

The

Seafarers Log

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

IT'S OFFICIAL



Signing the merger document are (from left) NMU VP Heindel, NMU President René Lioeanjie and SIU Executive VP John Fay.

SIU, NMU Members Approve Merger

64 Years of Maritime History Behind Merger

Last month, members of the Seafarers International Union and the National Maritime Union approved the details of the merger agreement between the two unions, thereby finalizing the unification and marking an historic occasion in maritime labor history. Page 3.



SIU President Michael Sacco (left) and NMU President René Lioeanjie say the merger benefits the entire U.S.-flag maritime industry.

SIU, NMU Members Overwhelmingly Back Full Merger Talks

Merger Agreement Presented
SIU, NMU Members Scheduled to Vote in May — Page 3

Talks Under Way Concerning NMU Merger with Seafarers

NMU Affiliates with SIUNA
Agreement Ends 60 Years of Fighting Between Unions

Seafarers Say Time Has Come For SIUNA-NMU Affiliation
Longtime Members See Alliance Benefiting All Unions

NMU Members Praise Upgrading at Paul Hall Center

SEAFARERS LOG
SEA UNIONS PUSH FOR HALL FIGHT

SEAFARERS LOG
UNIONS PLAN NEW RUNAWAY ATTACK

SEAFARERS LOG
MTD, Merger And The SIU

SEAFARERS LOG
MARITIME POLICY VOTED BY AFL-CIO

SEAFARERS LOG
SHIP UNIONS AGREE ON JOINT PROGRAM

SEAFARERS LOG
US SEA UNIONS HIT RUNAWAYS

SEAFARERS LOG
Joint Picket Action Affects 160 Vessels

SEAFARERS LOG
SIU Tells Probers: SEAMEN NOT CAUSE OF MARITIME ILLS

SEAFARERS LOG
MARITIME UNITY:

SIU and NMU Meet with Navy Dept.

SIU, NMU Hit State Dep't Move To Balk Drive On Runaway

SIU, NMU Sign Pact to Share

SEAFARERS LOG
SHIP UNIONS AGREE ON JOINT PROGRAM

SEAFARERS LOG
US SEA UNIONS HIT RUNAWAYS

SEAFARERS LOG
Joint Picket Action Affects 160 Vessels

SEAFARERS LOG
SIU Tells Probers: SEAMEN NOT CAUSE OF MARITIME ILLS

SEAFARERS LOG
MARITIME UNITY:

President's Report

Runaway-Flag Fight Continues

If you've ever wondered why the SIU remains active in the International Transport Workers' Federation's global campaign against runaway-flag shipping (ITF), a glance at some recent headlines emphatically provides part of the answer.



Michael Sacco

Last month, the runaway-flag cruise ship *Norwegian Sky* was cited for illegally dumping concentrated sewage between Juneau and Ketchikan, Alaska. According to news reports, the Bahamian-flag vessel discharged sewage for 20 to 30 minutes while under way — leaving a trail of waste that the Coast Guard easily traced to the ship.

Problems for the Norwegian Cruise Lines vessel didn't end there. On May 19, 78 people aboard the ship were injured after a mishap involving the autopilot. Passengers said they feared for their lives as the ship turned hard to the left, sending people and objects airborne. Some reportedly suffered broken bones. The Coast Guard is investigating the accident.

The *Norwegian Sky* hardly is an isolated example of recent troubles involving runaway-flag ships, also called flag-of-convenience (FOC) vessels.

On May 18, the ITF announced its intervention on behalf of 30 mariners facing starvation after their Cambodian-flagged ship reportedly was abandoned by its owner. At the time when the ITF moved to lend assistance, the crew hadn't been paid in eight months. They had been stranded with no food or water for the previous 30 days, relying on donations from the port authority and local churches in Kochi, India.

And, as reported on this page, ITF inspectors earlier this year recovered a quarter-million dollars in back pay for mariners on the *Joywave*, another runaway-flag passenger ship. Those crew members also endured a shortage of food and slave-like living conditions aboard the Cyprus-flagged ship.

In fact, more often than not, the *Seafarers LOG* contains articles about how the union's ITF inspectors are working to help mariners on FOC vessels secure what they are owed by dishonest shipowners and agents. If you have read those pieces, then I'm sure you'll agree that the conditions on many runaway-flag ships are flat intolerable. The recurring theme is that greedy FOC shipowners subject their crews to inhumane and criminal treatment — usually in the name of profits.

Morality isn't the only motivation in the ITF campaign. Besides all the other things that are wrong with runaway-flag shipping, it isn't fair for U.S. mariners to be forced to compete with crews earning Third World wages. In some cases, those crews on FOC ships aren't even qualified mariners, but instead desperate individuals who bought their credentials.

Anyone doubting that last point should see the recent stories involving the Republic of Panama's selling of a first officer's certificate and sea book to the head of the ITF, despite his lack of maritime training or shipboard experience. The issuance of the phony documents speaks volumes about the depth of the runaway-flag scam.

There is yet another aspect to the campaign. Without question, FOC shipping threatens America's national security. It hurts U.S. sealift capability.

For all of those reasons, the SIU remains committed to the fight against runaway flags. Working with our brothers and sisters in the ITF, we will continue doing everything possible to hold FOC shipowners and operators accountable.

It has been a long fight, but we're progressing. The proof is in better wages and improved working conditions aboard many runaway-flag vessels, thousands of which have come under ITF contract. Progress also can be seen in tougher port-state control inspections and stronger international regulations.

At the same time, we won't let up in our efforts to revitalize the U.S.-flag fleet. American-flag ships, crewed by Seafarers, are the world's safest. They are crewed by the best-trained mariners, and they represent strength and security for our nation.

By working with the ITF to raise the world's shipping standards, rather than letting them sink to the lowest levels, the SIU stands up for mariners worldwide. We will not let up in this fight until we have won.

Merger Complete

On a personal note, I extend thanks and congratulations to the SIU membership for your solid support of the recently concluded merger of the NMU into the SIU. During most of our union's history, such a merger with the NMU seemed unachievable. But, times change — and we all realize the benefits of working together.

This is a great day for all of us. The merger will benefit the membership and the whole U.S.-flag industry.

As you know, the merger involved several steps. Each time we asked for your confidence, you responded by moving forward.

Again, thank you for that confidence, and congratulations on a great new united future.

Volume 63, Number 6

June 2001

The SIU on line: www.seafarers.org

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

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

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

Florida-Based ITF Reps Come Through for Crew, Net \$225,000 in Back Pay

Inspectors from the International Transport Workers' Federation's (ITF) cruise ship campaign office in Cape Canaveral, Fla. earlier this year secured \$225,000 in back wages for crew members aboard the runaway-flag ship *Joywave*.

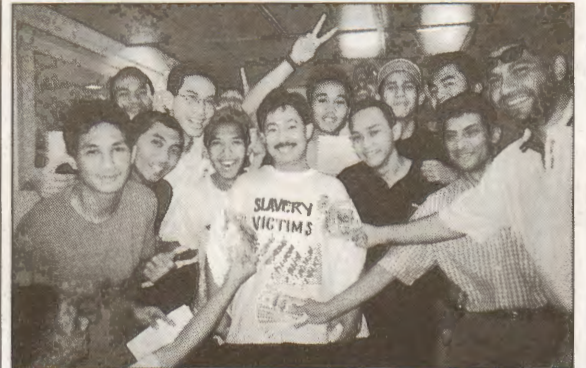
SIU ITF Inspector Scott Brady and SIU of Canada ITF Inspector Jim Given also gained repatriation for 62 crew members while the Cyprus-flagged vessel was in Puerto Plata, Dominican Republic.

"We toured the vessel and the conditions were the worst I've seen yet," observed Brady. He said the entire crew (approximately 80 people) shared a single bathroom with two showers and slept six to a cabin. Only a dozen sets of eating utensils and plates were available for the mariners.

The crew also suffered from a shortage of stores and a lack of fresh water.

"I've been doing this for a while, and this was the worst ship I've ever seen," concurred Given. "For example, the hotel catering crew had been on board for four-and-a-half months. They were given fresh fruit once—a single orange that they were supposed to split."

The *Joywave*, owned by New Marathon of



Crew members from the runaway-flag ship *Joywave* receive back wages, thanks to assistance from ITF Inspectors Scott Brady and Jim Given.

Greece, had been arrested in February because it owed port fees to the Dominican Republic (and, reportedly, to other nations as well). On its way into port, it also collided with and sank a yacht.

Armed guards were stationed near the *Joywave* when some of the crew—which included individu-

Continued on page 6

Rank-and-File Financial Committee Approves Union's Records for 2000

A committee of rank-and-file members, elected by their fellow Seafarers during last month's union meeting in Piney Point, Md., has reviewed the SIU's financial records for the year 2000

and found them in good order.

Serving on the committee were **Charles Clausen, John Gallagher, Walter Harris, George Mazzola, Chris Nardone, John O'Connell** and

James Simms (chairman).

In its report, the committee noted, "All records used in connection with the union's financial operations were reviewed fully.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The use of an annual financial committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



Serving on the finance committee are (from left, seated) Charles Clausen, Walter Harris, James Simms, (standing) John Gallagher, George Mazzola, Chris Nardone and John O'Connell.

8 Receive \$132K in Scholarships from SHBP

A panel of professional educators comprising the Seafarers Health and Benefits Plans scholarship committee last month in New York selected the eight recipients for the 2001 awards.

This was the first year of the expanded program, which saw an increase in the dependents' scholarships from \$15,000 to \$20,000; raised the four-year grant for an active SIU member from \$15,000 to \$20,000, and added a fifth dependent scholarship, up from four last year.

Jeffrey Allan Lagana, a graduate of class 561 in the Paul Hall Center's unlicensed apprentice program who now sails as an AB, was awarded the \$20,000 Seafarers' scholarship. He plans to complete his bachelor's degree in environmental science and continue toward graduate studies while still fulfilling his responsibilities at sea.

Two scholarships in the amount of \$6,000 each were awarded to deep sea members **Brian Burchette** and **Army Joe Leake**.

Burchette started sailing aboard the American Hawaii cruise ships in 1987 in the steward department. He hopes to use his award to study in the computer field.

Leake joined the SIU in 1997 and has enjoyed sailing and seeing the world. He now plans to major

in business management while in college.

Five dependents of SIU members were selected to receive \$20,000 each to attend four-year colleges or universities. They are Hail Said Abdullah, son of Great Lakes member **Said Ahmed Abdullah**; Kyla Robb DonLevy, daughter of inland member **Richard William DonLevy**; Alan Sun, son of Chief Cook **Steven Sun**; Alexander L. Talarico, son of retired deep sea member **Louis James Talarico**; and Demi Lynn Vorise, daughter of steward department member **George Vorise Jr.**

This year's selection committee, as in the past, was appointed by the Board of Trustees of the Seafarers Health and Benefits Plan.

The panel was composed of Dr. Michael Glaser, St. Mary's College of Maryland; Dr. Charles D. O'Connell Jr., University of Chicago; Dr. Gayle A. Olson, University of New Orleans; Dr. Henry Toutain of Gustavus Adolphus College in Minnesota; Dr. Trevor Carpenter, Charles County [Md.] Community College; Dr. Charles Lyons Jr., American Association of Colleges and Universities; Father David A. Boileau, Ph.D., Loyola University; and Dr. Keith Schlender, Medical College of Ohio.

For a more in-depth look at each of the scholarship winners, see page 9.

Members Approve Merger

SIU, NMU Complete Long-Anticipated Unification

Members of the Seafarers International Union and the National Maritime Union last month approved the details of the merger agreement between the two unions. This finalizes the unification and marks an historic occasion in maritime labor history.

Voting took place throughout May at SIU and NMU halls across the nation. Overall, members okayed the agreement by a nearly unanimous tally.

"It's long overdue," stated SIU President Michael Sacco. "This merger will benefit not only our membership, but also the entire U.S. maritime industry. It means a more powerful voice for mariners, a stronger manpower pool for national defense, and a brighter future. It's a very positive move."

NMU President René Lioe-

anjie said, "It's clear that the memberships of both unions are ready for this merger. As one organization, we're better equipped to improve the working conditions of our members and fight for a bigger, stronger U.S.-flag fleet."

Intermittent merger talks between the SIU and NMU date back to the mid-1950s. Battles between the unions go back even longer, to the late 1930s.

But the NMU's affiliation in December 1998 with the Seafarers International Union of North America signaled that both organizations finally were prepared to join forces. Since then, SIU and NMU members have trained side-by-side at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. They also have sailed together.

The merger's mechanics were patterned after those of the 1977-78 merger between the SIU and the Marine Cooks & Stewards. From Dec. 1, 1999 through Jan. 31, 2000, SIU and NMU members voted by secret ballot on whether the unions should proceed with merging. SIU members approved the resolution with 86 percent voting in favor of full merger talks; in the NMU, 93 percent of those voting approved the resolution.

During the most recent SIU general election, from Nov. 1-Dec. 30, 2000, Seafarers approved two constitutional amendments related to the merger. Eighty-four percent of those voting approved the amendment adding "NMU" to the union's full

name; 87 percent approved the amendment calling for the addition of two executive board slots. Those results were affirmed by the SIU's rank-and-file tallying committee, whose report in turn was approved in March 2001 at SIU halls throughout the country.

Finally, the merger agreement itself was presented for votes at the May membership meetings of the respective unions, following the document's completion in late February. The May votes included NMU members voting on whether to accept the SIU constitution.

