly behind the U.S. Merchant Marine.

Of special note to SIU members, comments concerning the U.S.-flag fleet delivered by the Secretary of Labor, the head of the Military Sealift Command, the head of the Maritime Administration and the CEO of a major U.S.-flag carrier were quite positive and insightful.

Labor Secretary Elaine L. Chao wasted no time in reaffirming the administration's strong support for the Jones Act, which is the backbone of the U.S. fleet. With our nation's cabotage laws constantly under attack by foreign-flag interests who have no regard for our national security, President Bush's consistent backing of the Jones Act is respected and appreciated.

But Secretary Chao didn't stop there. She credited American mariners as a valuable resource in helping the nation identify and implement port security measures—a huge task that requires input from all segments of the industry.

She also repeatedly described the U.S. Merchant Marine as the nation's "fourth arm of defense" and cited our valuable role in supporting the armed forces throughout the country's history, up to and including the current war on terrorism.

Finally, she complimented the Paul Hall Center for Maritime Training and Education, and recognized the key role of training for today's mariners.

Brothers and sisters, those kinds of statements from the United States Secretary of Labor are exceptionally heartening for our industry. They reflect an excellent understanding of the U.S.-flag fleet and what it means to America.

The same can be said of the remarks delivered by Rear Admiral David Brewer, who is in charge of MSC, the biggest employer of U.S. mariners. Let me tell you, this is a gentleman who truly has a high opinion of the merchant marine. He knows from firsthand experience the fact that we deliver the goods.

Admiral Brewer said that he's committed to increasing the number of U.S. Merchant Mariners going to sea, including those in the government services division. He cited our reliability and said the merchant marine "delivers freedom."

He got a rousing ovation when, in describing conversations about America's readiness to engage in conflict, he exclaimed, "I am sometimes asked, 'Will the merchant marine fight?' I say, 'Hell yes, they're going to fight!'" I wish every one of our members could have been in the auditorium at that inspiring moment.

Maritime Administrator Capt. William Schubert described some of the successful efforts to bring new tonnage under the American flag. He stated that his top priority is the reauthorization of the Maritime Security Program—a goal which we certainly share.

Capt. Schubert also touched on a subject that occasionally is overlooked, but one that's incredibly important for our industry. Namely, the fact that maintaining a U.S.-flag presence in the international trade is critical to our nation's well-being because it allows MarAd "significant responsibilities in the international arena." He correctly pointed out, "We won't have a voice unless we have a U.S.-flag fleet. It's that simple."

In a slightly different vein, but also quite interesting and important were the remarks by John Reinhart, CEO of SIU-contracted Maersk Line, Ltd. Maersk Line operates 54 U.S.-flag ships and obviously is a primary carrier for the U.S. Department of Defense. Mr. Reinhart laid out some sensible approaches for revitalizing the commercial fleet, and he stressed the need for cooperation in this key effort.

It's worth noting that Maersk's commitment to the U.S. fleet recently was underscored by two developments. First, the company reflagged a modern tanker under the Stars and Stripes. Then, late last month, Maersk announced the acquisition of four modern cargo vessels that will reflag U.S. and enroll in the Maritime Security Program.

We covered many other topics during our convention, but maritime naturally was the front-and-center issue. It was a highly successful meeting, and every one of the guest speakers did a tremendous job. In fact, I encourage you to read highlights of the remarks from our other good friends—U.S. Rep. Neil Abercrombie, MM&P President Tim Brown, ITF General Secretary David Cockroft, MEBA President Ron Davis, Maryland and D.C. AFL-CIO President Fred Mason, AMO President Mike McKay, Maryland Comptroller William Donald Schaefer, Maryland Lt. Governor Kathleen Kennedy Townsend and MTD Vice President Ernie Whalen—which are published in this issue of the LOG.

I came away from the convention more convinced than ever that we in the Seafarers have the will, the strength and the support within our government and the U.S.-flag industry to continue revitalizing maritime. We also will continue working with our brothers and sisters from other unions in leading the way for working families.

School's Advisory Board Keeps Working To Stay Ahead of Training Requirements

Members of the Paul Hall Center for Maritime Training and Education's deep sea and inland advisory board last month worked through a jam-packed agenda on the school's Piney Point, Md.-based campus.

Board members met Sept. 9-10 to focus on issues that will affect training techniques and requirements, given the fairly constant changes in maritime regulations, laws and equipment.

SIU President Michael Sacco provided an overview of the board's purpose and the objectives of the meeting, along with a recap of some of the improvements that have taken place at the school over the years. He cited the Joseph Sacco Fire Fighting and Safety School and the new state-of-the-art building which houses simulators for ship handling, engine room operations, liquid cargo transfer and crane operations. The newest of the upgrades is the school's 94-room hotel annex, scheduled to open this month.

"Of all the things that have been accomplished over the years here at the school, the new building we've just put up (the hotel annex) is a particular source of pride," Sacco said.

Sacco also briefed the board on the school's small arms training center, which tentatively is scheduled for completion within one year.

"What we are trying to develop here at the school is a one-stop shop," he said. "When one of our operators bids on a contract and the training requirements require everything from firefighting to small arms, we want to be able to train everyone here at this school."

Sacco concluded his remarks by telling board members—among them many ship owners and operators—that the SIU believes that charity begins at home.

"If you're healthy, we're healthy . . . if you're hurting, we're hurting," he said. "It does not make sense for us to not work with you. We're going to work with you any way we can to help you expand and grow your companies and provide additional jobs for our people."

SIU Vice President Contracts Augie Tellez gave a history of the advisory board and its purpose. "The advisory board is the formal body through which the school gets its direction to implement whatever training is required by regulations, the companies, by law and by the natural order of the industry," Tellez said.

"Many of the hardware pieces that you will see (while at the school), many of the buildings, many of the training programs and curriculums we have in place here are a direct result of previous advisory board meetings."

Tellez then pointed out that the focus of past meetings has been compliance with the amended STCW convention and the myriad of requirements that accompany it.

"I think the school has done an admirable job of putting together programs that help you meet and comply with all of the regulations," he told the board



Paul Hall Center Instructor Herb Walling makes a point during the meeting of the breakout group on bridge resource management for the inland fleet.



Assistant Director of Education J.C. Wiegman conducts the meeting for the group discussing the implementation of a new engineering upgrading program that the school's vocational staff has put together.

members. The key to the school's success in this arena so far has been timing, according to Tellez.

"We did not wait for regulations to come out . . . for laws to change, or for various requirements to be implemented," he said "We got a head start so that when the new regulations went into effect, we already had people trained to meet the new requirements," he said.

Tellez then outlined the board's goals and announced the formation of three subcommittees. Their respective purposes were: to monitor developments and formulate inputs for port security; discuss the benefits of bridge resource management training; and implement a new engineering upgrading program that the school's vocational staff has put together. The last two subcommittees were further divided into working groups and charged with reporting back to the main board prior to the conclusion of the meeting.

Paul Hall Center Education Director Bill Eglinton then provided a historical perspective highlighting the board's accomplishments in meeting the training and assessment requirements of the amended STCW convention. He noted:

- In 1997, the Paul Hall Center received U.S. Coast Guard acceptance for the first U.S. training record book and began the new, expanded unlicensed apprentice program that includes shipboard training.

- STCW Basic Safety Training was implemented in 1998, years ahead of the requirement.

- In 1999, Bridge Resource Management (BRM), Automatic Radar Plotting Aids (ARPA) and Specially Trained Ordinary Seaman came on line at the school.

- Basic and Advanced Fire Fighting, Crowd/Crisis Control Management and Human Behavior, Medical Care Provider and Ratings Forming Part of the

Navigational Watch (AB) all were developed and implemented in 2000.

- The year 2001 saw Global Maritime Distress Safety System (GMDSS) and Celestial Navigation put into action.

- And in 2002, ratings Forming Part of the Engineering Watch (oiler), Officer in Charge of a Navigational Watch and Fast Rescue Boats got the go-ahead. Still to be developed is the Officer in Charge of an Engineering Watch Program, Electronic Chart Display Information System (ECDIS) and Tankerman Person-in-Charge (PIC).

STCW was on the agenda again this year, but, as a result of the terrorist events of Sept. 11, 2001, the chief concentration of this year's exchange changed. Board members turned their attention to concerns associated with combatting terrorism and ensuring port security.

Other topics addressed during this the 35th annual meeting included the International Maritime Information Safety System, specialized STCW training including the Global Maritime Distress Safety System, vessel security training including chemical, biological and radiation defense. Anti-terrorism awareness and small arms training also were discussed.

In addition to SIU officials, advisory participants included representatives from SIU-contracted deep sea, Great Lakes and inland companies and the U.S. Coast Guard.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, November 11, 2002 for the observance of Veterans' Day and Thursday, November 28, 2002 for the observance of Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

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The SIU on line: www.seafarers.org



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SIUNA: 'Leading the Way'

Convention Delegates Chart Course For Strong U.S. Fleet, Worker Rights

On the first anniversary of September 11, delegates representing the dozen affiliated organizations of the Seafarers International Union of North America (SIUNA) remembered the victims and heroes and also vowed to keep fighting for working families.

The delegates met Sept. 11-12 for the SIUNA's 24th convention, hosted by the Paul Hall Center for Maritime Training and Education in Piney Point, Md. During the quinquennial gathering, they called for actions to boost the U.S.- and Canadian-flag merchant marine, improve the living standards of working families, remain active and effective in politics, organize new members, and support the work of the International Transport Workers' Federation (ITF) in its fight against runaway-flag shipping.

An estimated 250 delegates and guests attended the convention, which featured the theme "Leading the Way for Working Families." They heard from a notable lineup of guest speakers

who proclaimed support for the merchant marine and for workers' rights. Addressing the convention were (in order): U.S. Rep. Neil Abercrombie (D-Hawaii); ITF General Secretary David Cockroft; American Maritime Officers President Michael McKay; Maryland State and District of Columbia AFL-CIO President Fred Mason, Jr.; Marine Engineers' Beneficial Association President Ron Davis; Masters, Mates & Pilots President Tim Brown; U.S. Maritime Administrator Capt. William Schubert; Maryland Lt. Governor Kathleen Kennedy Townsend; Maryland Comptroller William Donald Schaefer; Maersk Line, Ltd. CEO John F. Reinhart; AFL-CIO President John Sweeney; Rear

Adm. David L. Brewer III, commander, U.S. Military Sealift Command; U.S. Secretary of Labor Elaine L. Chao; and AFL-CIO Maritime Trades Department Vice President Ernie Whalen.

In addition, SIUNA affiliates reported on their recent activities, and delegates elected by acclamation President Michael Sacco and Secretary-Treasurer David Heindel. Sacco was re-elected while Heindel succeeded John Fay, who did not seek re-election. Nineteen vice presidents also were chosen by the convention. They are Theresa Hoinsky, Donna Walsh, Henry "Whitey" Disley, Gunnar Lundeborg, Tom Orzechowski, Nick Celona, Dean Corgey, René Lioeanjie, Kermet Mangram, Nick Marrone, Joseph Soresi, Augie Tellez, Roman Gralewicz, Jorge Cruz, Surinder Bhanot, James Martin, Orlando Diaz, Herb Perez and John Spadaro.

Topics on the convention agenda included port security, the



The Southern Maryland Firemen's Association Honor Guard presents the colors for the Pledge of Allegiance to open the convention.

war against terrorism, extending and expanding the Maritime Security Program, fairness for U.S. mariners and U.S.-flag companies, freedom of association, and Gulf Coast organizing. Delegates also examined such issues as "paycheck deception," health care, retirement security and political action.

President Sacco during his acceptance speech at the end of the convention noted, "During the past two days, we've laid out our objectives. Some are specific to the SIUNA, but many are part of the overall agenda of the AFL-CIO. And really, most of them boil down to one word: fairness. We want fair treatment for our members—and for all workers across the country and around the world. Good wages and benefits, safe working conditions, a voice in the workplace—that's what unions are all about. That's what the SIUNA is all about."

He concluded, "We learned a lot of lessons on September 11. One of those lessons is that we cannot take tomorrow for granted. That's why I challenge every-

one in this room to rededicate yourselves to the SIUNA and the labor movement. Give your best effort every day on behalf of the people you represent. Get results that will benefit the membership. Continue 'leading the way for working families.' At the same time, we must never forget the people who worked so hard in the past to ensure that our union stayed strong and on a steady course.

More convention coverage appears on pages 5 and 10-14.

"This is our time in history. I know we'll be smart enough and strong enough and dedicated enough to make the most of it."

The SIUNA was chartered in 1938. It consists of 12 autonomous affiliate unions, including the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU, which is the largest U.S. union representing merchant mariners in the deep sea, Great Lakes and inland trades.



SIUNA President Michael Sacco (left) tells convention delegates that the U.S. Merchant Marine answered the call on September 11, and today "remains at the ready for whatever comes next, whether it's in Iraq or anywhere else. And it's not just Seafarers—all of our brothers and sisters throughout maritime labor are ready to go."

New Maersk Line MSP Ships Signal More Jobs for SIU

SIU-contracted and Norfolk, Va.-based Maersk Line, Ltd. on Sept. 25 announced plans to purchase four modern Panamax "G-class" vessels that it will operate under the U.S. flag beginning this month. The vessels replace four older and slower ships enrolled in the U.S. Maritime Security Program (MSP).

The move means new jobs for the SIU because the four replacement ships—the *Maersk Missouri*, *Maersk Carolina*, *Maersk Georgia* and *Maersk Virginia*—carry more unlicensed personnel than the vessels they're supplanting in the MSP. Additionally, the contract covering the new ships calls for increased wages for Seafarers.

"Maersk Line has been an extremely reliable anchor for the U.S. Department of Defense, and this latest announcement reinforces their commitment to the MSP," stated SIU Vice President Contracts Augie Tellez. "One intent of the MSP was to bring in new tonnage under the American flag, and that's exactly what is happening."

The G-class ships—built between 1997 and 2002—also signal increased productivity. Each vessel has 4,300 TEU capacity, which is nearly three times that of the ships they're replacing. Also, each of the newer vessels is 958 feet long, with a beam of 106 feet a draft of 44 feet. Each ship can travel at greater than 24 knots.

Maersk Line will operate the four vessels in liner service between the U.S. East Coast and ports in the Mediterranean, Middle East and Indian Subcontinent, the company announced.

"Maersk Line, Ltd.'s continued investment in modernizing and upgrading its U.S. flag fleet will increase the containership capacity and capability available to support the needs of the sealift readiness

requirements of the U.S. military as well as our commercial customers," said Ken Gaulden, senior vice president of marketing and government relations.

He added, "This direct U.S.-flag service will shorten transit times, improve service reliability and provide added cargo security."

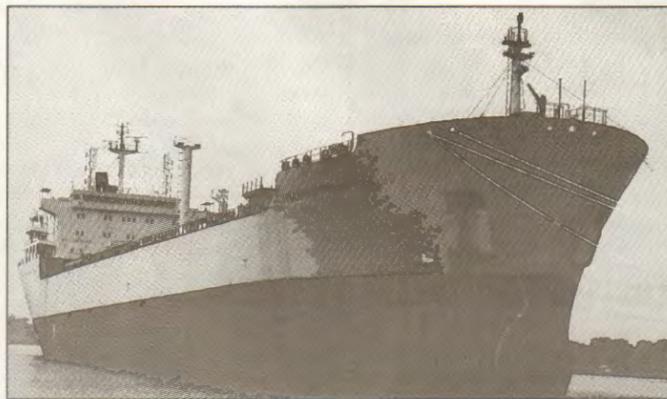
John Clancey, Maersk Inc.'s chairman, stated, "Maersk Line, Ltd. has assembled the largest U.S.-flag fleet in the industry and is proud of that accomplishment. We are working hard to remove various impediments that have stifled growth and investment in the U.S. merchant fleet. In this instance, we were successful. However, many impediments still remain that must be addressed to ensure that a healthy U.S. merchant fleet is available to support our nation's foreign commerce and national security needs."

Maersk Line, Ltd. supports each of the branches of the U.S. military by providing ocean transportation services under contract with the Military Traffic Management Command and vessel operations services for the Military Sealift Command; and is a participant in the Voluntary Intermodal Sealift Agreement.