"Perhaps the greatest testament to the merger's timing is the support and matter-of-fact reaction from both memberships," said SIU Executive Vice President John Fay. "For sure, there are those who cannot or will not let go of the days when the SIU and NMU clashed. However, many more members have greeted the merger with enthusiasm—recognizing the benefits and saying, in essence, the sooner the better."

Before this latest series of votes, news that the organizations were talking about a possible affiliation first was announced in March 1998 when the NMU held its constitutional convention at the Paul Hall Center.

The NMU delegates approved a resolution that stated "some form of affiliation eventually leading to a merger with another maritime union would be in the best interest of the membership."

Sacco, addressing that convention, reflected on the past problems between the organizations

SIU-NMU Key Dates

1892
Founding of International Seamen's Union, a federation of a number of seamen's unions on the U.S. coasts and forerunner of both the SIU and NMU

1937
Formation of National Maritime Union
AFL takes over remnants of ISU to rebuild a seamen's union within the federation

1938
Seafarers International Union receives charter from AFL on Oct. 15

1955
American Federation of Labor merges with Congress of Industrial Organizations

1998
NMU affiliates with Seafarers International Union of North America

1999-2000
SIU and NMU members vote to proceed with merging the two unions

2001
SIU members affirm general election results including two constitutional amendments related to the merger
SIU and NMU members approve the official merger agreement

and called on the delegates to imagine what could be accomplished for the U.S.-flag fleet if the two stood together.

Talks between officials from the two unions continued through the year, climaxing with the signing of the affiliation document in December 1998.

Before 1935, all labor unions were affiliated with the American Federation of Labor (AFL). Within the AFL was the International Seamen's Union (ISU), headed by Andrew Furuseth.

After World War I, the ISU had more than 100,000 members. But by the mid-1930s, the membership had fallen to fewer than 3,000. The ISU disbanded in 1937.

The NMU was founded that year and represented unlicensed mariners in the newly formed Congress of Industrial Organizations (CIO). One year later, the AFL chartered the SIU under the leadership of Harry Lundeberg.

Over the subsequent decades, the waterfront saw numerous confrontations between the two unions as they tried to obtain contracts from non-union operators and take in new members. The fighting continued even after the AFL and CIO merged in 1955.

However, the SIU and NMU found ways to work together—particularly in the international campaign to expose and eliminate runaway-flag shipping which was taking American mariner jobs overseas.

After the creation of the AFL-CIO, the SIU and NMU entered into talks several times to bring the two organizations together. However, none of those efforts was successful—until now.

President Bush's Energy Plan Includes ANWR Exploration

President Bush on May 17 issued his proposed energy policy, and the detailed report includes recommendations for exploration and development of part of Alaska's Arctic National Wildlife Refuge (ANWR).

Parts of the president's wide-ranging policy will require congressional action (including ANWR), while others can be carried out via executive orders and regulatory changes.

The SIU recently joined a new coalition called JobPower which favors the safe development of ANWR. Trade unions, elected representatives and businesses are part of the fast-growing group, which estimates that up to 700,000 domestic jobs will be generated by opening ANWR.

President Bush's energy plan cites numerous potential benefits in ANWR development, including reducing U.S. dependence on foreign oil. His report states the following:

"We need to increase our domestic production and lessen our reliance on foreign oil. America's dependence on foreign oil has risen sharply in recent years, going from 39 percent in 1988 to 56 percent today. In 2020, if trends continue, we will import two of every three barrels of oil.

"We are proposing to open only a small fraction—8 percent—of ANWR for oil and gas exploration. Between 6 and 16 billion barrels of oil exist in ANWR. The mean estimate (10 billion barrels) would make ANWR the largest oil field discovered in the world in the last 40 years. The expected output of oil would equal 30 years of oil imports from Saudi Arabia and almost 60 years of Iraqi oil imports."

The report notes, "21st century technologies like horizontal drilling, 3-D seismic mapping and ice roads can help us minimize the production footprint to

only 2,000 acres out of the 19 million acres in ANWR. That is equivalent to four average American family farms in an area the size of South Carolina.... Oil and gas development has successfully coexisted with wildlife in Alaska's arctic for over 30 years. The Central Arctic Caribou Herd and Prudhoe Bay has grown from 3,000 in 1970 to 27,000 today—a nine-fold increase."

Legislation including authorizing language to develop ANWR was introduced earlier this year—S. 388, the National Energy Security Act of 2001, in the Senate; H.R. 39, the Arctic Coast Plain Energy Security Act of 2001, in the House.

SIU President Michael Sacco, endorsed ANWR development at a Capitol Hill press conference March 27. "By opening ANWR, the United States can increase domestic oil production, reduce our reliance on foreign sources of oil, and create hundreds of thou-

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

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

Please be advised that SIU headquarters and all SIU hiring halls will be closed Wednesday, July 4, 2001 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.

National Maritime Day Ceremonies Spotlight Merchant Marine's Value

The accomplishments and sacrifices of the United States Merchant Marine have played a key role in America's national security and economic prosperity.

This was the common message offered May 22 by speakers at three National Maritime Day events in Washington, D.C.

SIU members and officials attended each event. The SIU contingent included President Mike Sacco, Vice President Contracts Augie Tellez and students from the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The ceremonies which paid tribute to the bravery and sacrifices of the thousands of U.S. Merchant Mariners who so honorably served their country in

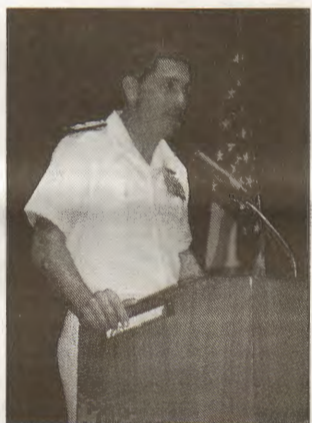
years past were the 2001 Merchant Marine Memorial Service at the U.S. Naval Memorial, conducted by the U.S. Maritime Administration (MarAd); a Maritime Day Memorial Luncheon sponsored by the Port of Washington Propeller Club; and a National Maritime Day Memorial Service at the Washington Navy Yard, sponsored by the U.S. Military Sealift Command (MSC).

MarAd Memorial

U.S. Secretary of Transportation Norman Y. Mineta served as the keynote speaker during the Merchant Marine Memorial Service. He stated, "Each time in the last century our nation's military deployed to protect U.S. interests, the lives of



Norman Mineta, U.S. Secretary of Transportation



Rear Adm. Edward Fahy, U.S. Transportation Command



Bruce Carlton, Acting Deputy Maritime Administrator



Vice Adm. Gordon Holder, Commander, U.S. Military Sealift Command



Chuck Raymond, President and CEO, CSX



Larry O'Toole, MEBA President



U.S. Secretary of Transportation Norman Mineta (middle of three men wearing suits), keynote speaker at the U.S. Maritime Administration's ceremony May 22 in Washington, poses with SIU President Michael Sacco (to Mineta's left), NMU President René Lioeanjie (to Mineta's right), and students from the Paul Hall Center for Maritime Training and Education.

America's men and women were placed at risk. And in each one of those deployments, their logistical lifelines—the U.S. Merchant Marine—were right alongside, or close behind, with the tools to get the job done and return home safely."

Mineta said that World War II best exemplifies the spirit of sacrifice that defines service in the U.S. Merchant Marine. He pointed out that nearly 7,000 seamen perished at sea during World War II, most as a direct result of engaging the enemy. Roughly one in 30 U.S. Merchant Mariners, he said, died in the line of duty during the war. "Aside from the U.S. Marine Corps," he continued, "no other armed service suffered a higher percentage of war-related deaths than the U.S. Merchant Marine."

Despite these heavy

casualties, the U.S. Merchant Marine still got the job done. "In the dark days of 1942 when Allied shipping in the Atlantic was being lost at horrific rates," Mineta said, "the steel bridge across the ocean bent and swayed—but never broke. The seamen's iron will ruled their fears. Doing one's duty was expected."

And some job they did. "Americans wartime cargo from the homeland to the Pacific and to Europe totaled more than 258 million long tons," the secretary said. "In the last year of the war, the delivery rate reached 8,500 tons every hour of every day."

The same scenario still is true today, stated Mineta. "The civilian seafarers' role has never been easy.... The military still depends on the fourth arm of defense for transportation. We must never forget that America's

maritime future is inseparably bound to its past."

Rear Adm. Edward J. Fahy, commander, U.S. Transportation Command, echoed the positions offered by Secretary Mineta and commented on the economic impact which the U.S. Merchant Marine has had on our country.

"This is a maritime country, a nation built on the sea," he said. "From our very first president George Washington through Thomas Jefferson and Benjamin Franklin, and then through the days of past presidents and sitting presidents ... we all recognized that there is a need for a strong merchant marine to keep this nation so great."

Without a strong merchant marine, the admiral said, America is no longer a maritime nation, but simply an island. "And we simply cannot afford to lose the leadership of the world by

isolating ourselves that way. So we must have a strong merchant marine; it's important to all of us."

He added, "The incredible ability for this country to put goods at sea cannot be diminished. It's those U.S. citizens, the patriots that answer the call, that make this country great. And we must, from our perspective at Transportation Command, continue to keep that U.S. shipping as strong as possible.

"It is crucial to us in all of our plans that when we go to war, we must have U.S. access guaranteed—and the only way to keep that open to us is through U.S.-flag shipping and U.S. citizen crews sailing across the ocean for us," Fahy concluded.

Larry O'Toole, president of the Marine Engineers' Beneficial Association, gave further testament

Continued on page 5

National Maritime Day 2001

By the President of the United States of America
A Proclamation

Throughout our history, America's economic prosperity has been closely tied to its maritime geography. From indigenous peoples navigating our majestic rivers to colonists settling along the New World's eastern shores, natives and immigrants alike have relied on the sea and our bountiful inland waterways for commerce and security.

In colonial days and in the 19th century, America's maritime industries facilitated the exchange of goods and the migration of pioneers. During World War II, some 6,000 American seafarers and more than 700 U.S. merchant ships fell to enemy action, many in the infamous Run to Murmansk. No branch of our Armed Forces, save the Marine Corps, suffered a higher casualty rate. Today, our Merchant Marine continues this proud tradition.

As recently as the Persian Gulf War and during humanitarian and military operations since, a unique partnership of government, industry and labor has continued its vital maritime service to our nation. Many civilian merchant mariners crew the Maritime Administration's Ready Reserve Force, which is observing its 25th anniversary.

Today, the U.S. maritime fleet has decreased in the number of vessels in the international trades, but it transports goods more efficiently and economically than ever before. These U.S. ships deliver a billion tons of imports and exports each year in our foreign trade and another billion tons of waterborne domestic trade. Many merchant seafarers are trained at outstanding institutions such as the U.S. Merchant Marine Academy at Kings Point, New York, the six state maritime academies, and several union and industry training facilities.

To help ensure continued competitiveness, we must tailor our maritime policy to the challenges of the 21st century. America's Marine Transportation System will help determine our long-term economic health and improve our ability to respond quickly and effectively in crisis. Within the next two decades, cargo will double. Accordingly, my Administration is working with government agencies, the maritime industry, shippers, labor unions and environmental groups to ensure that our waterways continue to serve as a sound transportation option in the face of ever-growing congestion on highways and rail lines.

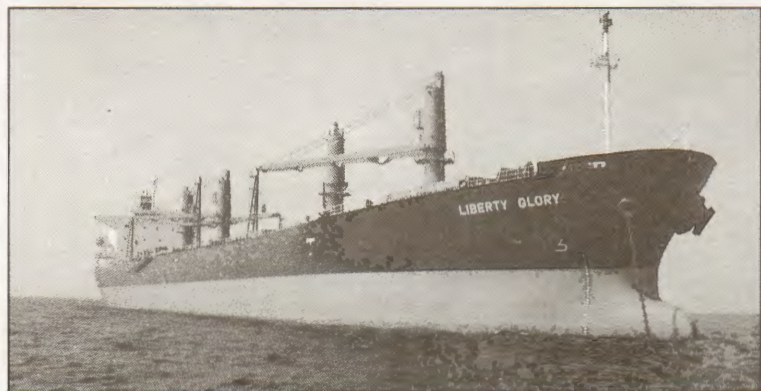
In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested that the president issue an annual proclamation calling for its appropriate observance.

Now, therefore, I, George W. Bush, president of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim May 22, 2001, as National Maritime Day. I call upon the people of the United States to celebrate this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

In witness whereof, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand one, and of the Independence of the United States of America the two hundred and twenty-fifth.

George W. Bush

SIU Crews Up Liberty Glory



The bulker *Liberty Glory* signifies new job opportunities for SIU members.



SAFETY FIRST: Crew members and officers set the right tone with a shipboard safety drill.

The union recently welcomed new shipboard jobs with the crewing of the *Liberty Glory*, a bulk carrier operated by Liberty Maritime Corp.

The U.S.-flag vessel was built in Oshima, Japan. A sister ship, also crewed by Seafarers, is expected later this summer, possibly as soon as next month. Delivered in

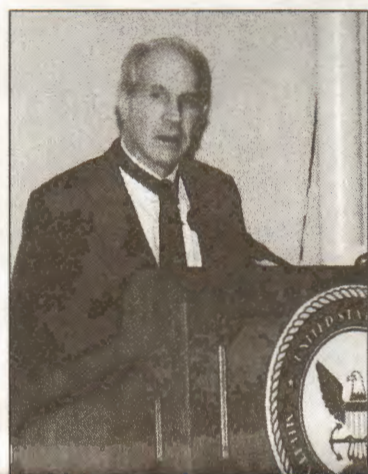
mid-April, the *Liberty Glory* is 623 feet long, with a 105-foot beam. It is listed at 50,601 MT and can travel at 15.3 knots. The ship is equipped with four cranes.

SIU members sailing on the vessel's maiden voyage—hauling grain from New Orleans to Haifa, Israel—were Bosun **Francisco Munoz**, ABs **Alex Relojo**, **George Holland**,

Wayman Sellers, **John Palmer** and **Scott Grider**, QMED **Warren Wright**, GUDEs **Melvin Ratcliff** and **Abdoulla Alssoudi**, Steward/Baker **Michael Baker**, Chief Cook **Cecil Husted** and GSU **Nasser Hussian**. The SIU crews five other Liberty Maritime ships. Liberty Maritime Corp. is based in Lake Success, N.Y.

Maritime Day

Continued from page 4



U.S. Navy Capt. Thomas Hudner (Ret.)

to the U.S. Merchant Marine's role in national security and its impact on our economy.

"From the first shot of the Revolutionary War to the struggles against tyranny in World War II to restoring of Kuwait Independence, the merchant marine answered our nation's call during times of crises by steadfastly delivering troops and equipment to foreign lands," O'Toole said.

Although many merchant mariners tragically paid the ultimate price, their deaths were not in vain, he said. "Together with our allied forces, they won world peace, American security and the defeat of fascism.... The contributions of the U.S. Merchant Marine to national defense during wartime justifies its existence," O'Toole continued. "Indeed, it

demands safeguarding its vitality during peacetime."

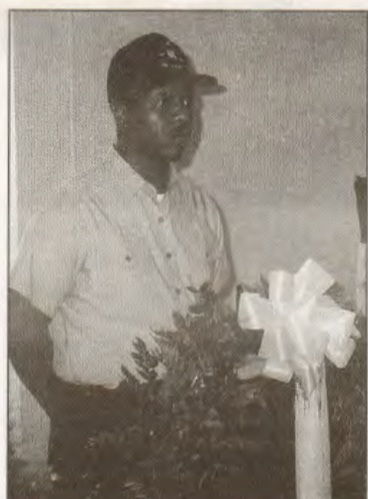
Chuck Raymond, president and CEO, CSX Lines, and chair of the Marine Transportation System National Advisory Council, was the MarAd service's final speaker. He dubbed our seagoing forefathers as "ordinary mariners who performed extraordinary actions for their country."

Recalling the merchant marine in World War II, Raymond cited a quote from President Franklin Roosevelt: "Mariners delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and the most dangerous job ever undertaken."

The CSX Lines president said that through events like the memorial service, citizens across the country have begun to understand the importance of the merchant seamen's story. After noting that President Bush's proclamation mentions the importance of today's U.S. Merchant Marine to our economy and to our national security, Raymond offered, "Our economic welfare depends on their [merchant mariners'] ability to move goods and passengers. But never forget this: The security of our country is strengthened by a robust, well-trained and totally committed U.S. Merchant Marine. We are the military's fourth arm of defense."

Maritime Day Memorial Luncheon

Secretary of Transportation



SIU members AB Brian Gillins (left photo) and OS Sandra Hines represented the unlicensed crew of the *USNS Indomitable* during the MSC ceremony.



SIU President Michael Sacco (second from right) and former U.S. Maritime Administrator Al Herberger (far right) were among many people attending MarAd's memorial (top photo) as well as the MSC ceremony (below).



Mineta also served as keynote speaker during the Maritime Day Memorial Luncheon at the Port of Washington Propeller Club.

Reflecting on the nation's history of water transportation, the secretary focused on how much we continue to depend on marine transportation today. He said he could spend hours talking about the national defense role of water transportation, but he did not want to minimize its contributions to peace and prosperity.

"Let us all remember that in order for us to continue to rely on our civilian mariners in a crisis, we must ensure that they have good jobs in peacetime," he said.

"We have been a maritime nation for more than 200 years," he added. "Still today, 95 percent of our overseas trade moves on the water. In this increasingly global economy, the vast majority of what we sell abroad and what we import moves in ships."

MSC Ceremony

MSC sponsored a National Maritime Day memorial service in the Sail Loft at the Washington Navy Yard.

Retired Navy Capt. Thomas J. Hudner, a Korean War Medal of Honor recipient, was the guest speaker for the event

He, too, spoke of the U.S. Merchant Marine's contributions to national security. Capt. Hudner detailed the merchant marine's involvement in the Korean War—specifically the evacuation of Hungnam, Korea, in late 1950. China intervened in the Korean War in 1950 and pushed South Korean troops, United Nations (UN) forces and refugees out of the north to the ports of Hungnam and Wonsan. Saving the troops and refugees from encirclement by the enemy, 193 merchant ships evacuated 105,000 UN troops, 91,000 refugees, 350,000 metric tons of cargo and 17,500 vehicles to the port of Pusan.

The commander of MSC, Vice Adm. Gordon S. Holder, added, "As this nation began more than 225 years ago, it was her merchant mariners who led the way, capturing the first British vessel in our War of Independence. Merchant mariners have been part of this nation's security and prosperity ever since."

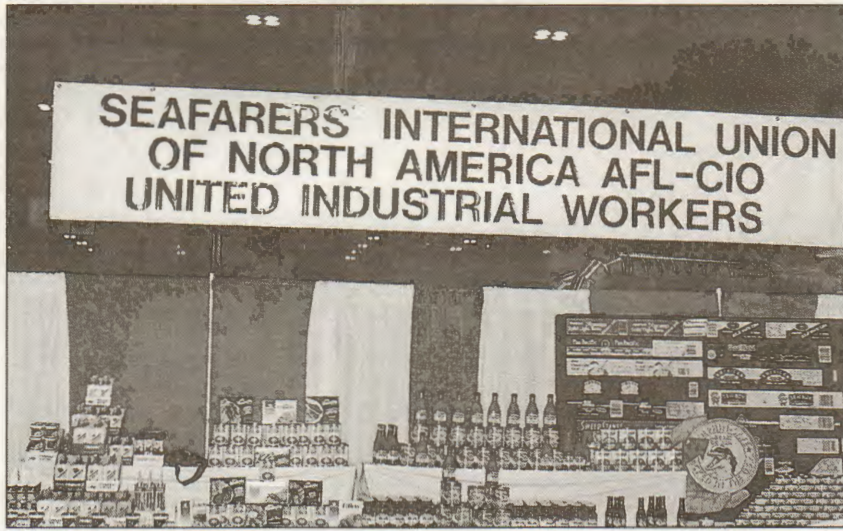
Maritime College Honors 3



SIU President Michael Sacco (right) was one of three honorees at a scholarship benefit dinner conducted March 31 in New York by the Maritime College at Fort Schuyler Foundation Inc. The foundation recognized Sacco for the SIU's efforts in maritime education. The organization also honored Alfred "Ted" Ruhly (left), retired chairman of Maersk, and Commodore Leroy Alexanderson.

Union Labels Surface in Los Angeles

The skills and services of union members from throughout the United States and its territories took center stage April 27-30 in Los Angeles during the 2001 AFL-CIO Union Industries Show. The SIU-affiliated United Industrial Workers (UIW) operated a booth featuring numerous product displays (right) which attracted thousands of visitors (below right).



Ray Crowell/Page One
UIW National Director Steve Edney (left) and recently retired UIW VP Great Lakes Bill Dobbins (right) discuss the top quality of union-made products with AFL-CIO Secretary-Treasurer Richard Trumka.



Busily working the UIW booth are (from left) UIW VP Atlantic Region John Spadaro, UIW Asst. VP West Coast Nick Rios and UIW National Director Steve Edney.



ITF Secures Back Pay For Runaway-Flag Crew



Mariners on the *Joywave* endured a shortage of stores and slave-like living conditions, according to ITF inspectors.

Continued from page 2

als of Cuban, Filipino, Indonesian, Romanian, Lithuanian, Polish and Yugoslavian descent—contacted the ITF via email.

Brady and Given successfully demanded the back wages and repatriation, for which the crew understandably and predictably was grateful.

However, when more crew members came forward to seek assistance, “the company had the Romanian manning agency call the seamen’s wives at home and threaten them and their children,” charged Brady. “It just reinforces the pathetic nature of runaway-flag shipping.”

The SIU is affiliated with the ITF, a London-based federation of 570 unions.



Members of the housekeeping department, having received their back pay, are ready for repatriation.

Flag Day in St. Louis



The SS Samuel Parker Chapter of the American Merchant Marine and the Navy Armed Guard Veterans recently donated a U.S. Merchant Marine flag (center) to the SIU’s St. Louis hall, which hosts the group’s monthly meetings. The flag stand was a gift from the chapter’s late founder, Frank Kodelja, by his brother Walter. Chapter members said the flag is intended to thank the SIU for providing them with a safe, hospitable meeting place. Pictured at the hall are (from left) Samuel Parker Chapter members Walter Kodelja, Ed Dierkes and Jack Groth, SIU St. Louis Port Agent Becky Sleeper, chapter member John Ludwig and SIU Bosun Tom Casey.

U.S. Army Reverses Call on Chinese-Made Berets

The U.S. Army has reversed its earlier decision that had allowed soldiers to wear Chinese-manufactured black berets. The Pentagon last month announced the change amid a mounting wave of criticism and intense pressure from Congress.

“The Army Chief of Staff has determined that U.S. troops shall not wear berets made in China or berets made with Chinese content,” Deputy Defense Secretary Paul Wolfowitz said May 1. “Therefore, I direct the Army and the Defense Logistics Agency to take appropriate action to recall previously distributed berets and dispose of the stock.”

At issue were some 600,000 Chinese-made berets for which the Pentagon had contracted. About half had been delivered and many issued to soldiers. The recall is the latest in a series of snags the Army has faced as a result of its contentious plan to outfit all of its members with black berets by June 14, the U.S. Army’s 226th birthday.

As detailed earlier in the *Seafarers LOG*, the Pentagon reportedly evaded a long-standing “buy American” law when it ordered more than one million of the berets from China and other Third World

countries. The berets were being obtained under a contract with a British firm that was manufacturing them in China.

The House Committee on Small Business on April 5 ordered the Defense Logistics Agency (DLA) to suspend the contracts, pending completion of congressional investigation into the matter.

Meanwhile, the Pentagon has canceled contracts with three other companies for more than 1.5 million foreign-made black berets. News reports say the DLA attributes the cancellations to late deliveries and substandard workmanship. These berets were being manufactured in Romania, South Africa and India.

In another related development, Sen. Christopher S. Bond (R-Mo.) announced he had secured a promise from the Pentagon that all future beret replacements will be made in the U.S. The agreement reportedly was reached during a meeting between staffers on the Senate Small Business Committee, which Sen. Bonds heads, and two senior officials.

12 Bosuns Earn Recertification

The SIU's newest recertified bosuns, speaking at the May membership meeting in Piney Point, Md., offered insightful comments about the union and the Paul Hall Center for Maritime Training and Education.

Graduating at the school May 7 were Mathew Bevak, Kenneth Boone, Jose Caballero, Wayne Casey, Gary Dates, Randal Evans Jr., Charles Foley, Stephen Herring, Michael Moore, John O'Connell, Herman Reynolds and Daniel Seagle. They completed the four-week class considered the top curriculum available for deck department Seafarers.

In addition to their remarks on various aspects of the training center and the SIU, most of the bosuns also encouraged the unlicensed apprentices in the audience.

Bevak, who sails from the port of Wilmington, Calif., said the apprentices "have an opportunity to be part of a union that not only will help you work, but also educate you. Don't pass up this golden opportunity."

Boone, from the port of Norfolk, Va., thanked SIU officials "for your leadership and for keeping us working, and keeping the U.S. flag flying on ships."

Himself a graduate of the entry program at Piney Point, Boone urged the apprentices to "take pride in your work, because every job on a ship is important. Be willing to learn and willing to listen."

Caballero, whose home port is New York, recalled joining the SIU in 1979 and first sailing as a saloon messman. "Since then, I've been around the world three times," he said. "To the unli-



The union's newest recertified bosuns are congratulated by SIU officials following last month's membership meeting in Piney Point, Md. Pictured from left to right are SIU Plans Administrator Lou Delma, Charles Foley, Wayne Casey, Stephen Herring, John O'Connell, Herman Reynolds, Gary Dates, Michael Moore, SIU VP Contracts Augie Tellez, SIU President Michael Sacco, Randy Evans, Jose Caballero, Kenneth Boone, Daniel Seagle, Mathew Bevak, SIU Secretary-Treasurer David Heindel, and SIU Asst. VP Contracts George Tricker.

censed apprentices, work hard and keep coming back to the school. It pays off."

Casey, from the port of Tacoma, Wash., noted that he joined the union in 1969 and sailed for six years before leaving the industry. He came back 10 years ago, and his experience at sea and ashore prompted him to tell the apprentices, "You have a beautiful opportunity here and a lot of money to make."

Dates, who sails from the port of Houston, said he is encouraged by the progress he sees within the SIU and at the school. "We're constantly moving forward, and our officials always look beyond the horizon," he stated. "This is my fourth time at Piney Point, and every time I return, there's a new and major improvement."