'G-Class' Ships At a Glance

Years Built: 1997 (2 vessels), 1998 (1 vessel), 2002 (1 vessel)
Capacity: 4,300 TEUs each
Speed: 24.2 knots
Length: 958 feet
Beam: 106 feet
Draft: 44 feet

Maersk Tanker Reflags U.S.



Early last month, SIU members crewed up the double hull tanker *Maersk Rhode Island*, a former British-flagged ship that now sails under the U.S. flag. The vessel is owned and operated by Norfolk, Va.-based Maersk Line, Ltd. Maersk took delivery of the *Rhode Island* on Sept. 6, a week later than originally planned. The ship departed Hong Kong on Sept. 9 to pick up its first load in Korea, with discharge scheduled to take place either in Panama or Los Angeles. The *Rhode Island* is a 35,000 tonnage clean product tanker. It is 562 feet long and 90 feet wide.

SIU to Crew 'Ice-Class' Ship

Seafarers will crew a newly contracted vessel for the U.S. Military Sealift Command (MSC) which mainly will be used for annual resupply missions to the McMurdo station in Antarctica and Thule Air Force Base in Greenland.

SIU-contracted Osprey Ship Management won the contract, MSC announced last month. The agreement, which could last as long as 51 months, calls for the Liberian-flagged *Kariba* to re-

flag under the Stars and Stripes before the end of the year. The ship will be renamed and is scheduled to begin MSC-chartered operations in December, when the vessel reports to Port Hueneme, Calif.

The *Kariba* is a 521-foot long ice-class cargo ship, MSC announced. In addition to its resupply missions, the vessel will carry ammunition and general cargo for hospitals. The ship will replace the *Green Wave*.

Report: FOC Ship Linked to Al Qaeda

Case Demonstrates Need for Ownership Transparency

Fifteen Pakistanis with suspected links to the terrorist organization Al Qaeda were arrested in August aboard a flag-of-convenience ship in Italy, according to news reports which first surfaced in mid-September.

The case involves a Tonga-flagged ship that has changed names four times in two years and changed flags twice during that span. The owner apparently is a Greek national who lives in Romania, according to authorities. However, according to the International Transport Workers' Federation, in a potentially galling twist, some records indicate the involvement of what appears to be a storefront registration office: Delaware-based Nova Management, Inc. That company in turn may be linked to another Delaware company, Sea Crystal Enterprises Inc.—which has been incorporated since 1997 but has no address nor phone number available, according to the Delaware Secretary of State's office.

"It's another example of FOCs often being untraceable, or at minimum being deceptive," noted SIU Secretary-Treasurer David Heindel, who serves as vice chairman of the ITF's Seafarers' Section and who recently testified before Congress about the threat of runaway-flag ships to U.S. security. "We've said all along that these are the types of problems you face with FOCs."

Italian authorities seized the vessel *Sarah* in early August off the island of Sicily. The 15 Pakistanis were charged with "association" to commit terrorist acts, according to reports in *The Hamilton Spectator* and *The Washington Post* and according to information gathered from the ITF. The authorities reportedly acted on a tip provided by U.S. naval intelligence officers.

An Italian police official told reporters that the suspects apparently were not planning an attack on Italy, but may have planned to transfer to another vessel and attack elsewhere. "We are certain that these people are part of a terrorist organization and we are almost certain that the organization is Al Qaeda," the official stated. "It was obvious that these men were not sailors or even normal immigrants."

The vessel also included eight Romanian crew members, who are not believed to have been charged. In fact, some or all of those mariners had contacted the ITF for assistance in securing unpaid wages. The ITF was investigating when authorities seized the vessel, which had received orders from an unknown source to pick up the Pakistanis.

At various points since the year 2000, the *Sarah* has sailed under the flags of Tonga, Bolivia, and Sao Tome and Principe. It has changed

names from (in order) *Nova* to *Nova Glory* to *Lory* to *Ryno* to *Sarah*.

This case supports the contentions of the SIU, the ITF and others who state that the FOC system is a scam that threatens security and harms workers. The union and the federation expanded on those points June 13 during a hearing before the Special Oversight Panel on the Merchant Marine—part of the Armed Services Committee. Rep. Duncan Hunter (R-Calif.) chaired the session and stated, as the hearing began, "From my view of certain registries, it is apparent that we have virtually no idea who owns, or who controls a number of these ships. It is also clear

to me that we likewise lack a clear understanding of who is manning these vessels—or even whether the documents they hold are valid—or even whether they have the required training."

Representing the SIU and the ITF (an international federation of 594 transport trade unions in 136 countries representing approximately 5 million transport workers), Heindel said the FOC system "provides a hiding place for shipowners to avoid the restrictions of international law, where states sell their sovereignty to those wishing to avoid flag state interference in safety, environmental or labor standards and the transparen-

cy of their corporate structure.

"And herein lies one of the most serious deficiencies with the FOC system—the lack of transparency in corporate structure—that both the ITF and SIU view as a facilitator of transnational criminal activities and terrorism. FOC vessels have been linked to the registration of hijacked ships, phantom ships, fraudulent mariner documentation, illegal unreported and unregulated fishing, illegal alien smuggling and, most recently to international terrorism."

He said that the lack of transparency in the corporate structure of FOCs "is a threat to national and maritime security."

Notice: NMU Upgraders

Beginning Oct. 1 (this month), all applicants working under NMU benefit plans who want to attend the Paul Hall Center must apply through the admissions office in Piney Point instead of through Terry Hayes (Montgomery) in New York. Students should apply for school well in advance of the class they want to attend, in order to increase the likelihood of available space.

To obtain an application, members may go to their local hiring hall, complete the application in the back of the LOG or contact the admissions office at (301) 994-0010 to have one sent by mail. Along with your application you must send a copy of your z-card; proof of 120 days sailing in the previous year; proof of one day (at least) sailing in the last six months prior to the date the course begins; a copy of your union book (page with pic-

ture); and any discharges required for a U.S. Coast Guard-regulated course.

Upon receipt of your application by the admissions office, it will be evaluated for the course(s) you want to attend, and you will be contacted directly. If you are scheduled for class and want the school to arrange your travel, you must go to your local union hall no later than 14 days prior to your arrival date to fill out the necessary paperwork for the school to arrange your transportation.

All classes are filled on a first come, first served basis and there are waiting lists for classes once filled. If you have any questions about upgrading at the Paul Hall Center, please feel free to contact the admissions office at the aforementioned phone number or contact your local port agent.

Any updates concerning these procedures will be announced in future editions of the LOG and at the monthly membership meetings.

AB Lagana Is First Seafarer to Win ACE Award

AB Jeffrey Allan Lagana has added yet another "first" to his career as a Seafarer—that of "Adult Learner of the Year," an award presented by the American Council on Education (ACE).

The Adult Learner of the Year Award is presented annually to a student who uses ACE college credit recommendations to earn a college degree or advance his or her career. The recipient must show outstanding achievements to the community or workplace while successfully balancing a family, career and education.

Following his 1995 graduation from St. Mary's Ryken High School in Leonardtown, Md., Lagana, enrolled at the University of Maryland, College Park, as an

engineering major. After three semesters, he realized he did not wish to pursue engineering but wasn't sure exactly what he wanted except to get away on his own and experience life as an adult.

So it was that in January 1997, at age 19, Lagana found himself at the Paul Hall Center in the first class of the revamped unlicensed apprentice program. His leadership qualities were evident, and he was selected to be the chief bosun for Class 561. His first voyage during his training was aboard the *Sea-Land Hawaii*. He has been an active union member ever since, enjoying the chance to "see and experience a vast number of places and people that many never have the opportunity

to do in a lifetime."

Lagana continued to upgrade both his vocational and academic skills while sailing. He was one of the first students from the unlicensed apprentice program to complete the Able Seaman course. He also received three college credits for successfully completing all the requirements for English 102: Composition and Literature, and later became the first Seafarer to earn his Nautical Science and Technology Certificate at the school.

This achievement, coupled with other credit courses recommended by ACE, provided him the incentive to apply for—and win—one of the yearly \$20,000 scholarships for Seafarers sponsored by the Seafarers Health and Benefits Plan in 2001.

With scholarship in hand, the deep sea member continued his studies full time at the University of Maryland, where he maintained a 4.0 grade point average.

In August of this year, the 24-year-old completed his degree with a double major of environmental science and policy (with a concentration in mapping and data management) and geography (with a specialization in geographic information systems and computer cartography).

Lagana said that working in



Following the awards ceremony, Jeff Lagana (third from right) is congratulated by (from left) Paul Hall Center Director of Education Bill Eglinton, SIU President Michael Sacco, ACE VP Susan Porter Robinson, SIU Secretary-Treasurer David Heindel and Jan Downing from Maersk Line, Ltd.

the maritime industry has afforded him the opportunity to travel to numerous countries throughout the world where he has witnessed many different cultures and landscapes. He found many of those views to be disturbing, particularly in developing countries where people are less fortunate. He anticipates launching a career that will combat the degradation of the world's three most important elements—land, water and air.

And now Lagana is the first Paul Hall Center student to win the annual Adult Learner of the Year award from the American Council on Education's College Credit Recommendation Service. As one of 15 national entrants, the judges unanimously picked him as the most

deserving.

Thanks to generous assistance from Maersk Line, Ltd., Lagana, who has been working aboard the *Maersk Texas* on its South America run, was able to take part in the Sept. 19 ceremony at ACE headquarters in Washington, D.C., where he was presented with a plaque and an engraved silver bowl.

Joining Lagana at the award ceremony were his parents, Yvonne and Allan Lagana, his grandmother and his girlfriend as well as SIU President Michael Sacco, SIU Secretary-Treasurer David Heindel and Bill Eglinton, director of education at the Paul Hall Center. Also in attendance were Jan Downing from Maersk Line, Ltd. and members of the ACE advisory board, state affiliate directors, ACE national coordinators, invited members of the local business community and local universities, and Dr. Nicholas Allen, provost and chief academic officer at the University of Maryland, College Park, where Lagana completed his studies.

First in Line to Support SPAD



SIU President Michael Sacco (right) last month wrote a check to the Seafarers Political Activity Donation fund and secured the first jacket issued through the new SPAD promotional program. Accepting the donation is SPAD Chairman and SIU Secretary-Treasurer David Heindel. As reported in previous issues of the LOG, the core program includes SPAD merchandise available to Seafarers (including members who formerly were in the NMU) who contribute to the fund through a check-off authorization found on the vacation application (and also available at the union halls). The jacket is available to members who make a one-time donation of \$300 or more in addition to their check-off authorization.



Left: Jeffrey Lagana's proud parents, Allan and Yvonne Lagana, are visibly moved by the educational award given to their son.

Labor's Brave Response To September 11 Attacks Sheds New Light on Unions

Speakers Cite Ongoing Need to Organize

The American labor movement was tested September 11, 2001, and it passed with flying colors. Although hundreds of union members were among the victims of terrorist attacks at the World Trade Center, the Pentagon and in Pennsylvania, many more contributed to the relief efforts. Fire fighters, emergency services and medical workers, iron workers, carpenters, operating engineers—and seafarers—among others, stepped up without hesitation in the hours and days after the attacks.

That infamous event happened exactly one year ago to the day of the start of the SIUNA convention, and many of the speakers at the quinquennial gathering last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. mentioned the new recognition earned by labor—America's working people—not only as victims, but also as heroes.

SIUNA President Michael Sacco opened the meeting, affirming that union members have shown the world by their activities on September 11 that they are a vital part of the community. "People who previously knew nothing about the labor movement suddenly became aware that union members are some of the everyday heroes who helped keep our nation running," he said.

U.S. Rep. Neil Abercrombie (D-Hawaii) agreed, noting "the best way we can honor those who fell one year ago today... is to carry on our business as free men and women in free societies, able to organize ourselves collectively for the benefit not just of ourselves but for those we represent."

He acknowledged that the role of labor is recognized in protecting and defending the values of working people everywhere, but that some people are trying to break down labor's mission. In particular, he cited the ongoing struggle by members of the fire fighters and police unions who, after their incredible ordeal in the aftermath of the terrorist attacks, can't even get a pay raise. "Organized labor can no longer be passive," he said.

"Beyond words and rhetoric," Abercrombie added, "it's action that counts." He brought up the fact that the United States is the richest country in the world but doesn't have a universal health care service to take care of its workers, and stated that foreign-flag interests continue to attack the Jones Act. The only way to combat these anti-worker views is to vote for people in Congress who will enforce the laws of this country on behalf of working people, not against them.

"It's the winners in Congress who set the agenda," he stated, and urged those present at the convention to support candidates who support working families. "We have to work for it. We have to be committed."

A labor activist for more than 35 years, Fred D. Mason Jr. currently is president of the Maryland State and District of Columbia AFL-CIO. He spoke about the challenges of organizing. "We all lose when we fail to organize," he said.

While acknowledging that organizing campaigns usually are quite difficult, Mason stressed the need for unions to increase their efforts, especially since most workers in this country don't have a voice at work.

One person who has always been committed to fighting for working men and women is Maryland Lt. Gov. Kathleen Kennedy Townsend,

now in a race for governor of that state.

She said that we should respect those who died in the terrorist attacks of a year ago and honor the heroes who put their lives at risk. And, if it can be said that any good has come out of the attacks, it is that Americans more fully appreciate the freedoms they have, such as the rights of women, the rights of religious tolerance, the right to organize.



"This country is strong because we have strong unions," said Townsend. "We [the Kennedy family] understood that this country was made strong because people stood up for those who couldn't speak up for themselves." But, she added that we as a country must do a better job with such issues as health care, increased educational opportunities and help

for our senior members, particularly in the area of prescription drug costs.

William Donald Schaefer, comptroller of the state of Maryland (and former Maryland governor and Baltimore mayor), talked about the role of labor unions in his state and how they helped him find ways to reduce the deficit. As a good friend of the SIU, he urged voters in Maryland to vote for Townsend, a strong supporter of labor unions.

Organizing has been the top priority for John Sweeney since he was elected president of the AFL-CIO in 1995. Whether the issue is workers' rights, health care, fair trade, retirement security or any of the other important concerns, Sweeney has led the fight for all workers, noted Sacco.

As the convention delegates and guests paused to remember those who died doing their jobs and helping others, Sweeney noted that those heroes remind us of the tough year it's been for working families. Terrorism and corporate greed were the depressing highlights of the year. But on a more positive note, he said, the workers have "demonstrated the resilience of our values and the value of our work."

Sweeney said that the SIU and



AFL-CIO President John Sweeney (left) and SIUNA President Michael Sacco express their commitment to organizing.

AFL-CIO stood tall behind President Bush to fight the enemy, but now it appears that the president is undermining the collective bargaining rights for many Americans like those working in the airline industry, the construction trades and the police and fire department members who worked so tirelessly after September 11 and are still waiting for raises. "That is no way to treat the workers of America, no way to treat our heroes," he said.

He added that corporate America has been waging war against the workers year after year. More people have been thrown out of work, losing pensions and basic health benefits while the government sends American jobs overseas.

The labor movement in America needs to find new solutions, Sweeney said. Business, government and labor must work together to protect our way of life. American workers need

more protections—more jobs, minimum wage, public education, a guarantee to collective bargaining.

Sweeney stated that the federation must "do a better job of educating our members and mobilizing them on Election Day."

Labor Secretary Elaine L. Chao said she would continue to seek out the SIU and other labor unions for input into "creating good, safe and well-paying jobs for all Americans." She also spoke about how the SIU, along with other unions—with no time for planning—answered the call for help in the height of chaos and confusion following the attacks in New York and Washington.

Chao concluded that both President Sacco and President Bush care about people, and that the Bush administration "is proud to call you partners in defending America's freedom and in strengthening America's economy."

Need for Strong U.S. Fleet Includes MSP, Jones Act

Many of the speakers at the SIUNA convention addressed the critical importance of maintaining a viable U.S. Merchant Marine—including the need to extend and expand the Maritime Security Program; maintain the nation's cobotage laws; and curb flag-of-convenience ship registries. They noted that when U.S. mariners answered the call following the terrorist attacks on September 11, 2001, it reaffirmed the need to maintain a pool of well-trained civilian mariners ready to crew the nation's military support ships that are so vital to any war effort.

David Cockroft, general secretary of the International Transport Workers' Federation (ITF), stated that after the events of September 11, 2001, "things changed a great deal," including within the transportation industry. The federalization of security at airports and the testing of shipping containers in port are but two of the great number of modifications taking place in the United States and

throughout the world.

Cockroft noted that the ITF is particularly concerned with the FOC scam, which dominates much of the world's shipping. He said his organization has succeeded in eliminating a few small flags, like that of the country of Tonga and soon, Cambodia, and is now working hard to get rid of the Liberian registry. He acknowledged that the Paul Hall Center has a good infrastructure to keep a strong U.S. Merchant Marine going and that the ITF "is deeply involved in everything you're doing to defend the U.S. fleet."

The ITF also is concerned with strong and effective security in the maritime industry, including the need for real identity documents and acknowledgement aboard each ship as to who actually owns and controls it, Cockroft added.

Captain William Schubert, head of the U.S. Maritime Administration, stated that the one-year anniversary of the terrorist attacks is a time to reflect on the horrific events of the

past year as well as a day to celebrate the accomplishments of the SIUNA. He said he recently attended the christening of the *Enduring Freedom*, the latest of six new SIU-crewed NY Waterway ferries, and that there could be "no greater tribute to the thousands of innocent Americans who lost their lives on that day." (Operation Enduring Freedom also is the name of the U.S. war against terrorism.)

Schubert spoke about the close cooperation and tradition of working together enjoyed by MarAd and the SIU to create a strong merchant marine and a strong U.S.-flag fleet. In that vein, he stated his top priority as maritime administrator is the reauthorization of the MSP program. "This is not a political agenda," he said. "We won't have a voice unless we have a U.S.-flag fleet."

Another strong supporter of the U.S. Merchant Marine is John Reinhart, chief executive officer at Maersk Line, Ltd., which is a major carrier for the Department of Defense. He confirmed that Maersk has 54 ships under the U.S. flag—27 operated with pride by the Military Sealift Command (MSC) and 27 in the commercial trade, and that his company will continue to invest in others, like the recently converted *Maersk Rhode Island*.

Reinhart spoke about the rich tradition of the U.S. Merchant Marine and expressed his belief that with strong leadership and cooperation, "we can create opportunities." He stated that many people are trying to tear down the U.S.-flag fleet, but that with a common vision, the future of the industry will be bright. That vision includes expanding and extending the MSP.

"I want to work with you to make a future better for the U.S. Merchant Marine," he said. Though the industry is threatened, Reinhart asserted that with one voice, "we will make



John Reinhart, CEO at Maersk Line, Ltd., is a strong supporter of the U.S. Merchant Marine.

the flag stronger."

The MSC is one of the SIU's best partners and is the world's largest employer of U.S. Merchant Mariners. Rear Admiral David L. Brewer III, commander of MSC, said there are currently 3,800 civilian merchant mariners (CIVMARS) and 1,200 "contract jobs," and that his goal is to increase that number over the next five years.

He spoke about Operation Enduring Freedom and the work done by CIVMARS as well as other mariners, including members of the SIU, in that action—including pumping fuel, delivering ammunition and cargo, carrying a fleet hospital to Guantanamo, Cuba, and getting the *USNS Comfort* ready for aid in the rescue activities in Manhattan.

Brewer added that the MSC also is sailing tugboats and small harbor craft, piloting commercial helicopters, helping the Marine Corps in their movements and sailing combat stores ships to all parts of the world.

In closing, Brewer spoke about the Navy Jack, the flag that was flown by Commodore Hopkins in the Continental Navy in 1775, on which is written "Don't Tread on Me." He said our enemy should heed those words, and noted that the U.S. Merchant Marine is delivering more than logistics. "They are delivering freedom."

Continued on page 10



Maryland Lt. Gov. Kathleen Kennedy Townsend cited the critical role played by merchant mariners following the Sept. 11 attacks.

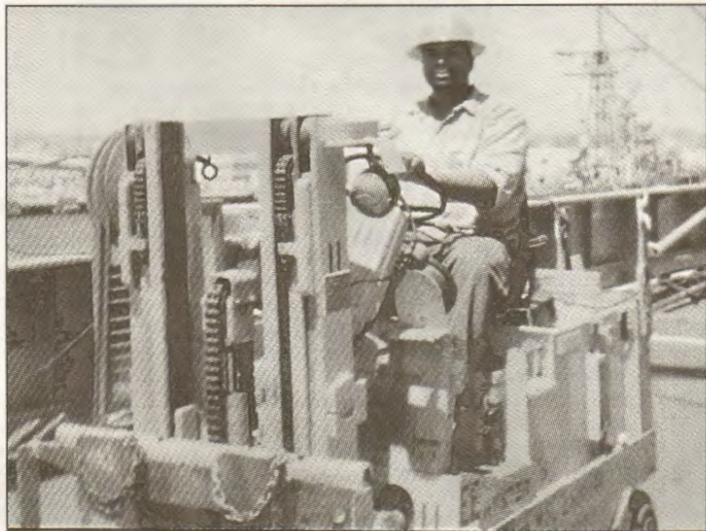


The ITF is concerned with strong and effective security in the maritime industry, stated David Cockroft, ITF general secretary.

CIVMARs Sail into San Diego



USNS SHASTA — The *USNS Shasta* (T-AE 33) is one of seven ammunition ships in the Military Sealift Command. The 564-foot vessel, whose area of command is in the Pacific, can sail at 20 knots. The *Shasta* was recently in voyage repair at 32nd Street in San Diego, where these two photos were snapped. Above, ABs Jaime Columna and Mike Goodman stand watch. Below, AB Evan Hastings has the run of the deck on a forklift truck.



USNS NIAGARA FALLS — As one of six combat stores ships in the Military Sealift Command fleet, the *USNS Niagara Falls* (T-AFS 3) provides supplies to U.S. Navy ships at sea, including fresh, frozen and chilled food; dry provisions; repair parts; clothing; and mail. Working on deck is Bosun's Mate Robert Sanchez.

The 35 ships of the Military Sealift Command's Naval Fleet Auxiliary Force are the lifeline to U.S. Navy ships at sea. Providing fuel, food, ammunition, spare parts and other supplies, these vessels enable the Navy fleet to operate at top efficiency at all times.

This fleet is composed of ocean tugs, fast combat support ships, oilers, ammunition ships and combat stores ships, as well as two hospital ships that are kept in a reduced operating status.

All are government owned vessels crewed by civil service merchant mariners (CIVMARs).

The three vessels pictured on this page—the *USNS Shasta*, *USNS Guadalupe* and *USNS Niagara Falls*—are crewed for the Military Sealift Command by CIVMARs in the SIU's Government Services Division (which includes the old NMU).



USNS GUADALUPE — Also in for minor repairs in San Diego when these photos were taken, the *USNS Guadalupe* (TAO-200) is one of 13 oilers in the Military Sealift Command fleet. Above, AB Maintenance Alfredo Bagtas works on deck. At left amid the repairs are (from left) AB John Albers, 2nd Assistant Engineer Mike Colpen and Pumpman Clarence Pearson.

Notice

Unlicensed Apprentice Program

For individuals interested in attending the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, please note that there has been some misinformation, particularly via messages on the world wide web about the school's apprentice program. To qualify for the program applicants must be at least 18 years of age (or 17 years of age with parental consent). This requirement is necessary to comply with Coast Guard regulations. There is no upper age limit for individuals wishing to participate in the program.

The program provides training for entry-level positions, and includes practical work on a vessel. The program is physically rigorous. Teamwork is stressed and apprentices live in open-berthing dormitories and take meals together. Applicants must be able to meet certain physical requirements, specified by United States Coast Guard regulations and maritime industry standards.

If you are interested in attending the school, please call (301) 994-0010, ext. 5342, or visit www.seafarers.org.

No Worries on the Cape Gibson



"Hang loose" is the word from the galley gang aboard the *Cape Gibson*. Posing on deck for a group shot are Chief Steward Brian Cushing, Chief Cook Donna Moore, Chief Cook Susan Rafferty, Assistant Cook Danilo Ramos and SAs Mohamed Ali, Nasser Kassim, Fakhrudin Malahi, Nasser Sallahaldin and Mohsen Hubair.

School Completes Renovation Of New Hotel Building

"This is probably one of the biggest accomplishments we've had at the school," said SIUNA President Michael Sacco at a ceremony Sept. 11 to open the new hotel on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Helping cut the ribbon to dedicate the building were SIUNA Secretary-Treasurer David Heindel, Plans Administrator Lou Delma, Paul Hall Center Vice President Don Nolan and SIUNA Trustee Michael DiPrisco, director of labor relations at Crowley Maritime.

As vocational schooling becomes increasingly vital for Seafarers, the 94 single-occupancy rooms allow upgrading students to have their own room.

Formerly an administration building, the new hotel is located behind the Paul Hall Library and Maritime Museum. The totally refurbished facility has many of the comforts of home. Three study carrels with computer stations are located in the lobby, and each room is internet-ready. There is a vending machine area on the main floor as well as a laundry room on each floor of the 3-story building. Additionally, the facility houses a main laundry for housekeeping staff.

The as-yet unnamed building was scheduled to be



At the ribbon-cutting ceremony for the new hotel are (from left) Plans Administrator Lou Delma, SIUNA President Michael Sacco, Trustee Michael DiPrisco, Paul Hall Center VP Don Nolan and SIUNA Secretary-Treasurer David Heindel.

ready for occupancy Oct. 1 (after the *LOG* went to press).

The Paul Hall Center, in its continued quest to make U.S. merchant mariners the best trained in the world, also will soon start construction of classrooms for a small-arms firing course. The facility will include one indoor classroom, one outdoor classroom, restrooms,

hand and eyewash stations, a weapons-cleaning station, and a protected vault to store firearms.

The new building will be on the grounds of the fire fighting school.



Among the assets of the new hotel are an attractive courtyard (left) and well-furnished single-occupancy rooms.



Labor Mourns Zenga

William F. "Willie" Zenga, retired business manager of Local 25 of the International Union of Operating Engineers Marine Division and retired vice president of the AFL-CIO Maritime Trades Department (MTD), passed away on Labor Day, Sept. 2, in West Palm Beach, Fla. He was 79.

"He was a close and dear friend, going back to the old days," recalled SIU and MTD President Michael Sacco. "Willie was very active in organizing and he especially was active in promoting a dredging program for New York and New Jersey."

MTD Vice President Ernie Whalen worked extensively with Zenga at Local 25. "I had the privilege of working with Willie Zenga for more than 17 years. In his 55 years of service to the Operating Engineers and to Local 25, he was a dedicated voice for the dredgemen," Whalen said. "Also, as business manager of Local 25 and as vice president of the MTD, he was an outspoken advocate for our nation's ports."

Retired SIU Vice President

West Coast George McCartney knew Zenga through maritime port councils and central labor councils. "He was a great guy, very sincere and dedicated," McCartney stated.

Local 25 represents dredgemen, drillers and boat operators in 38 states. Zenga served as an official at Local 25 since its inception in 1959. Other than during his service in the U.S. Navy in World War II, he was active in the Operating Engineers since graduating from Dickerson High School in Jersey City, N.J. in 1939.

"He did a tremendous amount of work to promote the maritime and dredging industries," noted SIU Vice President Contracts Augie Tellez. "He served on a number of key maritime committees in New York and New Jersey, and he was a tireless advocate for the membership."

Donations in the name of Brother Zenga may be made to The American Heart Association for the State of Florida, P.O. Box 21475, St. Petersburg, FL 33742.



In this March 1998 photo, MTD VP Willie Zenga (left) and President Michael Sacco (right) welcome the president of the AFL-CIO, John Sweeney, to meetings in Las Vegas.



Left: Pictured aboard the USNS Bellatrix in New Orleans are (from left) Wiper Bill York, AB Arthur Machado (who is in charge of shipboard security), AB Samuel Spears and AB Harold Boone.



SA Tonya Johnson, USNS Altair

Altair, Bellatrix Crews Serious About Security

While maintaining a ship in reduced operating status (ROS) presents its own set of challenges that may differ from those aboard fully crewed vessels, at least one important thing is the same.

"We are extremely serious about security," notes AB Arthur Machado, who effectively serves as the chief of security on the USNS Bellatrix, which is maintained in ROS alongside the sister ship USNS Altair in New

Orleans. "We're on watch around the clock, we make rounds aboard the vessels and of course we check anyone and everyone who comes aboard."

Operated by American Overseas Marine (AMSEA), the Bellatrix and Altair are known as fast sealift ships or SL-7s. They are part of the U.S. Military Sealift Command fleet of vessels that supports U.S. armed forces.

Both vessels long ago were modified to provide roll-on/roll-off capabilities, along with helicopter handling and storage facilities.

Each ship is roughly 946 feet long, 106 feet wide and can travel at 30 knots.

The vessels left port last month to avoid rough weather.



Recertified Steward Norman Jackson of the Bellatrix and AB James Stimage of the Altair are quite stern when it comes to helping enforce the vessels' security policies.



Bosun Tom Lister USNS Bellatrix



AB Arthur Machado and AB Hennie Haylock USNS Bellatrix



The USNS Altair (above) and its sister ship, the USNS Bellatrix, were built as containerships and later were acquired and converted by MSC.

Liberator Crew Memorializes Brother Brooks

NMU Pensioner Dudley "Doug" Brooks, 76, passed away April 10. In keeping with his wishes to be forever at sea, the late mariners' ashes on June 24 were scattered from aboard the SIU-crewed Lykes Liberator.

Conducted by Captain David A. Sulin, the services were held as the vessel made its way back to New Orleans from a voyage to Europe. "I waited until the return portion of our voyage to conduct the ceremony as I thought it only fitting that Doug should at least symbolically make one more ocean voyage," Captain Sulin said in a letter he wrote to Brother Brooks' widow, Mrs. Winfred Brooks, shortly after the services.

Captain Sulin in

past years had been a shipmate of Brother Brooks, as had the Liberator's first assistant engineer, Robert Hale. The vessel's entire crew, excluding those who were on duty, joined them during the memorial service. Besides Captain Sulin and Hale, those taking part in the services included: ABs Joe Morgan, Jerry M. Devoe Jr. and Juan A. Cepeda, OS Frank Bennet, Electrician George W. Bieselin, Wiper Alexandru Tolnaci, DEU Norman Obehi, Chief Steward Leonard T. Benton, Chief Cook Leonard Archie, Chief Mate Jeffrey C. Bridges and Chief Engineer Jude Y. Petroski.

Born Oct. 6, 1925, Brother Brooks joined the NMU on April 24 1945. The Youngstown, La. native first went to sea aboard the Augutem, a U.S. Army transport vessel. A member of the steward department, he sailed as a chief cook. Brother Brooks last worked aboard the Tillie Lykes and retired Oct 1, 1997. He lived in New Orleans.



Steward Leonard T. Benton stands before the remains of Brother Dudley Brooks (in wooden box), a family wreath and the Holy Bible at the start of the ceremony.



Captain David A. Sulin, front left, conducts the June 24 burial at sea services aboard the Lykes Liberator for Brother Dudley Brooks who passed away April 10. Also participating in the services were, from left, Chief Engineer Jude Y. Petroski, Steward Leonard T. Benton, Chief Cook Leonard Archie, First Assistant Engineer Robert Hale, and Wiper Alexandru Tolnaci.

Remembering Brother Colantti



As reported in the September LOG, Brother Robert Colantti, 55, passed away May 23. In accordance with his family's wishes, his remains were committed to the sea, on June 20 from aboard the CSX Hawaii. The shipboard memorial service included the reading of the Lord's Prayer, a moment of silence and the "Mariner's farewell salute," which was sounded on the ship's whistle. Those in attendance included Bosun Mark Trepp, Oiler Reinaldo Roman and Chief Cook Leopoldo Ruiz. Pictured above, friends and former shipmates remember Brother Colantti during a gathering in Elizabeth, N.J. before the Hawaii got under way. Brother Colantti sailed in the engine department and was a long time member of the shore gang.