"Joining the SIU is the best move I ever made," he added. "We are a family and we're on the

right course. Let's continue and grow together."

Evans, also from the port of Houston, said he benefited from the bosuns' trips to SIU headquarters in Camp Springs, Md. and to the AFL-CIO Maritime Trades Department in Washington, D.C., in addition to their interaction with school personnel. "This visit has helped me see the big picture," he observed. "Speaking with the heads of the different parts of the school and officials in Camp Springs has helped me answer many, many questions about where we as a union are going in the future—and the future is bright."

He also described the Paul Hall Center as "the Harvard of U.S. Merchant Marine training facilities."

Foley, the third and final class member who sails from Houston, stated that during his 25-year maritime career, "I've seen the good times and bad times in the industry, and the one constant has been the support of the SIU to its membership. Our union always seems one step ahead of its competition."

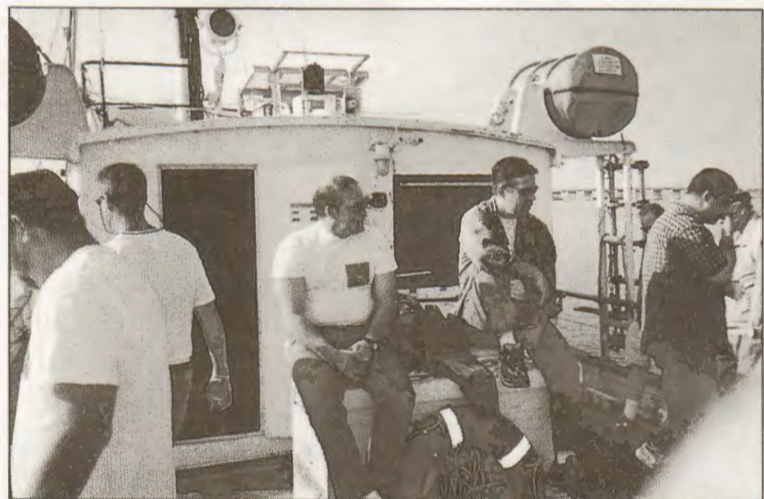
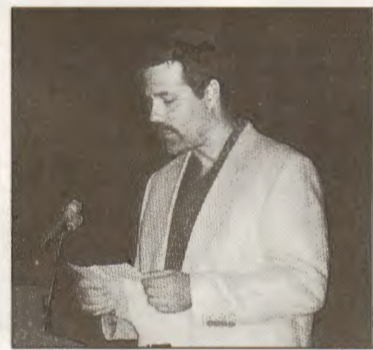
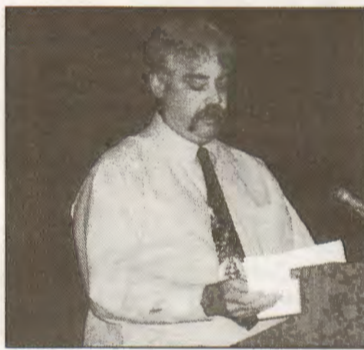
Herring, whose home port is Jacksonville, Fla., encouraged his fellow Seafarers to upgrade "at every opportunity, to maintain the

high standards that are required today. The school is vital!"

Moore, from the port of Philadelphia, said he enjoyed conferring with his classmates "because it's helpful to learn how they've handled similar situations (aboard ship)." He said he also gained confidence by learning about the union's wide-ranging



Speaking at the membership meeting in Piney Point and accepting their graduation certificates are (clockwise from top left) Daniel Seagle, Jose Caballero, Mathew Bevak and Charles Foley.



Members of the recertification class join unlicensed apprentices for a lesson aboard the training vessel *Osprey*.



SIU Gets Under Bosun's Skin, In a Good Way

Randy Evans picked an interesting way to celebrate becoming a recertified bosun.

A 13-year member of the SIU, Evans commemorated the class with a tattoo on his left arm—crossed anchors with "SIU 2001" between them.

"When I first sailed in the Navy, all the bosuns' mates had [crossed-anchor tattoos]," Evans noted. "To me, each tattoo tells a story."

Evans said that participating in the recertification program somehow made his SIU career "feel official," and that's what inspired him to get the tattoo.

Not that he hasn't answered similar urges—he has 11 other tattoos. "But they can all be con-

cealed in a short-sleeve shirt," he laughs.

Evans said the tattoos don't hurt, "but they're more costly all the time.... They're my own personal picture album."

Turning serious, he said the SIU helped him find direction. "I joined the union at a very tragic and confusing part of my life. I was given the opportunity to turn my life around. Through hard work, I learned my job and the skills it takes to do it well. If you take pride in your job, you'll feel pride in yourself, and the rest will follow."



Bosun Randy Evans won't have trouble remembering the year he completed recertification, thanks to the reminder on his left arm.



Paul Hall Center Aces Coast Guard Audit

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., has posted yet another discrepancy-free inspection of its maritime education program. The latest increment came March 15, following an announced oversight audit by a team from the U.S. Coast Guard Regional Examination Center (REC) in Baltimore.

During the audit, REC team members conducted a thorough examination the school's maritime training programs to ensure that all U.S. Coast Guard-approved courses are taught in accordance with regulations set forth in Navigation & Vessel Inspection Circular 5-95. Ultimately, their goal was to ensure mariners attending the school are receiving training and assessments as defined in the approved curriculum.

Following methodologies described in the U.S. Coast Guard Marine Safety Manual, members of the three-person team examined and scrutinized the Paul Hall Center's:

- record keeping and database management system,
- category 1 classes in session,
- instructor credentials, presentation skills and curriculum,
- course examinations and grade books,
- student enrollment,
- master issue certificate list,
- training record book data, and

■ applications and admission processes.

No irregularities were found. U.S. Coast Guard Petty Officer Brian A. Grim, a well-schooled and highly experienced inspector who served as team leader during the audit, broke the good news in a letter to William D. Eglinton, Paul Hall Center training director.

In part, that correspondence read: "It is noteworthy that there were no discrepancies found during the audit of your courses. The courses you are instructing are within standards.... The Coast Guard appreciates the efforts you have taken in the field of marine training and extends its wishes for the continued success of the training programs offered by your school."

J.C. Wiegman, the school's assistant training director, accompanied the inspection team during their visit. Understandably, he was elated with the oversight audit's outcome and gave the team high marks on its thoroughness.

"We have a long-standing working relationship with the REC in Baltimore," Wiegman offered. "Their inspectors are always direct and extremely thorough in their approach."

"They appeared to be very comfortable with our openness during their audit; they saw and examined everything they wanted to," he continued. "But more importantly, they were confident that we were doing everything properly. They were happy for us that everything here at the school was in place."



Basic and advanced fire fighting are two of the dozens of U.S. Coast Guard-approved courses available at the Paul Hall Center.

New Commander Tours Piney Point



Capt. Roger Peebles, second from right in left photo, the new U.S. Coast Guard area commander for the port of Baltimore, visited the Paul Hall Center for Maritime Training and Education May 10 for a briefing and tour. Accompanying the captain during his first ever visit to the school was John Cassidy, director, U.S. Coast Guard Regional Evaluation Center, Baltimore, right. Both listen to a briefing being given in the school's simulator building by Bill Eglinton, director of training (left) and Eric Malzkuhn, vocational instructor. In right photo, Captain Peebles and Cassidy witness a simulator demonstration.

Congressman Visits Paul Hall Center



Congressman Robert Underwood (D-Guam) recently visited the Paul Hall Center in Piney Point, Md. While at the school, Congressman Underwood, fourth from right in back row, met with students from Guam who are undergoing training. Students shown with the congressman, in no particular order, are Johathan Babauta, Christopher Borja, Vicente Magbanua Jr., Mack Pedro, Alfred Wooten IV, Duane Wusstig, Herbert Pohl, Dominique Tarantino, Samuel Lloyd, Jesse Toves, Chris Marquez, Uverna Johnson, Denny Manñs and Melissa Leon Guerrero. Also pictured, back row left, are George Gibson, the center's assistant training commandant, and Legislative Assistant Mark Smith. Paul Hall Center Vice President Don Nolan, back row right, also joined in for the photo.

Over Our Heads



Improvements continue at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. New roofs are being installed on nearly every structure throughout the 65-acre campus, including the Paul Hall Memorial Library, pictured here.



Contribute to the Seafarers Political Action Donation

SHBP Scholarship Program Awards \$132,000 to Eight College-Bound Students

When the Seafarers Health and Benefits Plan scholarship program was introduced in 1953, it was considered one of the most "progressive and forward-looking" measures to be adopted by any trade union. At that time, four full college scholarships in the amount of \$1,500 each were awarded to children of Seafarers or to Seafarers not over 35 years of age who qualified in competitive examinations.

Today—48 years later—a panel of educators making up the Seafarers Health and Benefits Plan's scholarship committee has selected eight recipients for the annual awards. The monetary amounts given this year to three Seafarers and five dependents of SIU members total \$132,000.

On this page are brief descriptions of the backgrounds and educational goals of the eight college-bound students.

Seafarers

Jeffrey Allan Lagana, 23, was awarded a four-year scholarship in the amount of \$20,000. The deep sea member looks forward to earning a degree in environmental science and policy at the University of Maryland, with the aim of helping to "preserve and improve the condition of our environment so that future generations may experience living in cleaner, safer surroundings."



Jeffrey Allan Lagana

Following his 1995 graduation from St. Mary's Ryken High School in Leonardtown, Md., Lagana, who was a successful student, had his sights set on college. He was accepted into the schools of his choice, but out-of-state tuitions were too high, and he decided to enroll at the University of Maryland 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 in the new unlicensed apprentice program. His leadership qualities were evident, as he was selected to be the chief bosun for Class 561. His first voyage during his training was aboard the *Sea-Land Hawaii*, and 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." He most recently sailed aboard the *Maersk Tennessee*.

Lagana has returned to the school a number of times to upgrade his skills. As 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 Technology Certificate at the school.

Lagana has, on a number of occasions, volunteered to speak to the unlicensed apprentices' social responsibilities classes about his experiences since becoming an SIU member and is truly a model of what a student

can achieve through the resources offered by the union.

Now back at the University of Maryland (with a 4.0 GPA) and majoring in environmental science, Lagana hopes, with the help of this scholarship award, to complete his bachelor's degree and continue toward graduate studies while still fulfilling his responsibilities at sea. He is, he noted in his scholarship application, "one step closer to achieving my goal of making the world a better place to live."

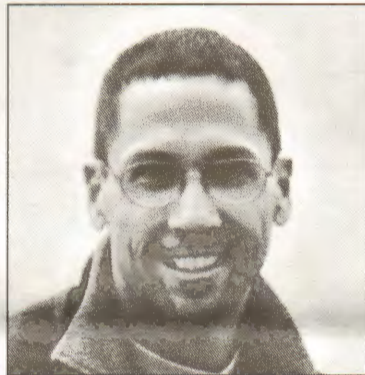
Brian Burchette and **Army Joe Leake** are the two Seafarers selected to receive the \$6,000 scholarships to attend a two-year course of study. Both sail deep sea.

After graduating from high school in Spokane, Wash. in 1985, Burchette moved back to Hawaii to live with his father. While working at a hotel banquet facility there, he found out about the American Hawaii cruise ships and fulfilled the necessary steps to join the SIU. After two years aboard the cruise ships—starting out as an assistant waiter and working his way up to captain's waiter—he sought new challenges and opportunities within the union. He attended upgrading classes at the Paul Hall Center and began sailing on different

types of vessels, eventually reaching his goal of becoming a chief steward in 1992.

Following a series of events, including the death of his father and moving to Phoenix, Ariz., Burchette retired his book and pursued a career in the fitness field as a personal trainer and health foods store owner. Eventually, the store closed, but he became interested in the computer field and started taking classes for certification.

But after a move back to Hawaii and then to Bremerton, Wash., Burchette retrieved his union book out of retirement and set his goals once more. His first job back was as a steward assistant on the *Overseas Boston* in 1998. "I was back sailing. I loved it," he wrote on his scholarship



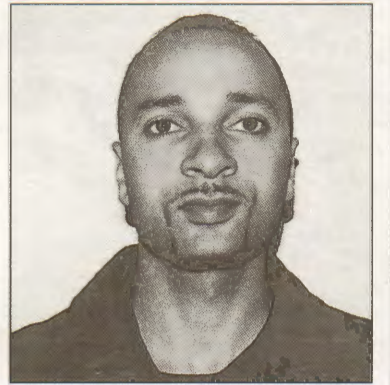
Brian Burchette

application form.

Burchette, 32, has since moved to Columbia, S.C. and realizes how much the union has helped him and allowed him to experience. "There is no other way that I would have ever become the individual I am today without the union. I love to sail. I love to travel. But I also know there comes a time when new avenues must be approached." And with that, Burchette, who most recently sailed aboard the *ITB Groton*, hopes to continue his computer studies at Midland Technical Institute or the University of South Carolina, both in Columbia, or at Tacoma Community College in Tacoma, Wash.

Leake, 29, began his pursuit to work in the maritime industry in 1994 when he joined the National Maritime Union. But after a lack of job opportunities, he enrolled in a seamanship program cosponsored by the NMU and the Inland Boatman's Union of the Pacific, graduating with the endorsements of AB and QMED. Still unable to find work, he joined the SIU in July 1997 and "one week later I was finally working in the industry that I had wanted to be a part of for three years."

The past four years as a Seafarer have been "the best four years of my life," he noted on his scholarship application form.



Army Joe Leake

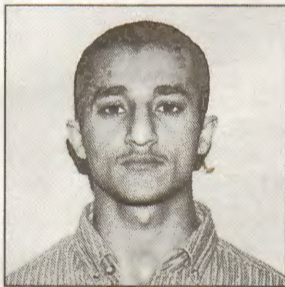
"I've had the opportunity to visit every continent in the world, with the exception of South America, and I will get there soon."

Being a member of the SIU has allowed him to become financially independent and support a family. And "the education that I receive each and every time I sail is priceless." He most recently worked aboard Natco's *Dodge Island*.

Leake, who wasn't the best student in high school, has since learned the importance of an education and now dreams of attending college and receiving a degree.

With his award, he hopes to major in business management at Tidewater Community College, Old Dominion University, or Hampton University, all in southern Virginia.

Dependents



Hail Said Abdullah

Born in a small village in Yemen in 1981, Hail Said Abdullah came to the United States at the age of 14 with a dream of getting a good education. He worked hard and graduated from Fordson High in Dearborn, Mich. in 2000 with many academic honors. He has begun his studies at Henry Ford Community College in Dearborn and plans to transfer to Wayne State University in Detroit, with the hopes of becoming a pharmacist.

In addition to keeping up his high grades in college, Abdullah continues to work at a retirement home.

He notes that the \$20,000 scholarship will help him achieve his educational goals and also continue to serve his community.

Abdullah's father is Great Lakes member **Said Ahmed Abdullah**, who joined the union in 1990.

Kyla Robb DonLevy graduated last month from East Bay High School in Gibsonton, Fla. She was fourth in her class of 320 students.

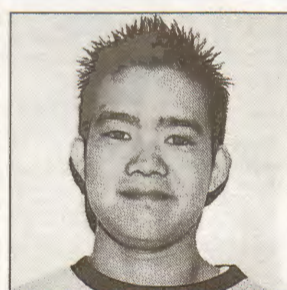
The 17-year-old would like to pursue a bachelor's degree in secondary education, specializing in physical education and health. She already has been accepted to both the University of South Florida and the University of Central Florida.

Ever since she was a little girl, DonLevy has had a dream to become a teacher and, possibly, a girls' basketball coach. She wants to have a positive influence on her students' lives and encourage them to achieve their highest goals. She also would like to give back to the "wonderful community" in which she has grown up.

Her father, **Richard William DonLevy**, has been an SIU member for nearly 30 years in the inland division.



Kyla Robb DonLevy



Alan Sun

Graduating this month from Greenfield High School in Greenfield, Calif. with a 4.109 GPA, Alan Sun believes his "reason to be on this planet is to do well in everything that I commit myself to."

Determination, responsibility and devotion are the three qualities he feels will help him be successful in the future, especially as he aspires to study biology and eventually become a veterinarian.

Sun, 17, has participated in track and field events during his high school career, been the editor of the school newspaper and belonged to the art club and the physics club, among other school activities. He also interns in a veterinarian's clinic.

He has applied to the University of California.

Sun's father, **Steven Sun**, has been a member of the union since 1967. He presently works as a chief cook aboard the *President Polk*.

Alexander L. Talarico completed his course of study at Catalina High Magnet School in Tucson, Ariz. last month, graduating in the top 10 percent of his class.

He was on the honor roll and took honors and advanced placement courses to better prepare himself for his future career in business and computer science. He already has been accepted to the University of Arizona in Tucson.

Born and raised in Buenos Aires, Argentina, Talarico, now 18, moved to the United States in 1995. His bilingual skills have been very useful during his internship at a company that develops computer software, and he hopes to continue using them.

His father, **Louis James Talarico**, sailed in the deep sea division since 1961. He retired in 1997.



Alexander L. Talarico



Demi Lynn Vorise

Demi Lynn Vorise, 19, graduated last year from North Iberville High School in Rosedale, La., and is currently attending Jacksonville University, where she is majoring in English. Her dream is to become a lawyer.

Vorise's vision for the future is one in which she can protect those who have been treated unfairly—"to make opportunities available to the unfortunate people living in this world" and "to make this world a better place for all."

While an honor student in high school, Vorise was an active member of the tutoring program in addition to other extracurricular activities. She graduated second in her class and was elected salutatorian.

Her father, **George Vorise Jr.**, has been a deep sea member since 1969. He sails in the steward department.



Cape May Light Begins Coastal Cruises

Following the ceremonial dedication of the *Cape May Light* in April, the SIU crewed coastal vessel embarked on its inaugural cruise along the U.S. eastern seaboard. Other voyages will showcase the beauty, heritage and character of the Great Lakes and the Canadian Maritime provinces. And during the winter months, the itinerary will include cruising the coastlines of Belize, Costa Rica, Honduras, Mexico and Panama.

The 224-passenger *Cape May Light* and its sister ship, the *Cape Cod Light* (expected to enter service in August) were inspired by the historic Fall River Line vessels, which served overnight passengers on northeastern U.S. coastal routes for nearly a century

beginning in the mid-1800s. They are named after historic lighthouses and are the first two ships in the new Delta Queen Coastal Voyages fleet. The company, a subsidiary of SIU-contracted American Classic Voyages, plans three more additions to its coastal fleet during the next few years.

U.S. Labor Secretary Elaine Chao christened the vessel April 25 in Alexandria, Va. at a pier within sight of the nation's capital. Also in attendance, SIU President Michael Sacco stated that the union will continue to do everything possible to support companies like American Classic Voyages and to make sure that such ceremonies become the rule rather than the exception.



Briefly pausing from the intense last-minute preparations for the first cruise, galley personnel on the *Cape May Light* include (in alphabetical order) 1st Cook Tyrone Bailey, 1st Cook Charles Blue, 2nd Cook/OS Kellie Clark, Exec. Sous Chef Giles Kingsley, 1st Cook/OS Johnny Scott, Director of Food Operations Paul Smith, 1st Cook/OS Olive Stewart, Exec. Chef Mark Vannasdel and Food and Beverage Controller Mark Wertanen.



U.S. Labor Secretary Elaine Chao (left) talks with SIU President Michael Sacco (right) and American Maritime Officers President Michael McKay before christening the new SIU crewed coastal vessel *Cape May Light*.



As the bottle of champagne hit the bow of the *Cape May Light*, many members of the press (above) were on hand to capture the reactions of the crew and company officials (below) on board the coastal cruiser.



Mississippi Queen Celebrates 25th Birthday

Back in 1976, when the United States was celebrating its 200th birthday, the SIU crewed *Mississippi Queen* was just being launched. It was the biggest steamboat ever built.

Today, while no longer the largest steam-powered paddlewheeler, The Delta Queen Steamboat Co.'s *Mississippi Queen* may be the most famous, having carried nearly half-a-million passengers on river cruise vacations through the nation's Heartland and South.

Birthday celebrations took place April 11 as calliope music filled the air, steamboat whistles sounded and hundreds of colorful balloons were released from the vessel's deck.

The paddlewheeler was designed by James Gardner (who also designed Cunard's *Queen Elizabeth 2*). Built at a cost of \$27 million at one of America's most famous shipyards, Jeffboat, Inc., the vessel continues to appear as it did back then but with all the amenities of today's



Now 25 years old, the SIU crewed *Mississippi Queen* continues its leisurely cruises along the Mississippi River, using a 70-ton paddlewheel for propulsion.

traveler, including a bathing pool, exercise room, beauty salon, movie theater and elevators.

Despite the fact that the *Mississippi Queen* is 382 feet long, 68 feet wide and weighs 3,364 tons, it floats in only 9 feet of water. It can accommodate 416 passengers in 208 suites and staterooms (most of which feature a view of the river from a private veranda, large window or port-hole). And the custom-built cal-

liope (or steam-powered piano) is the world's largest, featuring 44 gold-plated, solid brass pipes.

The Delta Queen Steamboat Co., a subsidiary of American Classic Voyages Co., traces its roots back to 1890. The company also operates other SIU crewed riverboats: the *Delta Queen*, a National Historic Landmark, and the *American Queen*, which now holds the record as the world's largest steamboat.

SS Iberville's Pre-War Voyage Recalled by Retiree Stevenson

Editor's Note: Much of humanity was on the verge of armed conflict in 1941. Germany and England already were at war, and the masters of Nazi Germany reigned over a great deal of the European continent. U.S.-flag shipping was in the doldrums because the 1939 Neutrality Act prohibited American ships from entering war zones.

Given these and other considerations—especially the prowess with which German U-boats sank their targets—this didn't seem the best time for young adventurers to travel the world on the high seas. Many, however, did. One was James Stevenson, who sailed with the SIU during World War II and later earned his license. Following is his personal account of his six-month, around-the-world voyage aboard the SS Iberville.

I paid off the *Kenmar* May 14. After two days on the beach,

my poke was getting mighty small. I had been on ships engaged in the coastwise and intercoastal trade. I wanted to ship foreign to those far-off places in China and the Dutch East Indies.

In April, President Roosevelt revised some of the restrictions of the Neutrality Act. He opened the Red Sea to U.S.-flag shipping because the British 8th Army fighting the Germans in Libya was short of supplies and needed help.

After being present at the union hall every day for the shipping call, my luck changed. On June 6, I got a job as a messman on the *SS Iberville* bound for Suez, Egypt and ports beyond.

When I reported aboard the *Iberville*, she was loaded down to her marks with supplies for the British 8th Army. She had a deckload of planes, Ford trucks and drums of gasoline. We sailed the following day to Port Tewfik

(Suez) south across the Atlantic to Capetown and north over the Indian Ocean to Aden, Arabia.

On June 22, the radio officer posted a notice that Germany had invaded Russia. Russia was now our ally. On July 26, after a 13,588-mile voyage, we arrived at Aden. We were met by a British naval vessel which escorted us north up the Red Sea blacked-out to Port Tewfik. We arrived July 31 and were assigned to an anchorage. About 50 ships were in the harbor, among them my first ship, the *SS Kenmar*. Also there, off our starboard bow, lay the burned hulk of the British troop ship *MV Georgic*. It had been bombed in May by the German Luftwaffe. Masts of other sunken ships projected above the waters, the victims of war.

We were greeted by German bombers our first night in port. I heard the planes droning overhead, then suddenly bombs screaming down from the sky. Flashes of fire from anti-aircraft guns lit up the dark. The great search lights were probing the sky to catch a plane in their beams so the shore batteries could shoot them down. The following day the deck crew painted the ship gray, the color of war.

On Aug. 11, the *Iberville* was struck at the stern by a magnetic mine that had been dropped from a plane. She was towed to the shipyard and repaired and the remainder of our cargo discharged.

After 19 days in Port Tewfik and 10 air raids, we were off to Bombay, India Aug. 19. We arrived there during the morning of Aug. 31 to load manganese ore. Four days later, we sailed to Belawan Deli, Sumatra for a cargo of rubber. Our next stop



James R. Stevenson, former SIU member who retired as a merchant marine officer in 1983, sailed aboard the *SS Iberville* during its historic six-month around-the-world voyage in 1941. Stevenson is now a maritime historian with the American Merchant Marine Veterans. He is pictured above with some of his decorations for maritime service in World War II, Korea and Vietnam.

was Penang, where we loaded tin. On Sept. 17, we sailed to Singapore.

There we heard that the U.S.-flag ship *SS Steel Seafarer* had been sunk Sept. 5 by a German plane in the Red Sea. America was being drawn into the war.

I saw hundreds of armed Australian and British troops in Singapore. Sandbags were stacked around the public buildings. A few hundred miles to the northeast, Japanese troops occupied the French colony of Indo-China. They had been there since 1940 when the colony came under the control of the Vichy government of France.

More rubber was loaded in Singapore. The *Iberville* was getting war weary. Her boilers had suffered damage during the air raids in Port Tewfik. We departed for Cebu, P.I., sailing blacked-out over the South China Sea. We kept a sharp lookout for Japanese submarines which were based in Saigon. This sea was now their domain.

We arrived in Cebu Oct. 2 to load chrome ore. Our ship was now loaded down to her marks with rubber, tin, chrome and

manganese ore—products not found in the USA.

We began our long voyage to New York, about 12,000 miles away, sailing blacked-out at night until we reached the International Date Line. We continued to Honolulu after 25 days at sea and several breakdowns due to boiler trouble.

Everyone was happy to see land. Lee Van Atta, a reporter from the *Honolulu Advertiser*, came aboard to interview the crew about their experiences in Port Tewfik. The next day headlines read, "Freighter Here After Aerial Assault In Suez."

Our fuel tanks were refilled and food supplies replenished. On Nov. 1, we sailed for New York, 6,700 miles away. Our transit through the Panama Canal was a marvelous sight, a wonder of the world, even more so than the pyramids of Egypt.

The *Iberville* arrived in New York Dec. 3, 1941 after a six-month voyage around the world with her valuable cargo intact. Four days later, the Japanese bombed Pearl Harbor, Hawaii, thrusting our nation into the greatest sea war in history.



Crew members from the *Iberville* are pictured in Singapore on Sept. 24, 1941. From left to right are Frank Medeiros, James Stevenson, Frank Frye and Jim Deidrick.

Newest NAFTA Assessment Shows Staggering Job Losses

Stagnant worker incomes, lost job opportunities, increased insecurity and rising inequality exist continent-wide in epidemic proportions thanks to the so-called North American Free Trade Agreement.