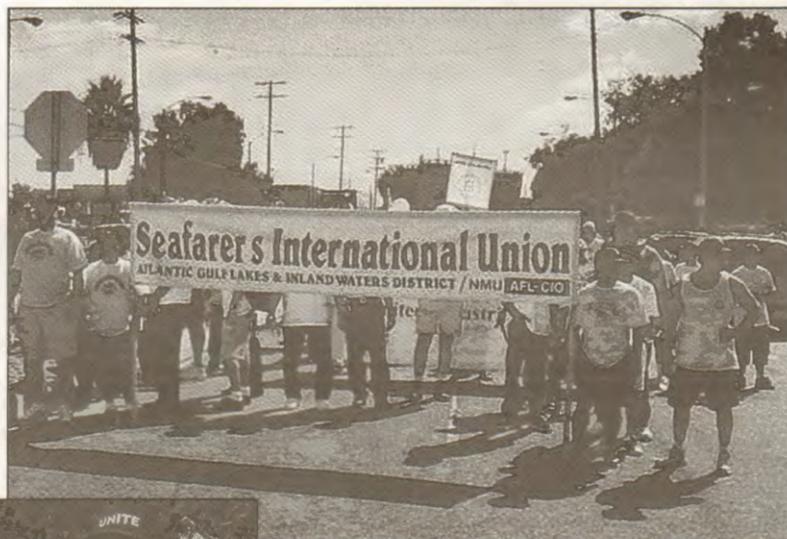
Around the Port Of Wilmington



The *Cape Isabel*, a Ready Reserve Fleet roll-on/roll-off vessel, returns to Long Beach with assistance from a Crowley "tractor tug."



Above and at left: The *Cape Isabel's* angled ramp is lowered to load and unload vehicles.



Seafarers came out in force to attend the Labor Day parade in Wilmington. Included in the group were Carey Heinz, Manuel Hernandez, Michael Fields, Mario Baja, Mauro Gutierrez, Maximino Dagoldol, Frank Cacayuran, Edgardo Basye, Rey Chang, James Boss, Robert Gilliam, Jesse Solis, Jesse Solis Jr., Dennis Coleman, Christina Middleton, Arthur Castro, Mark Wain, John Cox and Jeff Turkus. At left, AB Mark Wain chats with the Rev. Jesse Jackson, who came to show his support for the event.



Payoff took place aboard the *Endurance* on arrival in Los Angeles. From the left are Chief Cook Enrique Garrido, AB Eduardo Malabad and GSTU Jaime Castillo.



Steward/Baker Russell Beyschau begins preparations for his next creative cake aboard the *Endurance*.

From Shipboard Fire to Barbecue Flames



In mid-June, a switchboard fire disabled the *CSX Expedition* on a run from Tacoma, Wash. to Anchorage, Alaska. Nobody aboard the 670-foot container ship was injured, and engine room personnel were able to make the necessary repairs on their own. The vessel's refrigerated cargo also suffered no ill effects since it was protected by auxiliary generators.

The *Expedition* pulled into Anchorage just a day later than scheduled and was warmly welcomed with a dockside barbecue for the crew. Above, ABM Cleofe B. Castro (who sent these photos to the *LOG*) stands near the grill. At left, crew members and appreciative representatives from CSX join in the cookout.



After the *Endurance* docked at the new Maersk Pier 400 facility, Seafarers got down to work. Clockwise from above are AB Standby Mario Baja and AB Standby Maximino Dagoldol; QEE Tesfaye Gebregziabher and Bosun Romeo Lugtu; and AB Standby Domingo Gordian and BREC Relief Mauro Gutierrez.



Left: When a tall ship from Ecuador entered the port of Los Angeles recently, it was escorted by the Crowley assist tug *Admiral*.

The tall ship—a training vessel for mariners in Ecuador—was in the area to take part in a sailboat race from San Francisco to Los Angeles.

With the Crew on the Rover



These photos were taken during a shipboard meeting while the *Rover* was en route to New York from Israel. Once the Intrepid Ship Management vessel arrived in New York and completed a payoff, these pictures were turned over to an SIU representative for inclusion in the LOG.

Left: Taking part in the union meeting aboard the *Rover*, an Intrepid Ship Management vessel, are, from left, AB David Wright, OMU Walter Bagby and AB James Shepard.



Right: Regular shipboard meetings are a way for crew members to find out about issues that may affect their livelihood. From the left are OMU Cornelius Cade Jr., AB J. Grayson and AB Richard Thomas.



Seated in the ship's mess hall during the meeting are (from left) Wiper James Castillo, SA Yelena N. Slyusar and AB Richard O'Brien.



Chief Steward Fernando Guity, Chief Pumpman William Stone and Bosun John Habib fill out the ship's minutes form to send to headquarters.

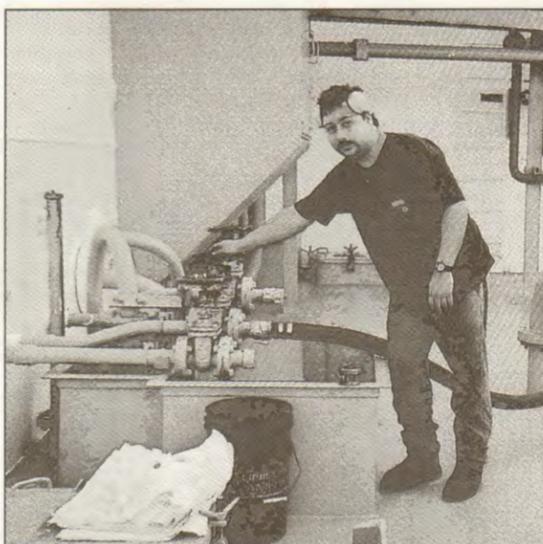


Tidying up the galley before the *Rover's* arrival in port is Chief Cook Eduardo Elemento.

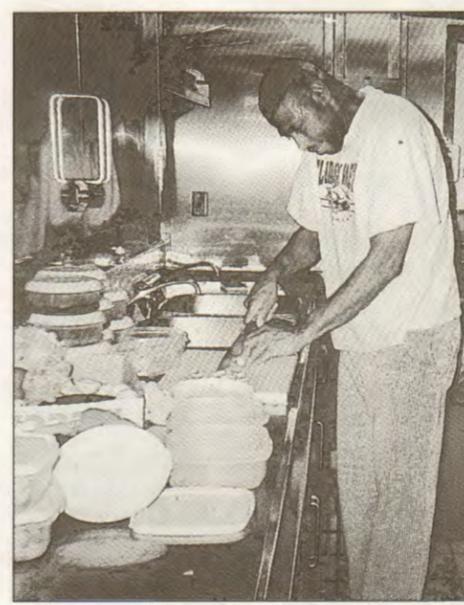
Aboard the Seabulk Mariner



AB Ismael Purganan paints the hull of the *Seabulk Mariner*.



Joseph Vitela, OMU aboard the vessel, takes on diesel fuel.



Chief Steward Leslie Davis is proud of the variety of items in his salad bar.



On gangway watch is AB Thomas Powe.



Chief Cook Mario Martinez (right) prepares the next meal while SA Dagoberto Norales looks on.



When the *Seabulk Mariner* docked in Ft. Lauderdale, Fla., Recertified Bosun Ramon Castro prepared to discharge the cargo. Castro sent these photos to the Seafarers LOG.

Labor Secretary Reaffirms Administration Support For U.S. Merchant Marine

U.S. Secretary of Labor Elaine L. Chao strongly reaffirmed the administration's backing of the U.S.-flag fleet when she addressed the SIUNA convention Sept. 12 in Piney Point, Md.

Chao also lauded the Paul Hall Center for Maritime Training and Education (which hosted the convention), and credited SIUNA President Michael Sacco for his key role in promoting the U.S. Merchant Marine.

"Recently, President Bush said that the Jones Act must be maintained," Chao noted. "The Jones Act is an essential element of U.S. policy that provides important economic and national security benefits to the nation, such as, among other things, maintenance of a labor base of skilled mariners."

"As Secretary of Labor, let me assure you that this administration is committed to maintaining a labor base of skilled mariners as well as working with the seafarers to recruit the next generation of mariners.... I know that when we recruit these individuals, the SIU will be there to provide them with the necessary training."

Chao said that President Bush's administration "is proud to call you partners in defending America's freedom and in strengthening America's economy.... It is because of your services that America sustains the strongest military force the world has ever known, and President Bush and his administration thank you for your strong sense of duty, patriotism and commitment."

She also commended U.S. mariners for their response to the attacks of September 11, 2001. "In light of chaos and confusion, the seafarers did what you've always done when your country needed you, you answered the call for help. Because of this union and other maritime trades, over 160,000 people were evacuated from lower Manhattan and returned safely to their loved ones. There was no time for planning—your members instinctively sprang into action. Whether it's ferrying victims away from danger or protecting our waterways, the merchant marine indeed [is] America's fourth arm of the national defense."

"I saw the spirit of sacrifice firsthand when I visited your fellow members in New Orleans and then joined a tour of the *Bellatrix*, an SIU-crewed vessel, where I was joined by (SIU Vice President Gulf Coast) Dean Corgey."

Emphasizing her open-door policy, Chao noted, "There are no gatekeepers at the Department of Labor. We speak with everyone and we're



Labor Secretary Elaine L. Chao presents SIUNA President Michael Sacco with a framed copy of her Maritime Day 2002 declaration honoring U.S. mariners.

pushing the president's energy plan. It's a plan that's going to eliminate our nation's dependence on foreign oil. And we also want to create hundreds of thousands of good-paying jobs right here in America."

Turning to the issue of port security, she stated, "You know what it's like, you know what's needed because you understand what it's like

on the high seas. You know the dangers, you know the risks and you know the solutions to keep America's ports and especially the shipping sector safe and productive. And this administration will need your input as new safeguards are created and implemented."

Continued on page 20

Maritime Union Presidents Advocate Continued Unity



Capt. Timothy A. Brown
President, MM&P



Ron Davis
President, MEBA



Michael McKay
President, AMO

Unrelenting cooperation and commonality in political action are the avenues that must be taken if a strong U.S.-flag Merchant Marine is to be part of America's future landscape.

This position was echoed repeatedly September 11 by the presidents from the three maritime officers' unions as they addressed the Seafarers International Union of North America's convention at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Capt. Timothy A. Brown, International Organization of Masters, Mates & Pilots (MM&P); Ron Davis, Marine Engineers' Beneficial Association (MEBA); and Michael McKay, American Maritime Officers (AMO) each advised delegates and guests about the need to extend and expand the current Maritime Security Program, and the crucial necessity to preserve the Jones Act. Each also reflected on the tragic events of September 11, 2001 and how it forever changed America, especially the maritime industry.

"The more I get to know your president, Mike Sacco, the more I appreciate his aggressiveness in pursuing the interests of your membership, whether it be new jobs, more types of jobs or influencing the congressional representatives in Washington to listen to the maritime guys," Brown told those in attendance.

"Earlier this year Mike (Sacco) called a meeting and gave us his thoughts about what would happen to all of us if we were not able to get an extension of the current Maritime Security Program that is in place," he said. "Mike's vision is so very true."

"From that point, we brought the companies in the picture, worked out some of the details and problems and then began the long process of convincing our friends in Congress that our battle was also America's battle," Brown continued. "Without a viable American Merchant Marine, America is at risk militarily and, even more importantly, America is at risk of being taken advantage of by our trading partners."

To avoid such a state of affairs, Brown said, "All of us in maritime leadership positions believe that a

new program is needed. We are all working toward a program that will include tax relief for sailors who sail internationally; reduction in tonnage taxes for American carriers; an elimination of the hated ad valorem tax, which only American companies pay; and, hopefully, a faster depreciation schedule for American-built vessels or new vessels built foreign but reflagged American."

Davis concurred and reflected on the role leadership has played over the years to sustain the merchant marine. "As maritime leaders, each of us stands sentry ensuring that the merchant marine never becomes weak, but remains vigilant and strong," he offered. "Our nation will always need capable, professional merchant seamen to respond in a moment's notice."

Davis said that in addition to the problems of national and international terrorism in the U.S., the labor movement—particularly maritime labor—faces many future challenges. He is confident, however, that the industry will overcome these obstacles.

"Whether it's renewing the Maritime Security Program, advancing cargo preference laws or safeguarding the Jones Act, the MEBA is working together with the SIU and all of you to ensure our future," he assured. "With the SIU and MEBA coordinating efforts in unity and friendship, our future is bright."

After reflecting on the appropriateness of the convention's theme (Leading the Way for Working Families), McKay said the SIUNA has been out in front and taking the lead in battling for the most important and worthy causes affecting working families since 1938. "As we all know, there are many people who neither know these needs, nor respect these values," McKay warned. "In our industry we see their harmful influence in the growth of flag-of-convenience cargo and cruise ships worldwide; in the relentless political battles over cargo preference and the Jones Act and on other fronts... We learned in a terrible way one year ago today, there are people in this world who have no values at all."

Continued on page 20



SIUNA President Michael Sacco (center) congratulates Maritime Administrator Capt. William Schubert for a great motivational address, while SIU Executive VP John Fay looks on.

Convention Speakers Stress Need For Revitalized U.S.-Flag Fleet

Continued from page 5

Fred D. Mason Jr., president of the Maryland State and District of Columbia AFL-CIO, acknowledged that the U.S. depends on foreign countries for the steel that "is so vital to producing the arms that we need in order to be able to defend ourselves against even greater attacks," as well as the automobiles we drive. Flags of foreign registry carry these goods to us, and that, in itself, is a threat to national security, Mason stated.

He said there is a lack of transparency in registering ships and that America needs to know which flags are carrying the goods necessary for our daily living as well as for our continued security. Mason declared that this is a challenge for the entire labor movement—and for the whole country. "Seafarers demand and the citizens of this country demand a vital, energized U.S. maritime fleet."

As former deputy maritime administrator, Labor Secretary Elaine L. Chao has a strong affinity with maritime unions. She said that President George W. Bush agrees that the Jones Act must be maintained at all costs, calling it "an essential element of U.S. policy that provides important economic and national security benefits to the nation, such as, among other things, maintenance of a labor base of skilled mariners."

Chao presented Sacco with a framed copy of a Maritime Day Proclamation, recognizing and remembering the role merchant mariners have played in our country—and will continue to play.

Kathleen Kennedy Townsend, lieutenant governor of Maryland,

cited the critical role played by merchant mariners to keep trade routes flowing as well as moving troops and supplies following the terrorist attacks of last year. But the terrorists also taught us that we have to protect ourselves, she said. "You truly are our fourth arm of defense."

In her closing remarks, Townsend quoted from her uncle, John F. Kennedy:

I really don't know why it is that all of us are so committed to the sea, except I think it's because the light changes, and ships change, it's because we all came from the sea. And it is an interesting biological fact that all of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, our sweat, and in our tears. We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch it, we are going back from whence we came.

"Each of you is tied to the sea," she said. "You are tied to the change of life, you are tied to the fact that nothing remains the same, except our values, which is to fight for working men and women... which is to protect our country in times of need. You do that; nobody does it better."

Ernie Whelan, vice president of the AFL-CIO Maritime Trades Department and business manager of local 25 of the Operating Engineers, stressed the need to "train and educate our members for today's ever-changing times." Very little progress, he said, would have been made in the area of education without cooperative efforts between management and unions.



CHECKING IN –
Delegates and guests arrive at the auditorium of the Paul Hall Center. Directly below, SIUNA President Michael Sacco sounds the gavel, signaling the opening of the convention.



Below right: The Southern Maryland Firemen's Association Honor Guard presents the colors for the Pledge of Allegiance to open the convention. Patriotism was prevalent throughout the convention, which coincided with the anniversary of September 11.



2002 SIUNA Convention HIGHLIGHTS



Speakers addressing the convention praised the U.S. Merchant Marine and stated support for the working families' agenda.



Officers are sworn in following their elections on Sept. 12. The delegates elected Michael Sacco as president and David Heindel as secretary-treasurer, along with 19 vice presidents. All were elected by acclamation.