This is the assessment of *NAFTA at Seven*, a new report from the Economic Policy Institute (EPI) which evaluated the trade accord on its seventh anniversary (NAFTA took effect Jan. 1, 1994). The report represents the combined assessment of a trio of economic analysts who hail from the United States, Mexico and Canada.

As advocates push for extending free trade to the remainder of the hemisphere through a so-called Free Trade Area of the Americas agreement, the report warns that other countries are susceptible to the ill effects already experienced by NAFTA countries.

In the United States, NAFTA eliminated more than 766,000 job opportunities between 1994 and 2000, as the trade deficit between the U.S. and its northern and southern neighbors ballooned, according to U.S. author Robert Scott. Scott is an economist with the EPI.

All 50 states and the District of Columbia have experienced a net loss of jobs under NAFTA. Exports from every state have been offset by faster-rising imports. Net job loss figures range from a

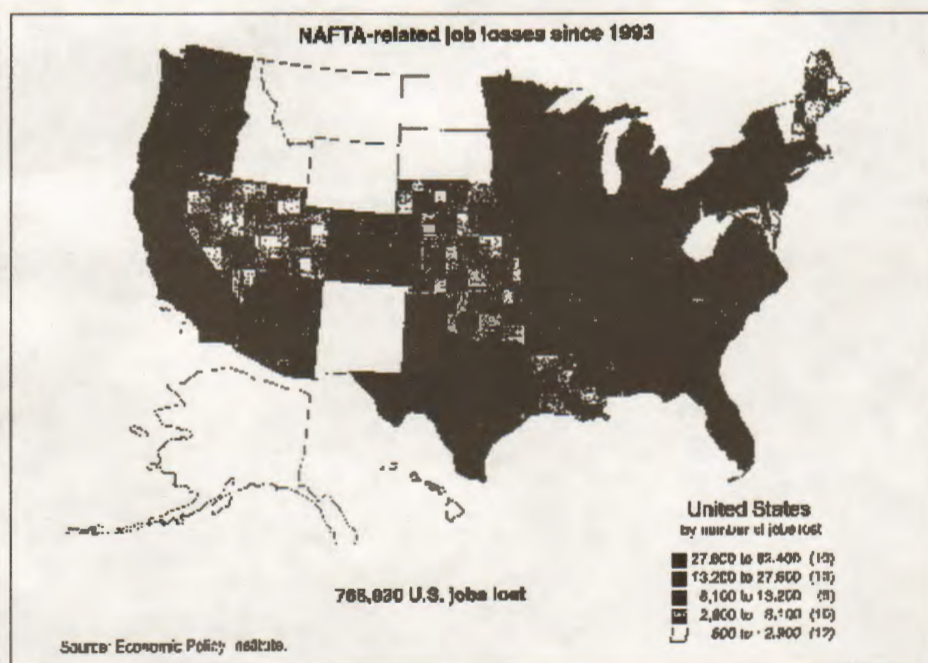
low of 395 in Alaska to a high of 82,354 in California. Other hard-hit states include Michigan, New York, Texas, Ohio, Illinois, Pennsylvania, North Carolina, Indiana, Florida, Tennessee, and Georgia, each with more than 20,000 jobs lost.

These states all have high concentrations of industries (such as motor vehicles, textiles and apparel, computers, and electrical appliances) where a large number of plants have moved to Mexico.

While job losses in most states are modest relative to the size of the economy, it is important to remember that the promise of new jobs was the principal justification for NAFTA, Scott says. According to its promoters, the new jobs would compensate for the increased environmental degradation, economic instability, and public health dangers that NAFTA brings. If NAFTA does not deliver net new jobs, it can't provide enough benefits to offset the costs it imposes on the American public.

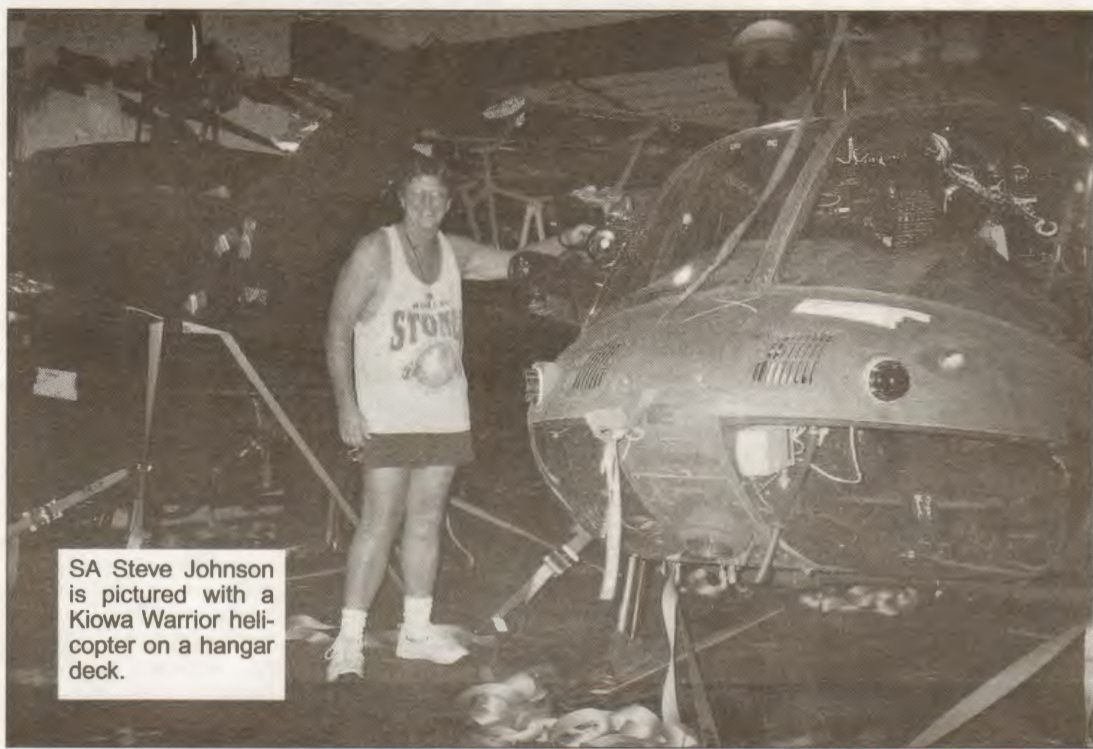
The loss of these real and potential jobs is just the most visible tip of NAFTA's impact on the U.S. economy, Scott says. NAFTA, in his estimation, also has contributed to rising income inequality, suppressed real wages for production workers, weakened collective bargaining powers and ability to organize unions, and reduced fringe benefits.

Mexican author Carlos Salas says large



trade surpluses with the United States have not been enough to overcome even larger trade deficits with the rest of the world in his country. Wages and incomes in Mexico, according to Salas, fell between 1994 and 1998. And with NAFTA, inequality has grown and job quality has deteriorated for most workers. Salas is an economist at the Colegio de Mexico.

In Canada, exports to the U.S. now account for 40 percent of gross domestic product, reports Canadian author Bruce Campbell. Still, he says, overall growth during the 1990s was worse than in any other decade since the 1930s. Further, he notes that productivity growth has not led to growth in wages. Campbell is director of the Canadian Center for Policy Alternatives.



SA Steve Johnson is pictured with a Kiowa Warrior helicopter on a hangar deck.



The fast sealift ship *USNS Altair* is operated by American Overseas Marine (AMSEA).



A "Humvee" is loaded aboard the *Altair* at Ford Island in Pearl Harbor.



Chinook helicopters are kept under wraps. A loader is at lower right.



In Peace

Altair's Sealift Exercise Shows Merchant Marine Proficiencies

The SIU-crewed *USNS Altair* recently demonstrated that the U.S. Merchant Marine remains ready, willing and able to deliver the goods for America's armed forces.

As part of a larger exercise known as Lightning Force, the *Altair* transported 3,800 tons of U.S. Army equipment (belonging to the 25th Infantry Division) from Pearl Harbor to Beaumont, Texas. The load amounted to 948 pieces of cargo, including four Chinook helicopters, 16 Kiowa Warrior Reconnaissance helicopters, 24 Blackhawk helicopters, 100 "Humvees," plus troop transports, fuel trucks, front-end loaders, bulldozers, trailers, ammunition carriers and more.

Just as soldiers hone their skills via training and repetition, so it is with civilian crew members aboard ships operated for the U.S. Military Sealift Command (MSC). Through exercises like Lightning Force (scheduled to conclude late last month), merchant mariners brush up on all

the proficiencies required for these operations.

"Breakout" drills have been testing the machinery and crew, which typically are kept in readiness (ROS). The ROS ships are kept in Pearl Harbor from a few days to a few weeks. During the *Altair's* recent voyage to New Orleans on March 10, the ship was loaded non-stop onto the coast.

The *Altair* then departed for New Orleans carrying not only military cargo but also passengers. Seafarers reported excellent service to their guests.

"The soldiers stated that it was a great experience and they highly noted AB Arthur Mac



Seafarers and soldiers (including the 10 pictured above) left to right, clockwise beginning at upper left, are AB OMU Darrell Riggins, QMED Ron Schexnayder, AB Jensen, Sgt. George, Specialist Clowers, AB Star



The *Altair's* deck is packed with loaders, trailers and other gear. Visible in the background is a memorial for the *USS Utah*, including the ship's wreckage.

and War

Exercise Demonstrates Key Defense Role

of crews involved in sealift
e added benefit of vigorously
rd vessels such as the *Altair*,
in reduced operating status
ve activation periods ranging
eeks.

exercise, the ship sailed from
nd arrived in Pearl Harbor on
days and nights, materiel was
8-foot ship.

Pearl Harbor for Beaumont,
ear but also Army personnel.
cooperation between the crew

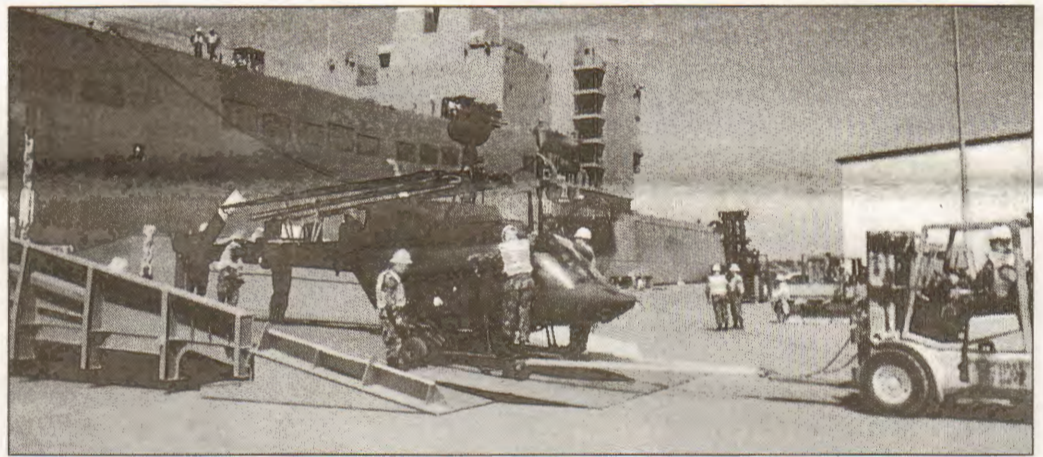
being on board the *Altair* was
ned us a safe journey home,"

"The whole exercise went really well," added SA Steve Johnson (who, with Machado, provided the photos on this page). "The soldiers got a taste of life at sea. Many friendships were made and many fond memories remain."

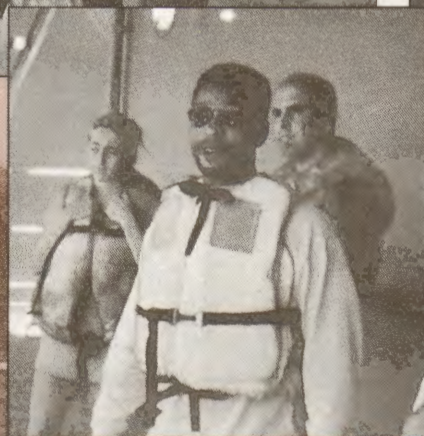
The *Altair* arrived in Beaumont on April 27 and commenced off-loading. To complete this portion of the drill, the Army was scheduled to transport the equipment by air, rail and road to Fort Polk, La.

Formerly a containership, the *Altair* was modified during the 1980s to provide roll-on/roll-off capabilities, along with helicopter handling and storage facilities. The ship can travel at up to 30 knots. It has a 106-foot beam, a light displacement of 29,692 tons, a full displacement of 61,987 tons and a dead weight tonnage of 32,295. Its maximum navigational draft is 37 feet.

Since World War II, 95 percent of all U.S. military equipment and materiel sent to crisis and combat theaters has been carried by sea.



Helicopters are off-loaded in Beaumont, Texas.



Chief Cook Gary Truvia, Asst. Cook Sheldon Smith and Chief Steward Mack Ward appear undaunted by the task of feeding their fellow mariners along with the Army personnel.



(above) joined together for the recent sealift exercise. Pictured from left: AB Dave Mitchell, AB Arthur Machado, Wiper William York, Mitchell, AB Louis Riggins, AB Robinson Crusoe, Sgt. Campbell, Specialist Williams, Sgt. Bergman, AB Mark Godbold and AB J.W. Mizell.



Mates James Anderson, Edward McDonnell and Chip Noell are SIU hawsepipers.

STCW: 8 Months Remain for Feb. 1, 2002 Compliance

Between now and Feb. 1, 2002—the deadline for meeting all requirements of the amended STCW convention—SIU members sailing aboard deep sea or near-coastal vessels should concern themselves with two things. Those items are, taking a U.S. Coast Guard-approved STCW Basic Safety Training course or being trained and assessed aboard ship with entries made into your training record book (TRB), and, if you are a watchstanding deck or engine department person, obtaining a 1995 STCW certificate.

If a mariner doesn't complete STCW Basic Safety Training (BST) or acquire the 1995 STCW

certificate, if required, by Feb. 1, 2002, then that mariner cannot sail aboard deep sea or near-coastal ships.

STCW certificates are available through Coast Guard regional exam centers (RECs). Members should bring the following things when applying for the certificate: your merchant mariner's document (MMD), TRB, BST course certificate and one passport photo. You also can get your certificate through the mail by sending notarized copies of your MMD and BST certificate and the photo to your nearest Coast Guard REC.

Please call the REC in advance with your request.

Members should not expect same-day service for STCW certificates or document renewals.

There is no charge for the STCW certificate.

Origins

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners. It is a treaty under the auspices of the International Maritime Organization (IMO).

The original STCW Convention was ratified in 1978. It set minimum standards for certification, training and skills needed by deep-sea mariners worldwide.

The U.S. didn't sign onto the 1978 convention until 1991, although our nation easily met the requirements. However, by then the pact was under revision.

The STCW amendments were finalized in 1995, with more than 100 signatory nations (again including the U.S.).

The five-year transition period for the amended convention began Feb. 1, 1997. Some of the new requirements were instituted at that time, while others have been phased in.

As of Feb. 1, 2002, the 1978 convention completely is super-

sed by the amended pact. It becomes null and void.

In the interim time between 1997 and 2002, confusion occasionally has arisen because some of the dates for compliance with the 1978 convention and the amended convention overlapped. For instance, that's how the U.S. ended up with two different STCW certificates (1978 and 1995).

Paul Hall Center's Basic Safety Classes

Two STCW Basic Safety Training courses are offered, each of which is U.S. Coast Guard-approved. One is a five-day class for all personnel who began sailing after Aug. 1, 1998. The other is a four-day class for all personnel who began sailing before Aug. 1, 1998. Each class meets the five-year STCW Chapter VI basic safety requirements. Subjects

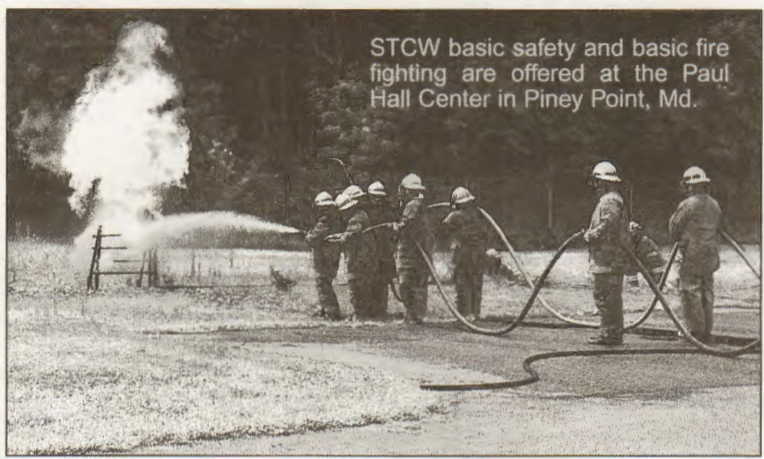
include personal survival, fire prevention and fire fighting, first aid/CPR, and social responsibility and personal safety. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. These classes are limited to 25 students maximum.

Basic fire fighting is one of the Chapter VI requirements, and therefore is offered as a lead-in to the STCW classes.

Check the Paul Hall Center upgrading course schedule on page 21.

Additional Resources:

- Contact the Paul Hall Center for Maritime Training and Education toll-free at 800-732-2739
- Visit the U.S. Coast Guard's STCW web site at <http://uscg.mil/stcw/>



STCW basic safety and basic fire fighting are offered at the Paul Hall Center in Piney Point, Md.

PLAN A PINEY POINT VACATION NOW!

Schools soon will be out for the kids—and that means only one thing: a summer vacation is around the corner.

SIU members and their families who want to do something different this year without blowing the family budget might consider tak-

ing advantage of a benefit unique to Seafarers: vacationing at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Everything you could ask for in a summer vacation can be found at Piney Point. Besides comfortable accommodations for the whole family, as well as three delicious meals a day, the Paul Hall Center affords plenty of opportunities to fish, go boating, play tennis and swim. Also available for use are a sauna and exercise facilities.

Piney Point, in St. Mary's County, is ideally situated to allow for day trips throughout the historic southern Maryland and Washington, D.C. metropolitan areas. The location provides a great chance to visit such landmarks as the home of George Washington at Mt. Vernon, Arlington Cemetery and the U.S. Capitol. Children will love to tour

the FBI building or see where U.S. money is made at the Bureau of Printing and Engraving. And watching the sharks at the Baltimore aquarium is a real treat.

But if sightseeing is not your idea of a vacation, there is always something going on in St. Mary's County, itself. Seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions are but a few of the offerings.

A vacation stay at the Paul Hall Center is limited to two weeks per family, and the rates are very reasonable (see box at left).

Give yourself and your family an unforgettable vacation at Piney Point. Send the completed application form to the Seafarers & Recreation Center, P.O. Box 75, Piney Point, MD 20674.

You won't regret it.

UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center is limited to two weeks per family.

| | |
|--------|-------------|
| Member | \$40.00/day |
| Spouse | \$10.00/day |
| Child | \$10.00/day |

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals but do not include tax.

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

(Stay is limited to a maximum of two weeks)

Date of departure: _____

Send this completed application to the Seafarers Training & Recreation Center,
P.O. Box 75, Piney Point, MD 20674-0075.

6/01

Please Note:

- STCW Basic Safety Training must be renewed every five years.
- Licensed mariners (including engineers) must complete lifeboatman/proficiency in water survival by the 2002 deadline.
- Watchstanding deck and engine department members need a 1995 STCW certificate by Feb. 1, 2002.

Renew Every 5 Years

You may have taken the four elements of BST (basic fire fighting, basic first aid, personal survival and personal safety/social responsibility) by having taken the individual courses, such as basic fire fighting at the Paul Hall Center in, for example, May 1999. But be advised that BST must be renewed every five years and therefore if you piecemeal the four elements, then each one has a different "clock" running on it for the five-year period.

Also, personal safety/social responsibility is not acquired by just taking several classes dealing with the course content—it has to be an approved course. In other words, go to the Paul Hall Center and take the five-day Basic Safety Training course and you will be qualified for the next five years.

Moreover, an often-asked question is, "What STCW courses must be renewed?" The U.S. Coast Guard has determined that of the various STCW required courses, i.e., ARPA, BRM, advanced fire fighting, GMDSS, BST, etc., only Basic Safety Training must be renewed every five years.

Contacting Members of Congress on Capitol Hill

Crew members often ask the *Seafarers LOG* to publish mailing addresses for U.S. Senators and Congressmen. Here they are:

The Honorable (Name)
United States Senate
Washington, DC 20510

The Honorable (Name)
United States House of
Representatives
Washington, DC 20515

Additionally, most members of Congress may be contacted by email. To locate an address, go to www.senate.gov or www.house.gov. The SIU's web site (www.seafarers.org) provides links to those sites and to the White House under our "legislation" section.

When writing to members of Congress, whether via letter or email, remember to be concise. State your purpose, be factual and explain how legislation probably will impact you and others. If writing about a specific bill, include its name and number (House bills begin with H.R., Senate bills with S.).

Also be sure to include your name and return address.

The telephone number for the Capitol switchboard is (202) 224-3121.



Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2001

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| | DECK DEPARTMENT | | | | | | | | | |
| Algonac | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Baltimore | 6 | 6 | 3 | 1 | 2 | 1 | 0 | 7 | 6 | 2 |
| Guam | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Honolulu | 4 | 3 | 4 | 3 | 5 | 5 | 1 | 12 | 5 | 2 |
| Houston | 17 | 10 | 6 | 22 | 11 | 3 | 5 | 31 | 13 | 6 |
| Jacksonville | 34 | 22 | 12 | 15 | 12 | 6 | 9 | 52 | 23 | 13 |
| Mobile | 6 | 2 | 5 | 9 | 4 | 2 | 3 | 13 | 8 | 7 |
| New Orleans | 15 | 12 | 8 | 7 | 5 | 5 | 7 | 23 | 24 | 9 |
| New York | 21 | 7 | 5 | 13 | 4 | 6 | 6 | 36 | 15 | 5 |
| Norfolk | 8 | 11 | 4 | 6 | 4 | 2 | 1 | 21 | 19 | 5 |
| Philadelphia | 2 | 4 | 3 | 6 | 5 | 2 | 1 | 6 | 3 | 2 |
| Piney Point | 3 | 3 | 0 | 2 | 3 | 3 | 0 | 3 | 3 | 0 |
| Puerto Rico | 11 | 3 | 2 | 3 | 4 | 2 | 2 | 14 | 1 | 2 |
| San Francisco | 18 | 8 | 3 | 20 | 3 | 3 | 4 | 28 | 10 | 1 |
| St. Louis | 2 | 2 | 6 | 1 | 3 | 4 | 1 | 2 | 3 | 5 |
| Tacoma | 22 | 9 | 7 | 19 | 9 | 5 | 13 | 32 | 11 | 12 |
| Wilmington | 23 | 11 | 5 | 17 | 9 | 2 | 9 | 32 | 12 | 11 |
| Totals | 194 | 113 | 76 | 145 | 84 | 52 | 62 | 314 | 157 | 84 |
| Port | ENGINE DEPARTMENT | | | | | | | | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C | Class C |
| Algonac | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Baltimore | 4 | 2 | 2 | 0 | 0 | 3 | 0 | 8 | 4 | 1 |
| Guam | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Honolulu | 7 | 7 | 4 | 2 | 7 | 2 | 2 | 9 | 8 | 3 |
| Houston | 12 | 4 | 5 | 17 | 1 | 2 | 2 | 16 | 4 | 5 |
| Jacksonville | 13 | 14 | 9 | 7 | 6 | 4 | 4 | 29 | 20 | 7 |
| Mobile | 6 | 4 | 0 | 4 | 2 | 0 | 2 | 13 | 5 | 0 |
| New Orleans | 5 | 8 | 4 | 5 | 2 | 1 | 3 | 9 | 14 | 7 |
| New York | 8 | 11 | 1 | 5 | 5 | 0 | 8 | 19 | 16 | 2 |
| Norfolk | 6 | 11 | 2 | 3 | 9 | 3 | 1 | 7 | 11 | 2 |
| Philadelphia | 1 | 2 | 2 | 2 | 1 | 0 | 1 | 2 | 4 | 3 |
| Piney Point | 1 | 4 | 0 | 2 | 2 | 1 | 0 | 2 | 3 | 0 |
| Puerto Rico | 6 | 2 | 0 | 2 | 1 | 1 | 0 | 8 | 3 | 1 |
| San Francisco | 8 | 6 | 2 | 5 | 3 | 4 | 1 | 10 | 7 | 2 |
| St. Louis | 2 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 0 |
| Tacoma | 13 | 6 | 6 | 8 | 4 | 6 | 7 | 15 | 11 | 7 |
| Wilmington | 8 | 11 | 5 | 2 | 8 | 3 | 1 | 12 | 9 | 9 |
| Totals | 100 | 95 | 43 | 67 | 51 | 30 | 33 | 159 | 123 | 50 |
| Port | STEWARD DEPARTMENT | | | | | | | | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C | Class C |
| Algonac | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honolulu | 4 | 3 | 19 | 3 | 0 | 0 | 3 | 12 | 9 | 30 |
| Houston | 14 | 2 | 0 | 8 | 1 | 0 | 3 | 25 | 3 | 2 |
| Jacksonville | 11 | 5 | 4 | 6 | 3 | 0 | 5 | 26 | 8 | 5 |
| Mobile | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 8 | 6 | 0 |
| New Orleans | 7 | 6 | 3 | 3 | 1 | 0 | 5 | 12 | 11 | 4 |
| New York | 10 | 4 | 2 | 7 | 2 | 0 | 1 | 19 | 8 | 2 |
| Norfolk | 7 | 9 | 3 | 5 | 3 | 3 | 2 | 9 | 8 | 2 |
| Philadelphia | 6 | 1 | 1 | 4 | 0 | 0 | 0 | 5 | 1 | 1 |
| Piney Point | 0 | 3 | 0 | 2 | 1 | 0 | 1 | 2 | 3 | 1 |
| Puerto Rico | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 |
| San Francisco | 12 | 2 | 1 | 12 | 4 | 0 | 9 | 22 | 2 | 1 |
| St. Louis | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 1 |
| Tacoma | 14 | 4 | 1 | 13 | 1 | 0 | 6 | 29 | 3 | 2 |
| Wilmington | 12 | 4 | 3 | 8 | 2 | 1 | 9 | 20 | 6 | 5 |
| Totals | 103 | 47 | 38 | 75 | 19 | 5 | 46 | 193 | 73 | 57 |
| 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 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| Baltimore | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| Guam | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Honolulu | 8 | 21 | 91 | 0 | 9 | 45 | 0 | 12 | 30 | 127 |
| Houston | 1 | 10 | 3 | 0 | 11 | 3 | 0 | 2 | 14 | 7 |
| Jacksonville | 2 | 13 | 14 | 4 | 5 | 8 | 0 | 6 | 16 | 17 |
| Mobile | 1 | 5 | 2 | 1 | 0 | 1 | 0 | 1 | 10 | 6 |
| New Orleans | 3 | 5 | 6 | 0 | 6 | 4 | 0 | 5 | 9 | 7 |
| New York | 4 | 21 | 20 | 3 | 13 | 10 | 0 | 6 | 33 | 29 |
| Norfolk | 0 | 10 | 9 | 1 | 10 | 7 | 0 | 1 | 14 | 22 |
| Philadelphia | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 2 |
| Piney Point | 0 | 18 | 21 | 0 | 14 | 19 | 0 | 0 | 23 | 22 |
| Puerto Rico | 1 | 2 | 10 | 0 | 0 | 6 | 0 | 6 | 4 | 7 |
| San Francisco | 4 | 7 | 6 | 4 | 7 | 5 | 0 | 5 | 17 | 6 |
| St. Louis | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| Tacoma | 3 | 9 | 18 | 1 | 5 | 11 | 0 | 6 | 22 | 27 |
| Wilmington | 5 | 14 | 12 | 3 | 3 | 2 | 0 | 5 | 18 | 19 |
| Totals | 32 | 142 | 220 | 17 | 84 | 122 | 0 | 55 | 224 | 305 |
| Totals All Departments | 429 | 397 | 377 | 304 | 238 | 209 | 141 | 721 | 577 | 496 |

*"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.