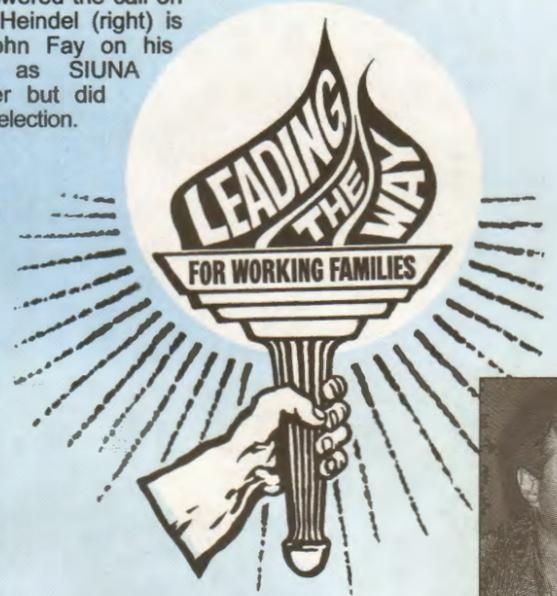
Below: Union Service Coordinator Valerie Lilja welcomes visitors to a booth highlighting programs available through Union Plus (formerly known as Union Privilege).



EVERYONE PITCHES IN –
SIU Controller Maggie Bowen helps Unlicensed Apprentice Peter Rines prepare to escort guest speakers to the stage.

2002 Quinquennial Convention — Seafarers

Left: SIUNA President Michael Sacco notes that the U.S. Merchant Marine answered the call on September 11 and its aftermath. Below: SIUNA Secretary-Treasurer David Heindel (right) is congratulated by SIU Exec. VP John Fay on his election. Fay formerly served as SIUNA secretary-treasurer but did not seek reelection.



The Honorable Neil Abercrombie (D-Hawaii)



David Cockroft
ITF General Secretary



Michael R., McKay
AMO President



Fred D. Mason Jr.
President, Maryland State & D.C. AFL-CIO



Ambrose Cucinotta
Asst. VP, SIU



Ron Davis
MEBA President



Ed Kelly
Port Agent, SIU

SPEAKERS



Capt. Timothy Brown
MM&P President



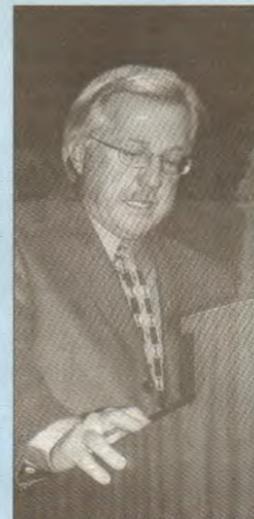
John F. Reinhart
CEO, Maersk Line, Ltd.



William Donald Schaefer
Comptroller, Maryland



Capt. William Schubert
U.S. Maritime Administrator



Ernie Whelan
VP, MTD



Anthony McQuay
Port Agent, SIU



James Malone
Port Agent, SIU



The Honorable Kathleen Kennedy Townsend
Lt. Governor, Maryland



Orlando Diaz
VP, UIW



John J. Sweeney
AFL-CIO President



Rear Adm.
David L. Brewer III, USN
Commander, MSC



The Honorable Elaine L. Chao
U.S. Secretary of Labor



Lonnie Part
SIU Business



Justin Tellez
UNA VP



Dean Corgey
SIUNA VP



Kermet Mangram
SIUNA VP



Nicholas J. Marrone
SIUNA VP



Thomas Orzechowski
SIUNA VP



Joseph T. Soresi
SIUNA VP



René Lioeanjie
SIUNA VP



Charles Stewart
VP, SIU

DELEGATES & GUESTS



James McGee
Asst. VP, SIU



Nick Celona
Asst. VP, SIU



Edd Morris
Port Agent, SIU



Jim Al Herberger
Retired U.S.
Maritime
Administrator



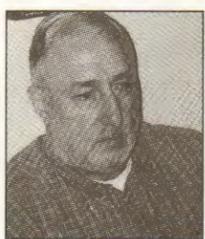
Thomas Walsh Jr.
Rep./Organizer,
IPTW



Michel Desjardins
Exec. VP, SIU of
Canada



Donna Walsh
President, IPTW



Carl Peth
HQ Rep., SIU



Amos Peters
Retired VP, UIW



Steve Judd
Port Agent, SIU



Harold Holten
UIW/Alaska
Sheries Division



Gunnar Lundeberg
President, SUP



John Cox
Port Agent, SIU



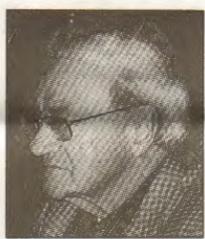
Desiree Gralewicz
Sec'y-Treasurer
SIU of Canada



Dennis Metz
Port Agent, SIU



Rebecca Sleeper
Port Agent, SIU



George McCartney
Retired VP, SIU



John Sparado
Natl Director, UIW



Roman Gralewicz
President, SIU of
Canada



Steve Edney
Retired Nat'l
Director, UIW



Elizabeth Brown
Nat'l Coordinator,
SEATU



Theresa Hoinsky
President,
Fishermen's
Union



Jim Martin
SIU Rep.



Henry Disley
President, MFOW



Bill Dobbins
Retired VP, UIW



Catina Sicoli
Comptroller,
SIU of Canada



Victor Nuñez
Port Agent, SIU



Lou Delma
Plans Admin., SIU



Talmage Simpkins
NMU/AFL-CIO
Maritime Committee



George Tricker
Asst. VP, SIU



Angus Campbell
Retired VP, SIU



Bill Ellis
VP, UIW



Bryan Powell
Port Agent, SIU



Donald Thornton
Port Agent, SIU



Eugene Irish
Asst. VP, UIW



Neil Dietz
Port Agent, SIU



Dave Connolly
VP, SUP



COMMITTEES

Committees consisting of representatives from the SIUNA affiliates met during the convention and carried out their assignments. Each committee reported on its work to the full convention. Whether providing credentials to the delegates, reviewing resolutions submitted by the member unions, or developing recommendations for rules by which to conduct the convention, the committees work to see that the event functions democratically and efficiently.



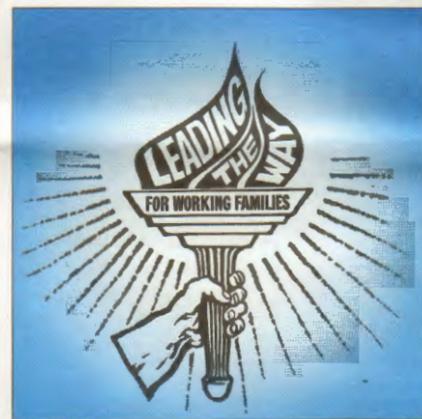
RESOLUTIONS COMMITTEE — James Martin, Eugene Irish, Nick Celona, Dean Corgey (Chairman), Bryan Powell and James Malone.



CONVENTION ARRANGEMENTS & PUBLIC RELATIONS COMMITTEE — Dave Connolly, Robert Iwata, Orlando Diaz, Roman Gralewicz (Chairman), Anthony McQuay, Michel Desjardins, Ambrose Cucinotta and James McGee.



INTERNATIONAL AFFAIRS COMMITTEE — Henry Disley (Chairman), Leo Bonser, Bill Ellis, John Larew Jr., Victor Nuñez, Carl Peth, William Ross and Catina Sicoli. (Note: Not all are pictured.)



LEGISLATIVE COMMITTEE — Theresa Hoinsky (Chairman), Henri François, Michel Galarneau, Kermet Mangram, Dennis Metz, Lonnie Partridge, John Spadaro and Charles Stewart. (Note: Not all are pictured.)



OFFICERS' & AFFILIATES REPORTS COMMITTEE — Gunnar Lundeberg (Chairman), William Berger, Desiree Gralewicz, Nicholas Marrone, Joe Palacio, Benjamin Ross, Michael Sacco and Thomas C. Walsh Jr. (Note: Not all are pictured.)



AUDITING COMMITTEE — John Fay, Donna Walsh (Chairman), Thomas Orzechowski, Elizabeth Brown, David Heindel, Donald Thornton and Joseph Soresi.



CREDENTIALS COMMITTEE — Augustin Tellez (Chairman), James Given, Steve Judd, Ed Kelly, René Lioeanjie, Herb Perez, Talmage Simpkins and Rebecca Sleeper. (Note: Not all are pictured.)

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2002

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	1	3	0	1	0	1	0	0	4	2
Baltimore	6	3	2	7	2	1	1	9	7	1
Guam	3	2	0	0	0	1	0	3	2	0
Honolulu	7	5	1	6	6	1	4	13	14	2
Houston	28	8	21	25	6	4	8	46	13	39
Jacksonville	33	22	10	40	17	5	12	59	36	23
Mobile	17	5	8	8	6	6	2	24	8	7
New Orleans	17	18	9	20	19	1	8	29	27	30
New York	23	12	16	17	11	4	8	56	18	34
Norfolk	18	14	7	21	10	4	7	19	23	16
Philadelphia	3	5	2	4	5	1	1	8	7	2
Piney Point	1	3	0	1	5	0	1	3	5	0
Puerto Rico	9	6	1	7	9	1	7	19	3	0
San Francisco	15	9	2	19	7	0	11	32	18	4
St. Louis	3	3	2	5	3	2	0	3	3	4
Tacoma	33	14	8	29	16	2	16	53	23	17
Wilmington	21	17	10	26	13	3	7	40	24	27
Totals	238	149	99	236	135	37	93	416	235	208
Port	ENGINE DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	1	3	0	0	1	0	0	1	3	1
Baltimore	1	1	0	1	4	1	1	6	4	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	1	4	1	2	2	1	0	4	6	2
Houston	10	5	5	10	6	4	2	17	14	11
Jacksonville	17	21	9	24	16	2	7	30	34	12
Mobile	8	4	0	10	2	0	0	10	6	0
New Orleans	4	11	4	7	8	3	1	13	18	6
New York	12	11	9	5	6	5	4	29	25	16
Norfolk	8	11	2	5	11	1	1	10	13	5
Philadelphia	1	1	0	0	3	1	0	3	3	0
Piney Point	1	0	0	3	1	0	0	2	3	0
Puerto Rico	3	1	1	2	3	0	2	6	3	1
San Francisco	13	11	2	6	8	0	3	14	12	9
St. Louis	0	4	1	1	4	1	2	1	4	1
Tacoma	13	15	6	10	8	7	6	23	27	10
Wilmington	9	7	3	8	4	4	1	15	13	9
Totals	102	110	43	94	87	30	30	184	188	84
Port	STEWARD DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	0	0	0	0	0	1	0	0	0	1
Baltimore	1	3	0	2	3	0	2	2	1	0
Guam	0	2	1	0	0	0	0	0	2	1
Honolulu	7	3	3	5	1	2	2	14	9	2
Houston	14	4	3	17	3	0	4	23	5	4
Jacksonville	24	8	5	20	3	6	6	29	13	9
Mobile	7	2	2	9	1	1	3	7	6	3
New Orleans	7	3	0	7	2	0	2	11	9	0
New York	21	2	3	16	3	1	4	29	8	5
Norfolk	5	4	4	8	5	2	2	7	13	4
Philadelphia	3	0	0	0	1	0	0	6	0	0
Piney Point	5	4	0	2	0	0	0	9	7	0
Puerto Rico	3	0	0	0	1	0	0	5	1	0
San Francisco	24	4	1	17	1	0	5	45	4	1
St. Louis	2	0	1	1	0	1	1	3	2	1
Tacoma	15	2	0	17	1	0	7	33	2	2
Wilmington	10	6	1	10	4	1	5	30	13	2
Totals	148	47	24	131	29	15	43	253	95	35
Port	ENTRY DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	Class C
Algonac	0	1	1	0	1	0	0	0	0	4
Baltimore	0	3	7	0	0	1	0	0	4	8
Guam	0	4	4	0	2	0	0	0	2	7
Honolulu	4	16	10	2	6	2	0	10	34	43
Houston	2	15	16	2	10	5	0	4	22	44
Jacksonville	4	16	18	2	11	11	0	5	24	27
Mobile	2	2	5	1	3	3	0	1	8	5
New Orleans	2	15	7	1	7	3	0	4	19	18
New York	4	28	21	4	21	2	0	9	56	62
Norfolk	0	15	9	0	14	3	0	1	12	12
Philadelphia	1	1	0	0	2	0	0	1	1	3
Piney Point	0	26	13	1	6	13	0	0	30	12
Puerto Rico	0	6	1	3	2	5	0	2	9	5
San Francisco	3	14	10	8	9	3	0	7	26	17
St. Louis	0	1	1	0	0	1	0	0	2	0
Tacoma	2	24	6	8	11	10	0	6	48	30
Wilmington	2	7	11	2	5	3	0	5	16	25
Totals	26	194	140	34	110	65	0	55	313	322
Totals All Departments	514	500	306	495	361	147	166	908	831	649

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

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

November & December 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

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

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

Life Ring Stays Ashore



AB Boyce Wilson designed and made a life ring for the *Maersk Texas*—with the help of a few other crew members. It was donated to a local restaurant in San Antonio, Chile that is regularly patronized by the ship's crew. The ring was greatly appreciated by all and hangs proudly in a conspicuous place for everyone to see. From the left aboard the vessel are AB Frank Hedge (who sent this photo to the LOG), Bosun Johnny Zepeda, Chief Steward Donna DeCesare, Wilson and Chief Cook Malcolm Holmes. It was taken on the Maersk Lines, Ltd. vessel during its run along the west coast of South America (Panama, Colombia, Peru and Chile).



Send your stories, photos and news to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services

René Lioeanje, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

324 W. Superior St., Suite 705, 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 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(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
Government Services Division: (718) 832-8767

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 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

SEPTEMBER 2002

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	6	1	0	6	1	0	3	4	6	1
Houston	10	3	7	5	0	3	17	16	4	10
Harvey, LA	3	4	2	6	0	1	4	10	5	6
New York	13	2	4	6	1	2	18	32	10	14
Norfolk	4	0	0	3	0	0	0	1	0	0
San Pedro	5	0	0	1	0	0	14	31	4	0
Tacoma	6	2	0	0	0	0	9	4	6	0
Totals	47	12	13	27	2	6	65	98	35	31
ENGINE DEPARTMENT										
Boston	3	0	0	1	0	0	5	0	0	0
Houston	4	1	3	4	0	0	5	7	1	16
Harvey, LA	2	0	1	3	0	0	1	4	5	2
New York	7	0	1	4	0	2	8	21	9	7
Norfolk	1	0	0	1	0	0	0	0	0	0
San Pedro	1	0	0	5	0	0	4	23	0	0
Tacoma	2	0	1	1	0	0	4	17	1	0
Totals	20	1	6	19	0	2	27	72	16	25
STEWARD DEPARTMENT										
Boston	3	1	0	6	0	0	1	4	0	0
Houston	4	0	5	1	0	1	3	11	1	7
Harvey, LA	0	1	1	2	0	1	3	5	4	2
New York	4	8	5	1	1	0	10	27	39	56
Norfolk	5	0	0	4	0	0	0	1	0	0
San Pedro	1	0	0	3	0	0	5	18	0	6
Tacoma	0	0	0	0	0	0	3	0	11	0
Totals	17	10	11	17	1	2	25	66	55	71
ENTRY DEPARTMENT										
Boston	2	3	0	3	0	1	0	3	19	1
Houston	4	2	8	3	0	3	7	16	26	57
Harvey, LA	0	0	2	1	0	1	1	4	6	1
New York	2	6	3	2	0	0	3	21	41	33
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	1	4	0	4	0	0	9	65	28	18
Tacoma	0	1	6	0	0	0	2	3	49	22
Totals	9	16	19	13	0	5	22	112	169	132
Totals All Departments	93	39	39	76	3	15	139	348	275	259

PIC-FROM-THE-PAST

When Retiree **Phil Rosenstein** of Corpus Christi, Texas was the bosun aboard the *SS Gulf Service* back in December 1961, the Gulf Oil Co. tanker came upon a stranded 34-foot fishing boat, the *Sigma-X*, which had been adrift for eight days in the Gulf of Mexico. There were 10 Cuban fishermen aboard, whom they rescued.

With the help of the chief steward, who spoke Spanish, Rosenstein interviewed the men and found out they had fled Fidel Castro's Cuba and were headed for the coast of Florida. But their engine broke down and they drifted for days, constantly afraid of being picked up by Cuban gunboats.

Rosenstein (in the center, posing with two of the 10 rescued men in front of their salvaged boat) said he corresponded with two of the refugees, who moved to Houston, but has since lost track of them. He thought perhaps someone might recognize them from this picture.

It was the fifth rescue at sea performed by the NMU-crewed tanker in a 10-year period.





A recertified bosun is among the 11 Seafarers who are announcing their retirements this month.

Bosun **Abad Calero** completed the highest level of training available to members in the deck department at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

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

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

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

DEEP SEA



ELIAS C. BUNDA, 64, hails from the Philippines. Brother Bunda joined the Seafarers in 1997. He is a retired veteran

of the U.S. Navy, having served from 1960 to 1980. The steward department member worked primarily aboard vessels operated by *American Hawaii Cruises*, including the *Independence*. Brother Bunda makes his home in Vacaville, Calif.

ABAD CALERO



61, began his SIU career in 1972 in New Orleans. Born in Puerto Rico, he enhanced his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. on several occasions and completed the bosun recertification course in 1994. In addition to shipping as a bosun in the deck department, Brother Calero also worked in the engine and steward departments. He last went to sea on the *Sea-Land Crusader*. Brother Calero makes his home in his native commonwealth in the city of Isabela.

HUGO DERMODY, 53, started his career with the Seafarers in 1977 in the port of New Orleans. Brother Dermody's initial ocean-going voyage for the SIU was aboard Westchester Marine's *Ultramax*. Born in Guatemala, he worked in the deck department. Brother Dermody last shipped on the *Robert E. Lee*, a Waterman Steamship Corp. vessel. He makes his home in Jefferson, La.

HUGH DILLON, 68, began his SIU career in 1984 in San Francisco. Brother Dillon first shipped aboard Delta Steamship Lines' *Santa Maria*. Born in Jamaica, he worked in the deck department. Brother Dillon last

went to sea on the *Sea-Land Spirit*. He is a resident of Punta Gorda, Fla.



MATTHIAS SOLDIERER, 65, was born in Germany. He started his career with the Seafarers in 1963 in the

port of New York. Brother Soldierer's initial sea voyage was aboard the *Marine*, a United States Shipping Co. vessel. He worked in both the engine and deck departments during his career and last sailed on the *Sea-Land Independence*. Brother Soldierer calls Long Beach, Calif. home.

GEORGE WILLIAMS, 64, joined the Seafarers in 1968 in the port of New York. The Virginia-born mariner first went to sea aboard the *Steel Navigator*, operated by Isco, Inc. Brother Williams worked in the engine department and last sailed on Alice Tankship's *Overseas Alice*. He makes his home in Brooklyn, N.Y.

NAGI M. ZOKARI, 67, was born in Yemen. He joined the Seafarers in 1977 in the port of New York. Brother Zokari's initial SIU voyage was aboard the *Cantigny*, an Interocean Management Corp. vessel. A member of the steward department, he last worked on Tyco's *Long Lines*. Brother Zokari lives in Brooklyn, N.Y.

GREAT LAKES

JAMES W. KUCHNICKI, 64, launched his career with the Seafarers in 1987. Born in Alpena, Mich., he served in the U.S. Navy. The deck department member worked primarily aboard vessels operated by Inland Lakes Management, Inc. His initial voyage was on the *Steel T. Crapo*. He last sailed on the *Paul H. Townsend*. Brother Kuchnicki still resides in Alpena.

INLAND

RODGER ALLBRITTON, 57, started his SIU career in 1976 in the port of Houston. Boatman Allbritton



served in the U.S. Navy from 1966 to 1969. The Shreveport, La. native worked primarily aboard G&H Towing vessels and shipped in both the engine and deck departments. Boatman Allbritton lives in Lake Jackson, Texas.



WEBSTER DUBROC, 64, joined the Seafarers in 1976 in New Orleans. Boatman Dubroc is a native of Louisiana and shipped in the

engine and deck departments. He worked primarily aboard Crescent Towing & Salvage Co. vessels. Boatman Dubroc makes his home in Saucier, Miss.

DONALD LEE JONES SR., 61 began his career with the SIU in 1975 in the port of Norfolk, Va. A veteran of the U.S. Army, Boatman Jones served honorably from 1958 to 1972. The Virginia native worked primarily aboard vessels operated



by Allied Towing Co. Boatman Jones shipped in both the steward

and engine departments. He resides in Camden, N.J.

Editor's Note: The following brothers and sisters, all members of the former NMU and participants in the NMU Pension Trust, recently went on pension:

William Bacon, 65, engine department
John Blair, 67, deck department
Robert Bruno, 78, deck department (Bosun)
Ancel Connor, 55, deck department
Antonio Fonseca, 65, steward department
Mack Little, 75, steward department
Booker Oliver, 76, deck department
Earnest Perry, 65, engine department
Abdo Sharif, 64, deck department
Paul Stephens, 71, deck department

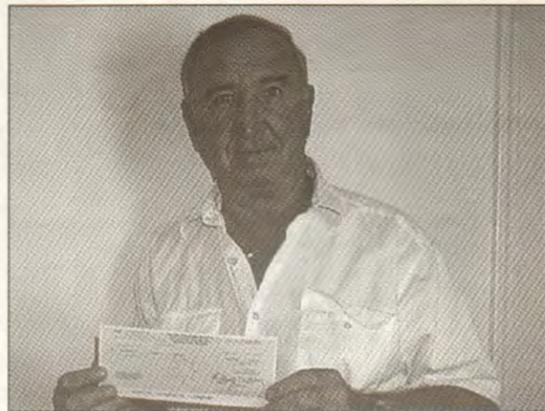
Welcome Ashore

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.

A Well-Deserved Retirement

After 36-plus years in the NMU and shipping out of eight different union halls from coast to coast, **Tyrone "Pat" Patrick** is pleased to receive his first retirement check.

Patrick started sailing in May of 1966 from the port of New York and completed his sailing career in August 2002, also in New York. He worked for many companies over the years, most recently with *Nicholas Bachko* and was happy about the SIU-MNU merger agreement. Originally from the Boston area, Patrick now makes his home in northwest Florida.



Reprinted from past issues of the *Seafarers LOG*

1939

On Wednesday, October 2, 1939 in Savannah, Ga., delegates from the Atlantic, Gulf and Great Lakes Districts met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted on included the shipping rules, hospital and strike assessments, and a constitutional amendment that provided that in order to become a member, a man must be a citizen. The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments likewise carried by large majorities.

THIS MONTH IN SIU HISTORY

1952

Seafarers and their children will have an opportunity to get a four-year college education, free of charge, under a new plan proposed by the SIU and approved by the trustees of the Seafarers Welfare Plan. Beginning with the fall term of 1953, four students yearly will receive full college scholarships of \$1,500 a year for four years, good at any recognized college or university in the U.S. and for any course selected. Money already has been set aside by the trustees for the scholarship fund to cover the next four years. This is the first scholarship plan in maritime and one of the few union scholarship plans in the U.S. The union scholarship will be enough in practically all cases to cover all tuitions and fees and still leave money for ample monthly subsistence payments.

1970

On October 21, 1970, President Nixon

signed the Merchant Marine Act of 1970. This Act, which incorporated many provisions backed by the Seafarers International Union, had passed both houses of Congress by substantial majorities before it was sent to President Nixon for his signature. President Nixon said the bill marked the beginning for a new era for the troubled maritime industry and opened the prospect of revitalization of the U.S.-flag maritime fleet.

The bill will benefit SIU men more than others by means of its provision to construct 300 new ships for the foreign trade in the next 10 years. The bulk of those 300

ships will go to SIU-contracted companies.

1991

The contribution of American merchant mariners to their country, in war and in the pursuit of peaceful commerce, was finally recognized in a ceremony which marked the unveiling of a New York City memorial depicting surviving World War II seamen aboard a life raft. During the ceremony, an honor guard of 23 World War II veteran seamen marched out onto the breakwater and stood at attention as a 144-pound time capsule containing the names of the 6,775 mariners who died in WWII was lowered into the bow of the life raft. Taps was played and a New York City fireboat unleashed a stream of red, white and blue water. Among the honor guard members was SIU pensioner George Alexander, the only one of the veteran mariners present at the ceremony to have served in both World War I and WWII. The 98-year-old veteran steward department member, reflecting on the simple but moving ceremony, said of the recognition of merchant mariners, "It was a long time in coming, but when it did happen, it was beautiful."

Final Departures

DEEP SEA

DANIEL BOWLER



Brother Daniel Bowler, 77, died June 21. He started his career with the Marine Cooks & Stewards (MC&S). Brother Bowler shipped in the steward department and worked primarily aboard vessels operated by States Steamship Co. He made his home in Richmond, Calif.

ROBERT DRAKE



Pensioner Robert Drake, 88, passed away July 16. Brother Drake started his career with the MC&S. Born in Kentucky, he shipped in the steward department. Brother Drake started receiving his retirement stipends in 1976 and made his home in Santa Clara, Calif.

BOB FERNANDEZ



Pensioner Bob Fernandez, 82, died July 31. Brother Fernandez joined the Seafarers in 1959 in San Francisco. The U.S. Army veteran first sailed aboard Delta Steamship's *Santa Maria*. Brother Fernandez shipped in the steward department and last worked on the *President Polk*. Born in the Philippines, he started receiving his pension in 1981. Brother Fernandez resided in Virginia Beach, Va.

OSCAR FIGUEROA



Pensioner Oscar Figueroa, 79, passed away June 16. Brother Figueroa joined the SIU in 1943 in the port of Norfolk, Va. Born in Puerto Rico, Brother Figueroa shipped in the steward department. He last worked on a Sea-Land vessel and began collecting retirement pay in 1981. Brother Figueroa made his home in Orlando, Fla.

NAPOLEON GAVIN



Brother Napoleon Gavin, 78, passed away June 7. He began his career with the MC&S in 1972 in Seattle. The steward department member worked primarily aboard American President Lines vessels during his career, including the *President Jackson*. Brother Gavin was born in Mobile, Ala. He made his home in Seattle.

HAROLD GRADY



Pensioner Harold Grady, 91, died June 14. Brother Grady joined the Seafarers in 1955 in the port of New York. He was a veteran of the U.S. Marine Corps, serving from 1930 to 1934. Brother Grady first sailed

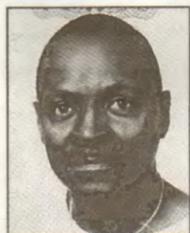
under the SIU colors on the *Yorkmar*, a Calmar Steamship Corp. vessel. The Montana native shipped in the engine department and last went to sea aboard the *Sea-Land Galveston*. Brother Grady began collecting compensation for his retirement in 1976 and made his home in San Francisco.

JAMES HOLMES



Pensioner James Holmes, 77, passed away June 14. Brother Holmes started his career with the MC&S. Born in Wiens, Ark., he shipped in the steward department. Brother Holmes began receiving stipends for his retirement in 1974 and lived in Seattle.

JESSIE JAMES



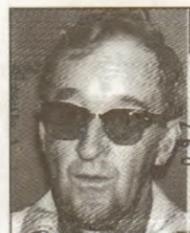
Brother Jessie James, 57, died July 18. He began his SIU career in 1966 in the port of Mobile, Ala. Born in Alabama, Brother James worked in the steward department. His last voyage was aboard the *Keystone State*, a Pacific Gulf Marine, Inc. vessel. Brother James lived in his native state in the city of Mobile.

JOHN LATIMER



Pensioner John Latimer, 91, passed away June 17. Brother Latimer joined the Seafarers in 1951 in New Orleans. Born in Garrison, Texas, he worked in the engine department. Brother Latimer last sailed aboard the *Sea-Land Venture*. He began receiving his pension in 1976 and resided in Baytown, Texas.

ROY LEE



Pensioner Roy Lee, 76, died July 15. Brother Lee launched his career with the Seafarers in 1947 in the port of New York. He served in the U.S. Army from 1951 to 1953. His first ship was the *Alcoa Puritan*. Born in Bradley County, Tenn., Brother Lee worked in the engine department. He last worked on the *Overseas Artic*, an Overseas Bulk Tank Corp. vessel. Brother Lee began receiving stipends for his retirement in 1982. He lived in Cleveland, Tenn.

PETER MAZZITELLI



Pensioner Peter Mazzitelli, 75, died June 17. Brother Mazzitelli began his SIU career in 1953 in the port of New York. His first ship was the *Steel Fabricator*, operated by Isco Inc. The New York-born mariner shipped in the steward department and last sailed aboard Westchester Marine's *Charleston*. Brother Mazzitelli began collecting compensation for his retirement in 1992. He made his home in Gainesville, Texas.

OTIS MCGAFFEY

Pensioner Otis McGaffey, 86, passed

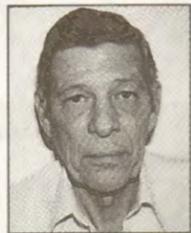
away July 19. Brother McGaffey started his career with the MC&S. The Texas-born mariner worked in the steward department and began receiving his pension in 1973. Brother McGaffey called Inglewood, Calif. home.

WILLIAM O'BRIEN



Pensioner William O'Brien, 76, passed away June 24. Brother O'Brien began his career with the Seafarers in 1951 in the port of New York. The Massachusetts-born mariner served in the U.S. Navy. He first sailed on the *Salem Maritime*, an Interocean Management Corp. vessel. Brother O'Brien worked in the deck department and last went to sea on the *Sea-Land Long Beach*. A resident of Waveland, Mass., Brother O'Brien started receiving his pension in 1987.

PAUL POWERS



Pensioner Paul Powers, 71, died June 10. He joined the SIU in 1967 in the port of Houston. A military veteran, Brother Powers served in the U.S. Army from 1951 to 1953. His initial voyage for the Seafarers was on the *Columbia Star*, a Sea Transport Inc. vessel. Born in Oklahoma City, Okla., Brother Powers shipped in the deck department. He last sailed aboard Westchester Marine's *Ultrastar*. Brother Powers lived in his native state and began receiving compensation for his retirement in 1995.

BILLIE PRICE



Pensioner Billie Price, 75, passed away July 28. Brother Price began his career with the Seafarers in 1947 in Pennsylvania. The Edgcombe, N.C. native worked in the deep sea as well as inland divisions. Brother Price shipped in the deck department as a bosun and last went to sea on the *Montpelier Victory*. The Hertford, N.C. resident began receiving retirement stipends in 1983.

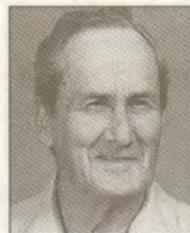
ROBERT REYMER



Pensioner Robert Reymer, 77, died July 24. Born in Illinois, he began his SIU career in 1951 in the port of Baltimore. The engine department member served in the U.S. Navy from 1945 to 1952. His maiden voyage for the SIU was on Ore Navigation's *Oreomar*. Brother Reymer last went to sea on the *Houston*, a Sea-Land Service vessel. He began receiving his pension in 1990 and was a resident of Hagerstown, Md.

RICHARD SPENCER

Pensioner Richard Spencer, 77, passed away June 7. Brother Spencer began his career with the Seafarers in 1946 in New Orleans. The U.S. Army veteran first sailed for the SIU on a Delta Steamship vessel. Born in Washington state, he



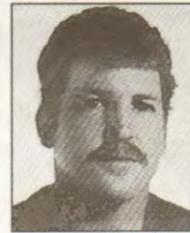
shipped in the deck department. His final voyage was aboard Waterman Steamship Corp.'s *George Wythe*. Brother Spencer lived in Franklinton, La.

HAROLD STEVER



Pensioner Harold Stever, 78, died June 16. Brother Stever started his career with the Seafarers in 1943 in the port of Philadelphia. Born in North Whales, Pa., he first shipped on Isco Inc.'s *Steel Apprentice*. Brother Stever shipped in the deck department. He started receiving his pension in 1986 and made his home in Philadelphia.

DONALD TAWWATER



Brother Donald Tawwater, 44, passed away June 6. He joined the Seafarers in 1977 in the port of Piney Point, Md. Born in Texas, Brother Tawwater worked in both the deep sea and inland divisions. The deck department member last sailed on the *Sea-Land Consumer*. Brother Tawwater resided in Dickinson, Texas.

OSCAR VASQUEZ



Pensioner Oscar Vasquez, 91, died July 17. Brother Vasquez began his SIU career in 1953 in New Orleans. His initial voyage was on Waterman Steamship Corp.'s *City of Alma*. Born in Chile, Brother Vasquez shipped in the engine department. He last went to sea on the *Sea-Land Finance*. A resident of San Francisco, Brother Vasquez started collecting stipends for his retirement in 1980.

LONNIE WALKER



Brother Lonnie Walker, 58, passed away June 24. He joined the Seafarers in 1991 in the port of Mobile, Ala. A military veteran, Brother Walker served in the U.S. Navy from 1961 to 1964. He first shipped aboard Bay Ship Management's *USNS Bellatrix*. The Alabama-born mariner worked in the engine department. His final trip to sea was aboard the *Overseas New Orleans*. Brother Walker made his home in Harvey, La.

CLINTON WEBB



Pensioner Clinton Webb, 77, died July 1. Brother Webb started his career with the Seafarers in 1946 in the port of New York. Born in Wheeling, W.Va., he shipped in the engine department. Brother Webb began

collecting his pension in 1987 and was a resident of North Augusta, S.C.

JOSEPH ZESCHITZ



Pensioner Joseph Zeschitz, 85, passed away June 19. Brother Zeschitz started his career with the Seafarers in 1951 in the port of New York. His initial SIU voyage was aboard the *Del Mundo*. Born in Hoboken, N.J., Brother Zeschitz shipped in the engine department. He last went to sea aboard Sea-Land Service's *Seattle*. Brother Zeschitz started receiving his pension in 1982. He resided in Hoboken.

GREAT LAKES

RONALD KRUG



Pensioner Ronald Krug, 65, died June 7. Brother Krug began his SIU career in 1961 in Cleveland. He first worked on a vessel operated by Erie Sand Gravel Co. Brother Krug was a member of the deck department and last shipped aboard a Great Lakes Dredge & Dock Co. vessel. He started receiving compensation for his retirement in 1998 and lived in Ohio.

JOHN MCGREEVY



Pensioner John McGreevy, 79, passed away July 20. Brother McGreevy started his career with the Seafarers in 1960 in Wilkes-Barre, Pa., he shipped in the deck department. Brother McGreevy worked primarily aboard vessels operated by Great Lakes Associates, Inc., including the *Seniority Men*. He started receiving his pension in 1987 and lived in Ashley, Pa.

INLAND

GERVASE BARTHOLMEY

Pensioner Gervase Bartholmey, 69, died June 19. He started his SIU career in 1966 in St. Louis. Born in Stacyville, Iowa, Boatman Bartholmey was a veteran of the U.S. Navy. A member of the deck department, he sailed as a captain. Boatman Bartholmey worked primarily aboard G&H Towing Co. vessels and started receiving his pension in 1988. He lived in Galveston, Texas.

ARTHUR BRYANT

Boatman Arthur Bryant, 60, passed away June 11, 2001. He joined the Seafarers in 1967 in the port of Houston. The deck department member worked primarily aboard Higman Barge Lines, Inc. vessels. Boatman Bryant was a resident of Buna, Texas.

SAMMIE BUSH SR.



Pensioner Sammie Bush Sr., 68, passed away June 21. Boatman Bush began his career with the Seafarers in 1981 in the port of Mobile, Ala.

Continued on page 20

Digest of Shipboard Union Meetings

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

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

CHALLENGER (CSX Lines), July 1—Chairman Roy L. Williams, Secretary Marvin T. St. George, Educational Director Joel C. Trotter, Engine Delegate José A. Quinones, Steward Delegate Donald L. Huffman. Chairman announced payoff July 5 in Jacksonville, Fla. and talked about increase in wages. Educational director urged crew members to take advantage of upgrading opportunities at Paul Hall Center in Piney Point, Md. Treasurer stated \$40 in ship's fund. No beefs or disputed OT reported. Crew requested pay voucher at payoff. Vote of thanks given to steward department for great job.

COURIER (Intrepid Ship Management), July 7—Chairman David M. Graves, Secretary Johnnie B. McGill Jr. Chairman announced payoff July 10 in Houston. Secretary noted smooth voyage. Educational director reminded everyone to be aware of new shipping regulations and attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Crew members requested patrolman talk with captain about keeping officers out of crew mess hall during meal hours to give assignments.

1st LT BALDOMERO LOPEZ (Amsea), July 24—Chairman William L. Bratton, Secretary Gary S. Bottino, Educational Director Ronald A. Ladd, Deck Delegate Eric Vonzell, Engine Delegate Laurence M. Croes, Steward Delegate Sami Abdulla. Chairman spoke about importance of attending union meetings. Lots of interesting items are discussed to help crew members, including handouts related to taxes as well as upgrading opportunities at Piney Point. Secretary noted ship's fund is healthy. No beefs or disputed OT reported. Steward department given hearty vote of thanks for job well done. Next port: Saipan.

GREAT LAND (IUM), July 30—Chairman Timothy J. Fitzgerald, Secretary Antoinette M. Spangler, Educational Director Mohamed N. Alsinai, Deck Delegate Abraham M. Murray, Steward Delegate Mohamad M. Shibly. Chairman asked crew members to read amendments to IUM's harassment policy. He noted that internal audit with IUM went well and that accidents have been kept to low levels the past few years. Some disputed OT reported in the deck department; no beefs or disputed OT noted in engine or steward departments. New washing machine has been ordered.

HMI BRENTON REEF (Seabulk Tankers), July 29—Chairman Dave S. Coleman, Secretary Luis A. Escobar, Educational Director James L. McDaniel, Engine Delegate Walter E. Garcia. Chairman announced arrival July 30 into Los Angeles port. Secretary suggested mariners take advantage of upgrading courses offered at Paul Hall Center. No beefs or disputed OT reported. Recommendation made to improve contract. Crew expressed desire to use e-mail, which was supposed to be set up several months ago. Clarification requested on oilers' pay rate.

ITB NEW YORK (Sheridan Transportation), July 4—Chairman William K. Barrett, Secretary Robert E. Wilcox Jr., Educational Director John K. Bimpong, Deck Delegate James Harris, Engine Delegate Romeo Harriell. Chairman reminded crew members to separate plastic items from regular trash in order to expedite garbage handling. Secretary thanked crew for helping keep mess hall and common areas clean and orderly. Educational director advised members to take advantage of Paul Hall Center to upgrade skills. The school is a state-of-the-art facility and helps keep SIU Seafarers the best-trained mariners in the world. He also reminded everyone to check expiration dates on shipping documents and credentials. No beefs or disputed OT reported. Letter of clarification received from headquarters regarding previous question. It was read and posted. Request made for another washing machine due to additional riders. Next port: Philadelphia, Pa.

KODIAK (CSX Lines), July 30—Chairman Michael Watson, Secretary Scott Opsahl, Educational Director Ronald C. Smith, Deck Delegate Sanford C. Klavano, Engine Delegate Ralph D. Thomas, Steward Delegate Sam Y. Kassem. Chairman announced payoff July 30 in Tacoma, Wash. He thanked crew for great run. He also noted that with tightened security, merchant mariner's documents are sometimes requested at security gates for identification purposes. He advised crew to keep these documents in a safe place when carrying them. Fanny packs are a prime target for thieves. Secretary thanked everyone for helping keep pantry and mess hall clean. He reminded crew that steward department members live on same deck as galley and mess halls, so try and keep noise down at night. Steward thanked Chief Cook Kassem and GSU Leroy Jenkins for jobs well done. Educational director reminded crew to keep all shipping documents (STCW, TRB, clinic card, etc.) up to date. No beefs or disputed OT reported. Crew members asked to keep door to crew laundry open so that smoke detector does not go off due to humidity. Steward department thanked for job well done.

LIBERTY SEA (Liberty Maritime), July 28—Chairman Marvin P. Zimbro, Secretary Thomas D. Kreis, Educational Director Jimmy Sabga, Deck Delegate Reynaldo Gonzales, Engine Delegate Mohsen M. Said. Chairman announced vessel will load grain for port in Africa following payoff Aug. 5 in New Orleans. Steward asked that anyone needing new mattress should let him know when trip begins so it can be ordered. He also requested that those leaving ship get clean linens for next crew member. Educational director advised mariners to make use of educational facilities at Piney Point to upgrade skills and job security. No beefs or disputed OT reported. Communication received from headquarters in response to question about fresh milk. Requests made for toaster for crew mess and cold drink machine. Vote of thanks

given to steward department for great job.

MAERSK TEXAS (Maersk Line, Ltd.), July 30—Chairman John M. Zepeda, Secretary Donna M. DeCesare, Educational Director Joseph H. Brown, Deck Delegate Boyce E. Wilson, Engine Delegate Robert W. Lindle, Steward Delegate Malcolm C. Holmes. Chairman announced payoff Aug. 1 in Balboa, Panama. Secretary thanked his department, especially Malcolm Holmes and Bob Lindle, for all their help. He also asked that everyone pitch in and help keep common areas clean. Educational director stressed importance of upgrading at Paul Hall Center. He also advised crew to check all shipping documents for expiration dates, particularly noting that z-cards expire every five years. Recommendation made that movies sent by company should be put in movie locker immediately. Clarification requested on mixing of departmental duties. Request made for copy of standard freightship contract. Vote of thanks given to steward department for fine meals.

MARINE COLUMBIA (ATC), July 28—Chairman Gregory L. Hamilton, Secretary Amy K. Rippel, Educational Director Glenn Barnes, Deck Delegate Pedro V. Ramos, Engine Delegate Rolando E. Bundang, Steward Delegate Patricia Geras. Bosun posted repair list and asked crew who are having problems with hot water to fill it out. Vessel is going into shipyard next month. Problems should be fixed at that time. Educational director talked about upgrading opportunities at Piney Point. He advised crew members to upgrade skills rather than wasting time. Treasurer stated \$3,182 in ship's fund. No beefs or disputed OT reported. Crew asked to keep noise to a minimum on 03 deck and not slam outside doors. He also reminded them that all problems or issues should be discussed with departmental delegates or bosun, not topside. Next ports: Valdez, Alaska; Long Beach, Calif.

NEW YORK (ATC), July 27—Secretary Nancy S. Heyden, Educational Director Edward H. Self, Steward Delegate Rolando C. Callejas. Chairman noted orders for upcoming trip are Port Angeles for 24 hours before shifting to Cherry Point, Wash. Bosun thanked riding gang for chipping and painting outside of house. Several crew members had requested their showers be painted. Paint was back-ordered and finally came in. Secretary reminded crew to dog outside doors on crew deck, close elevator doors and protect furniture before sitting with wet clothing. Educational director urged mariners to support SIU and Paul Hall Center and upgrade at every opportunity. He also requested that movies be returned to officer's lounge when finished. No beefs or disputed OT reported. Everyone asked to practice good seamanship—including keeping noise down. Remember, someone is always off watch and might be trying to sleep.

SEALAND ACHIEVER (USSM), July 14—Chairman Anthony Maben, Secretary Andrew Hagan, Educational Director Nicholas A. Viera, Engine Delegate Samuel M. Addo, Steward Delegate Ricky Carter. Chairman announced payoff July 22 in Houston, Texas. Steward reported upcoming replacement of crew mattresses and his attempts to negotiate with vendor for higher quality than originally specified. Seafarers reminded to clean lint tray in dryers. No beefs or disputed OT reported. Vote of thanks given to electrician for troubleshooting and repair of air condi-

tioning system. Thanks also given to steward department for good chow. Next port: Charleston, S.C.

SEALAND COMMITMENT (USSM), July 21—Chairman Frank Lyle, Secretary Jerome Jordan, Educational Director Panagiotis C. Kanavos, Deck Delegate Gary L. Dates, Engine Delegate Romulo R. Gutierrez, Steward Delegate Luis M. Caballero. Chairman announced payoff July 28 in Houston. He thanked all hands for helping keep vessel clean. Educational director urged crew members to upgrade

OT in engine or steward department. Steward department given vote of thanks for good chow.

DEVELOPER (USSM), August 4—Chairman Barry M. Carrano, Secretary Terry J. Smith, Educational Director Demarko L. Shoulders, Deck Delegate Arthur F. Saali Jr., Steward Delegate David Camacho. Chairman asked all members to read *Seafarers LOG*, especially president's report. Educational director suggested everyone look at IDs and shipping documents to make sure they are still valid. Request made to check

Dining al Fresco on the Integrity



Crew members aboard the USSM vessel *Integrity* take advantage of the beautiful July weather to enjoy a meal outdoors. The ship recently paid off in Elizabeth, N.J.

skills at Piney Point and be sure STCW training requirements are satisfied. No beefs or disputed OT reported. Steward department given vote of thanks for job well done.

SEALAND PRIDE (USSM), July 14—Chairman Jessie L. Thomas Jr., Secretary Alphonso L. Holland, Educational Director Christos Tsipliareles. Chairman announced payoff on arrival in Houston. Secretary stated stores will come aboard at that time. Educational director stressed need for all members to complete upgrading courses at Paul Hall Center. Treasurer stated \$300 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for job well done.

USNS SUMNER (DynMarine), July 21—Chairman John R. Wolfe, Secretary Isoline Major, Educational Director Edward J. Krebs, Engine Delegate Jerrol L. Jones, Steward Delegate Willie Toomer. Chairman noted our country is still at war against terrorism. He warned crew members to be careful when going ashore in foreign lands. He also advised everyone to stay off decks in bad weather. Secretary talked about showing consideration for fellow brothers and sisters aboard ship. Educational director reminded crew members to upgrade skills at Piney Point. No beefs or disputed OT reported. Vote of thanks given to steward department for great job. Next port: Sasebo, Japan.

DEFENDER (USSM), August 4—Chairman William J. Dean, Secretary Raymond S. Garcia, Educational Director Henry L. Paquin, Deck Delegate Benedicto Miranda, Engine Delegate Asher J. Liss, Steward Delegate John Bennett. Chairman suggested crew members check all shipping documents and make sure they're current. Secretary noted smooth trip. Educational director thanked deck department for good job painting house and recommended everyone take advantage of educational opportunities available at Paul Hall Center. Beef reported in deck department; no beefs or disputed

on distribution of new movies. Steward department delegate noted beef relating to disputed meals; no beefs of disputed OT in deck or engine department. Any beefs or problems aboard ship should go through proper SIU channels, not directly to captain or officers. Question raised about rate of reimbursement for transportation by car to join vessel. Next ports: Houston, Texas; Savannah, Ga.; Norfolk, Va.

LIBERTY WAVE (Liberty Maritime), August 5—Chairman Rudy A. Santos, Secretary Frederick L. Washington Sr., Educational Director Roman J. Zarkiewicz, Deck Delegate Raymond L. Johnson, Engine Delegate Emmanuel M. Bayani, Steward Delegate Jorge A. Bernardez. Chairman announced payoff on arrival in Stockton, Calif. He thanked steward department for helping keep ship clean and thanked two GUEs for helping support deck department. Secretary asked everyone getting off to straighten up rooms, turn in keys and clean and defrost room refrigerators. Educational director urged mariners to upgrade skills at Piney Point. Disputed OT reported by steward delegate; no beefs or disputed OT reported in deck or engine department.

NAVIGATOR (CSX Lines), August 4—Chairman Werner H. Becher, Secretary Richard A. Riley, Educational Director Lawoo S. Shete, Steward Delegate Glenn A. Taan. Chairman announced arrival Aug. 6 in Oakland, Calif. with payoff same day. Then moving on to Long Beach. Everyone asked to keep doors locked in port and protect valuables. Chairman reminded members to clean rooms for next person reporting to ship. Educational director spoke about Paul Hall facilities for upgrading maritime skills. Some disputed OT reported in engine department; no beefs or disputed OT in deck or steward department. Discussion held about dogging hatches to engine room to keep out heat, dust and noise.

Letter 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 a Man Dedicated to Labor

Paul Hall was one of the greatest union leaders of our time. He died in 1980 after being a member of the executive board of the AFL-CIO. Paul was greatly admired and respected for the leadership and courage he displayed. His strength and foresight will always serve as an example to those who strive to further the mission of the labor movement.

My association with Paul Hall, years ago, was as a picket captain on the New York waterfront. We had to battle the commies and company goons, using steel helmets and garbage can lids for shields. Paul Hall helped many unions in distress, especially the

Wall Street Clerical Workers.

It was men like Paul Hall who gave us the highest standard of living in the world. Without them, the American worker today would be living the life of coolies.

Peter Salvo
Clarion, Pa.

Thanks to Union For Great Medical Plan

The purpose of this letter is to express my gratitude to the union and to the Baltimore hall, especially Port Agent Dennis Metz. For the past year, I have been battling a rare and deadly form of cancer. I have survived at least five major surgical procedures, some lasting fourteen hours and with a recovery period of 30 days or more before I could even stand without the aid of crutches.

I can't begin to describe the absolute physical and emotional devastation caused by the post-operative care such as chemotherapy and radiation. I fought hard and stayed positive to conquer this disease. However, the

brunt of the success so far is owed to the union's medical plan, which has provided me with the level of expertise found at the Johns Hopkins Cancer Center in Baltimore

When it was discovered, the cancer was in its final stage, and the outlook was bleak. Through the skill of the surgeons and my unwillingness to succumb, at last examination it does appear to have been arrested for the time being.

I will never be able to repay the debt owed by me to the union, for the price is my very life. As for the quality of professionalism displayed by Dennis Metz and the invaluable assistance he has given me and my wife and children throughout this difficult emotional and financial hardship, I can't thank him enough.

Mr. Metz was highly instrumental in securing Social Security disability benefits for myself and family as well as other requests made by me of him. Once again, I wish to declare my highest degree of gratitude to all parties concerned at every level and to very humbly thank you.

Gerard T. Costello
Dundalk, Md.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

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.

Chao Promises Support

Continued from page 10

Chao said that the educational opportunities available at the Paul Hall Center "demonstrate the Seafarers' serious commitment to the highest standards of training. They have earned the admiration of government agencies and shipping companies from around the world. I know—I hear it all the time."

She recalled first meeting Sacco when she served as deputy maritime administrator. "He has always been a person that's welcoming of everyone. He always wanted to talk and listen and I really appreciated his friendship at a time when there were not very many women in the industry," Chao said. "His friendliness, his openness impressed me so deeply and I count myself as one of

President Sacco's long time friends—a label that I wear very, very proudly."

Maritime Union Presidents Vow Continued Cooperation

Continued from page 10

McKay concluded by saying that under Sacco's leadership, he believes the SIUNA will continue to promote the needs and values of working Americans at sea and ashore. He then

pledged his support and that of the AMO, saying, "I look forward to working with the SIU to pursue our common political interests including expansion and extension of the Maritime Security Program."

Final Departures

Continued from page 18

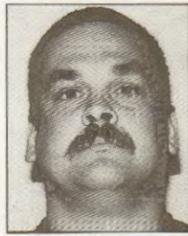
The Alabama-born mariner shipped in the deck department and worked primarily aboard vessels operated by Dravo Basic Materials Co. Boatman Bush started collecting stipends for his retirement in 1996 and made his home in Jackson, Ala.

JAMES CARR



Pensioner James Carr, 72, died June 30. He joined the SIU in 1967 in the port of Philadelphia. Born in Pennsylvania, Boatman Carr served in the U.S. Army. A member of the deck department, Boatman Carr last shipped as a captain aboard an Allied Towing vessel. He started receiving retirement compensation in 1998. Boatman Carr called Holmes Beach, Fla. home.

DAVID LOMOT



Boatman David Lomot, 60, passed away June 14. He joined the Seafarers in 1998 in the port of Philadelphia. Boatman Lomot shipped in the deck department and worked primarily aboard Maritrans Operating Co. vessels. A native of Staten Island, N.Y., he made his home in North Wildwood, N.J.

CHARLES ROUSE



Pensioner Charles Rouse, 96, died July 26. Boatman Rouse joined the Seafarers in 1965 in the port of Houston. The Texas-born mariner

shipped in the engine department and sailed in both the inland and deep sea divisions. He last worked aboard a vessel operated by G&H Towing. Boatman Rouse lived in his native state and began receiving his pension in 1974.

FRED THOMAS



Pensioner Fred Thomas, 78, passed away June 3. Boatman Thomas launched his SIU career in 1960 in the port of Houston. A veteran of the U.S. Army, he first worked for the Seafarers aboard a G&H Towing vessel. A captain, Boatman Thomas shipped in the deck department. He last worked on a Bay Houston Towing vessel and began collecting retirement compensation in 1991. Born in Blanton, Texas, he resided in Houston.

RICHARD TURNER

Boatman Richard Turner, 47, died June 19. He joined the Seafarers in 1977 in the port of Jacksonville, Fla. The Georgia-born mariner worked primarily aboard Crowley Towing & Transportation vessels and shipped in the deck department. Boatman

Turner called Jacksonville, Fla. home.

Editor's Note: The following brothers and sisters, all former members of the NMU and participants in the NMU Pension Trust, have passed away. Their names appear in alphabetical order with date of death. The NMU was notified of their demise in August.

Name	Date of Death
Abbott, Horace	July 20
Aitto, Arne	May 13
Andersen, Henry	June 11
Brown, Miri	June 18
Burnett, Philip	Feb. 17
Burnett, Philip	Feb. 17
Cadiz, William	July 10
Carter, James	July 18
Crutcher, William	June 1
DaCruz, Henrique	July 15
Damiens, John	July 4
DeRoche, Marcus	June 26
Diamond, Jensen	July 13
Dubowsky, John	July 11
Gill, Garland	July 10
Holloway, Jimmie	June 4
Iglesias, Manuel	June 23
Jerez, Baltazar	June 17
King, Billy	June 9
Loving, John	June 29
Lucin, Vincent	June 30
Maldonado, Martin	July 12
McDonald	July 16
Melendez, Tomas	July 21
Meola, Vincent	July 6
Mertens, Clyde	July 11
Mitchell, Julian	June 18
Moberg, Paul	June 22
Montelon, Salome	July 16
Thomas, Madison	July 2
Trusty, Lochiel	May 18
Vela, Bernardo	July 4
Villanueva, Enrico	June 9
Williams, Charles	June 1
Wilson, Samuel	July 19
Zambelli, Jack	Feb. 10

Paul Hall Center Classes



Tankerman (PIC) Barge — Inland boatmen who graduated from the tankerman (PIC) barge class Aug. 9 are (in no particular order) Ronnie Powell, Alfred Acheampong, Paul Narro, Jim Eastman, Carl Wonderly, Joseph Cooper, Ivan Ingram, Eddie Townsend, Stephen Murray, Mike Woolard, Jim DeClark, John Gilston, John Paffrath, Lee McMillan and Robert Rush. Their instructor, Mitch Oakley, is at far right.



Able Seaman — Aug. 20 was graduation day for members of the most recent able seaman class. In alphabetical order are Billie Jean Gooch, Byron Graham, Rusty Kaufman, Justin Koger, Michael McFarlin, Dain Medow, Harry Morales, Adam Riley, Jennifer Senner and Paul Volson.



Radar — With their instructor, Mike Smith (far left) are Seafarers who completed the radar course Aug. 9. They are (in alphabetical order) William Buhrig III, David Hawkins, Thomas Higgins, Charles James, Chris Kalinowski and Mark Stabler.



Medical Care Provider — Seafarers who successfully completed the medical care provider course recently are (kneeling) Edgar Townsend, (standing, from left) Steve Lewis, Donna Silvia, William Dekker, Lee McMillan, William Parker, Ivan Ingram and Robert Rush.

GMDSS — Completing the GMDSS course Aug. 9 are (from left) Leslie Hollowell, Grant Donley, Donald Lash, Ken Graybill, Gene Payne, Joseph Meravy and William Harvell. Their instructor, Brad Wheeler, is at far right.



Upgraders Water Survival — Graduates of the Aug. 23 upgraders water survival class are Joseph Freitas, Ronald Pattiasina, Diane Wilkins and Eli Falcon.



Welding — The two-week welding course was completed Aug. 6 by (in alphabetical order) Dominic Arrington, Secundino Arzu, Norman Dauphin, Donald Lumpkins, Sjarifudin Noor, Andrew Peprah, Jeffrey Roddy, Mark Vidal and Jevon Vontoure. Their instructor, Buzzy Andrews, is in the back row.

Bridge Resource Management — Seafarers who graduated from the bridge resource management course Aug. 30 are (from left, front row) David Hawkins, Chris Kalinowski, William Buhrig III, Mark Stabler, (second row) Herb Walling (instructor), Frank Gray, Edward Townsend, James Cunningham and Guy Delgreco.



Paul Hall Center Classes



Fast Rescue Boat — Completing the fast rescue boat class Aug. 30 are (from left) Vladimir Salamon, John Joyce, Stan Beck (instructor), Jonathan Buffington and John Boudreaux.



Tanker Familiarization/Assistant Cargo (DL) — Unlicensed apprentices as well as upgrading Seafarers took part in the tanker familiarization/assistant cargo (DL) course, which ended Aug. 23. They are (in alphabetical order) Darryl Alexander, Austin Ayers, Christopher Bartholmey, Edward Black, Willie Booker, Justin Bowe, Josette Brown, Caleb Buckley, Edward Cain, Trevor Cohn, James Dewey, Beato Diaz Jr., Maximo Dising, Michael Fernandez, Harold Gerber, Robert Grable, Aaron Matuszny, Joshua McDaniel, Antonio Mendez, Brent Midgette, Lon Molnar, Paul Narro, Jayson Ray, William Ray Jr., Michael Ribeiro, Michael Sinclair and Kevin Steen.



Oil Spill — Seafarers working at Penn Maritime who completed the oil spill class Aug. 16 are (in no specific order) Daniel Cronan, Stephen Hackney, Houston Money, Ronald Centanni, Edward Whitfield, James Smith, James Olsen, Jeffrey Cummings, Marc Fitton and Jay Henderson. Their instructor, Jim Shaffer, is at far left.

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

Basic Safety Training Classes



Jose Maglalang, Terry McQuillen, Patrick Moore, John Mullan, Richard Naigle, Ahmed Nasser, Vagn Nielsen, Udjang Nurdjaja, Timothy Peters, Leroy Rawls Jr., Pedro Sellan, Ronald Smith, David Somers, Glen Toledo, Joel Trotter and Dale

Benjamin Magliano, Johnny O'Neill, Jack Parkins, Antonio Prazeres, William Racette, Orlando Reveron, Douglas Reynolds, Michael Ribeiro, Edward Rittenhouse, Michael Russo, George Sadler, Michael Santangelo, Michael Sims, Clifton Skinner, Robert Stevenson, Julian Taylor, Robert Taylor, Lowell Topham Jr., Adolphus Young and Royce Barrett.



Ahmed Al-Mihany, Michael Brooks, John Bull, Denis Burke, Mark Gaffney, Stephen Hackney, Bobby Hancock, Glenn Holmes, Walter Jarvis Jr., Joe Johnson, Lavy Lawrence Jr., Shawn Lindley, Kevin Lombardo, Charles Lore Jr. and Abedon Lujan.



Matthew Alexander, Keith Carter, Lawrence Cram, Stuart Diggs, Maximo Dising, Timothy Dombrowski, Afrizal Efly, Eli Rivera, Mark Field, Nicholas Galmiche, Rafael Gonzalez, Donald Graves, Kenneth Greenidge, Avis Hawkins, Charles Hefley, Reeves Hornby, Glen James Sr., Karen Laycock, Kenneth Long Jr., Dennis Hunt and William Behan.



Attention: Seafarers

Remember SPAD
for Job Security

Serving the Membership in Guam

It has been nearly two-and-a-half years since the SIU opened a hiring hall in Guam. And considering the amount of activity there, it has proven a most welcome addition.

There's always something to do for Port Agent Matthew Holley and his assistant, Frances Booker. Seafarers can register, file for benefits, acquire upgrading forms and beneficiary cards and take care of other related union business—just as they do in any other SIU port. But the U.S. territory also is the center hub and major supply point for the Military Sealift Command, and Holley meets with SIU members, including CIVMARS, aboard the ships that are prepositioned there as well as other vessels that enter the area.

Located on the third floor of Sunny Plaza in Tamuning, the hall has contracted with a nearby medical clinic in Harmon to provide those members shipping out of Guam or employed on a vessel there the ability to take their annual physical examinations and benzene tests.

Holley also assists Seafarers as well as mariners of other nationalities with problems they may be having—contacting family members, relaying messages, sending paperwork home—and never fails to take the time to inform them about the union and its benefits.

As treasurer for the Labor Council of the Western Pacific, Holley promotes the Jones Act and is presently working with the council to try and overturn several anti-union laws. The group is trying to form an organization to "Get Guam Working for a Living Wage," to counter "Get Guam Working," an anti-union organization of hotels and -*restaurants in the area.

A number of local residents already have completed the unlicensed apprentice training at the Paul Hall Center in Piney Point, Md.



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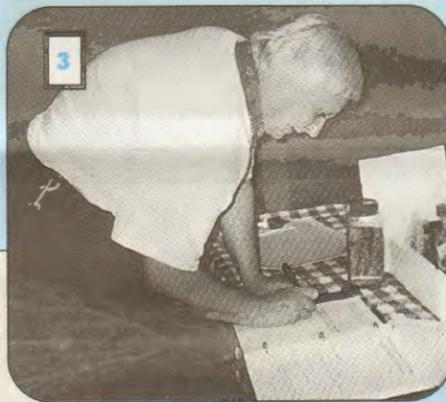
1 Isagani Caole, a longtime SIU member and resident of Guam, works aboard the *USNS Flint*; 2 Port Agent Matthew Holley is flanked by *USNS Lummus* crew members Cook/Baker Evelyn Tayag and SA Shaddad Musa; 3 Steward Delegate Linda Barber signs the patrolman's report before a ship's meeting on the *USNS Lummus*; 4 Frances T. Booker, secretary at the Guam hall, helps process a claim; 5 Bosun Thomas Minton (left) presents a union book to AB John Williams; 6 AB Lhando Olea just came into the Guam hall from the *USNS Kiska* with a claim for processing. With him is his wife, Aida. The couple resides in Guam; 7 AB Lemuel Silignon checks his e-mail aboard the *USNS Concorde*; 8 Guam Port Agent Matthew Holley (right) meets with Matthew Scrofani, ship's chairman on the *USNS Concorde*; 9 AB Thomas Miles reads the latest LOG on board the *USNS Concorde*; 10 Waiting for the union meeting to begin aboard the *Gopher State* is Bosun William Henderson.



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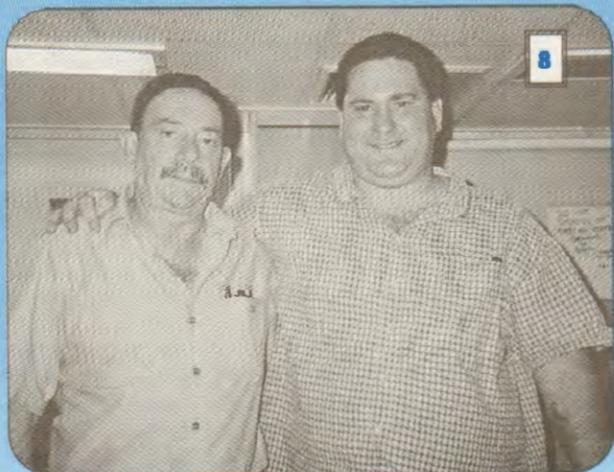
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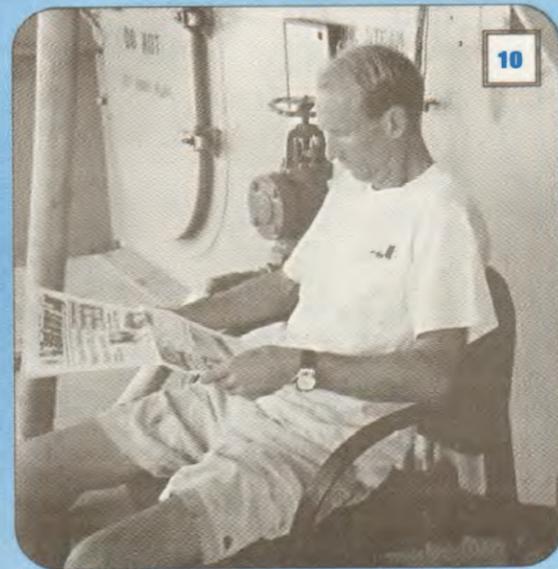
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