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

| | |
|-----------------|--|
| Piney Point | Monday: July 2, August 6 |
| Algonac | Friday: July 6, August 10 |
| Baltimore | Thursday: July 5, August 9 |
| Duluth | Wednesday: July 11, August 15 |
| Honolulu | Friday: July 13, August 17 |
| Houston | Monday: July 9, August 13 |
| Jacksonville | Thursday: July 5, August 9 |
| Jersey City | Wednesday: July 18, August 22 |
| Mobile | Wednesday: July 11, August 15 |
| New Bedford | Tuesday: July 17, August 21 |
| New Orleans | Tuesday: July 10, August 14 |
| New York | Tuesday: July 3, August 7 |
| Norfolk | Thursday: July 5, August 9 |
| Philadelphia | Thursday: July 5* Wednesday: August 8 <i>(*change created by Independence Day holiday)</i> |
| Port Everglades | Thursday: July 12, August 16 |
| San Francisco | Thursday: July 12, August 16 |
| San Juan | Thursday: July 5, August 9 |
| St. Louis | Friday: July 13, August 17 |
| Tacoma | Friday: July 20, August 24 |
| Wilmington | Monday: July 16 Tuesday: August 21* <i>(*change created by Paul Hall birthday holiday)</i> |

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

Personals

PAUL BELLIA (of Florida)

Please contact Donald Cole or Jack McCoy at (619) 895-1241.

LUCIEN LAVALLAIS

Please contact Linda Ellis and Anthony Byrd at any of these phone numbers: (903) 938-8851, (903) 927-1958, (903) 935-9986, or write them at 713 Navajo Trail, Marshall, Texas 75672.

PATRICK PARKER

Frances Trader would like to hear from you. You sailed with her husband, Ernest Trader, in 1957. Please call her at (252) 444-6730.

REQUEST FROM JAMES D. HOLLAND

It has been many years since James Holland worked on ships or tugs. He is in prison and would appreciate hearing from anyone who would care to write him. His address is James D. Holland, #391218, Wynne Unit C.C., Huntsville, TX 77349.

INFORMATION ABOUT ANTONIO LUIS RAMOS

Antonio Luis Ramos, approximately 84 years old, was born in Corosal, P.R. and lived with his wife, Maria Luisa Rosa, in New York. Anyone with information about him is asked to contact his son, Luis Antonio Ramos, at 4401 Plaza Drive, Apt. B-102, Holiday, FL 34691.

ALLEN EDWARD RICE JR.

Please contact Sally (Rice) Doherty at (301) 812-0264, or write her at 4005 Band Shell Court, Chesapeake Beach, MD 20732.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

APRIL 16 — MAY 15, 2001

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

| Port | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | **REGISTERED ON BEACH | | |
|-------------------------|-------------------|-----------|-----------|---------------|-----------|-----------|-----------------------|-----------|-----------|
| | All Groups | | | All Groups | | | All Groups | | |
| | Class CL | Class L | Class NP | Class CL | Class L | Class NP | Class CL | Class L | Class NP |
| Algonac | 0 | 10 | 10 | 0 | 5 | 4 | 0 | 5 | 6 |
| Algonac | 0 | 7 | 4 | 0 | 4 | 2 | 0 | 3 | 2 |
| Algonac | 0 | 5 | 5 | 0 | 4 | 0 | 0 | 1 | 5 |
| Algonac | 0 | 16 | 41 | 0 | 9 | 9 | 0 | 7 | 32 |
| Totals All Depts | 0 | 38 | 60 | 0 | 22 | 15 | 0 | 16 | 45 |

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

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

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 2001

| Region | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | **REGISTERED ON BEACH | | |
|-------------------------|-------------------|----------|-----------|---------------|----------|----------|-----------------------|----------|-----------|
| | All Groups | | | All Groups | | | All Groups | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 4 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 1 | 1 | 6 | 1 | 0 | 0 | 1 | 2 | 17 |
| Totals | 1 | 1 | 10 | 1 | 0 | 1 | 1 | 3 | 21 |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Totals All Depts | 1 | 1 | 11 | 2 | 1 | 1 | 1 | 3 | 23 |

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

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

PIC-FROM-THE-PAST

This somewhat faded photo was sent to the *Seafarers LOG* by Louis E. Wagner of Sandusky, Ohio. It was taken aboard the Liberty ship *James Lick* in October 1945 at Buckner Bay in Okinawa, Japan.

In a note accompanying the photo, Wagner also enclosed a copy of the log book from that voyage, which included entries on the damage done by a typhoon through which the vessel sailed.

Wagner, who was an AB at the time, is directly behind the "L" in the life ring.

He states: "The ship was named for James Lick, businessman-philanthropist in San Francisco. A highway and observatory also are named in his honor. He was born Aug. 21, 1796 and died Oct. 1, 1876. He's buried at the Lock Observatory.

"The skipper of this ship was Capt. William S. Dodge, and he was well known on the West Coast and to the personnel of the *Jeremiah O'Brien*."

Wagner, now 72, is a former member of the Sailors Union of the Pacific. He served on a number of other Liberty ships, including the *Jason Lee*, *George W. Golethals*, *Cornelius Gilliam* and *Ed P. Costigan* as well as on a Victory ship, the *Roswell Victory*.

Wagner was aboard the *James Lick* at Eniwetok in August 1945 when the war ended in the Pacific. "What a great feeling!" he writes.





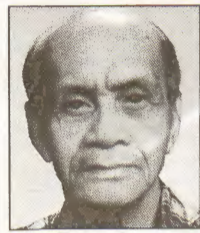
Two recertified stewards are among the 10 Seafarers announcing their retirements this month. **Jose Colls** and **Fernando Urias** graduated from the highest level of training available to members of the steward department at the SIU's training school in Piney Point, Md.

Including Colls and Urias, nine of the retirees sailed in the deep sea division and one navigated the inland waterways.

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

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

DEEP SEA



SOFRONICO D. ADENIC, 70, started his SIU career in 1988, joining in Venezuela. Brother

Adenic first shipped aboard American Hawaii Cruises' *SS Independence*. The deck department member upgraded his skills at the SIU's training

school in Piney Point, Md. in 1990. He last worked aboard the *USNS Invincible*, operated by Maersk Line Ltd. Born in the Philippines, he now resides in Kansas City, Mo.

PETRONILO E. AMOR, 71, joined the SIU in 1990 in Venezuela.

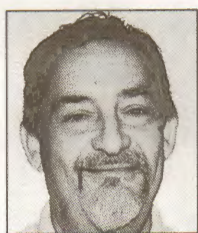
Brother Amor first sailed aboard the *SS Independence*, operated by American Hawaii Cruises. The engine department member upgraded his skills in 2000 and again this year at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. A native of Hawaii, Brother Amor last sailed aboard the cable ship *Long Lines*, operated by Tyco. He resides in Honolulu.

JERRY BARNETT, 57, was born in Revere, Mass. Brother Barnett started his SIU career in 1966, joining in the port of New Orleans. Before becoming a Seafarer, he served in the U.S. Navy from 1961 to 1964. Brother



Barnett first sailed aboard the *Pecos*, operated by Pecos Transport, Inc. The deck department member last worked aboard the *Sea-Land Developer*. Brother Barnett lives in Fresh Meadows, N.Y.

JOSE R. COLLS, 60, started his SIU career in 1962, joining in San Juan, P.R. Brother Colls served in the U.S. Army from 1958 to 1960. Born in Lares, P.R., he sailed in the steward department. Brother Colls first shipped aboard the *Sea-Land Arizpa*. He upgraded his skills at the SIU's training school in Piney Point, Md. and graduated from the steward recertification program there. The recertified steward last shipped aboard the *Sea-Land Expedition*. Brother Colls lives in his native Commonwealth.



HECTOR FELIX, 81, joined the SIU in 1968 in the port of New Orleans. The steward department member hails from Cuba. Brother Felix first shipped aboard Delta Steamship Lines' *Santa Maria*. He upgraded his skills at the SIU's training school in Piney Point, Md. in 1986 and 1987. Brother Felix last

worked aboard Matson Navigation's *Lurline*. He calls Miami home.

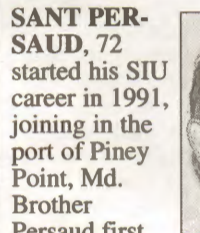
Welcome Ashore

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.



ROSS A. HARDY, 62, hails from Texas. He joined the SIU in 1965 in Port Arthur, Texas. Prior to becoming a

Seafarer, he served in the U.S. Navy from 1957 to 1959. Brother Hardy first sailed aboard the *Del Valle*, operated by Delta Steamship Lines, Inc. A member of the engine department, he upgraded his skills in 1974 and 1994 at the SIU's training school in Piney Point, Md. Brother Hardy last sailed aboard Westchester Marine's *Cape Texas*. He resides in Hitchcock, Texas.



SANT PERSAUD, 72, started his SIU career in 1991, joining in the port of Piney Point, Md. Brother

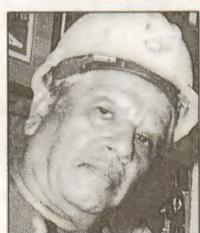
Persaud first shipped aboard the *Cape Charles*, operated by OMI Ship Management, Inc. Born in Guyana, he sailed as a member of the deck department. Brother Persaud upgraded his skills at the SIU's training school in Piney Point, Md. in 1991 and again earlier this year. He last sailed aboard the *Major Steven W. Pless*, operated by Waterman Steamship Corp. Stouffville, Ontario is his home.

JAMES MCHUGH, 66, was born in Tamaqua, Pa. Brother



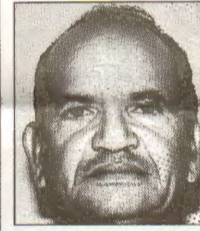
McHugh started his SIU career in 1959, joining in the port of New York. He served in the U.S. Navy from 1950 to 1954. The deck department member first shipped aboard ORE Navigation's *Santore*. He last worked aboard NPR, Inc.'s *Carolina*. Brother McHugh lives in Philadelphia.

FERNANDO URIAS, 65, joined the SIU in 1959 in the port of Houston. The Texas native first shipped aboard Water-



man Steamship Corp.'s *Madaket*. A member of the steward department, he upgraded his skills, including completion of the steward recertification course, in 1986 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Brother Urias lives in Galveston, Texas.

INLAND



FELIX AGUILAR, 62, hails from Puerto Rico. Boatman Aguilar joined the SIU in 1978 in San Juan, P.R. He sailed primarily aboard Crowley Towing & Transportation vessels. A member of the deck department, Boatman Aguilar makes his home in Fajardo, P.R.

'All I Wanted to Be'

Simms Satisfied With Seafaring Career

For some people, choosing a vocation is agonizing. Whatever their priorities, they may sweat certain details to the point of inaction.

Others are unfazed by switching among unrelated professions—perhaps several times.

And then there's **Jimmy Simms**, who not only knew since childhood that he wanted to be a merchant mariner, but also lived that dream during his 42-year career with the SIU.

Simms, 62, retired last month, right after serving on the 2001 rank-and-file financial committee.

"My father was a mariner, and that's all I wanted to be, my whole life," Simms recalled. "I wouldn't change one day of it. It was mostly good times. I saw everything, did everything."

He joined the union in 1959 and then climbed the gangway to his first vessel—the *Edith*, a Bull Lines ship. "From that point on, I was in every major beef," Simms noted. "Pickets, organizing, and I also was active on rank-and-file committees."

"It's in my blood," he continued. "I can't say enough good things about the SIU, and I still plan to attend membership meetings and help wherever needed."

Simms mostly sailed in the deck department, although he switched to the steward department a few years ago.

Reflecting on the union's progress, Simms points to the Paul Hall Center for Maritime



Jimmy Simms, completing his retirement paperwork, says of his career, "I wouldn't change one day of it."

Training and Education as a major boon to the membership. The facility, located in Piney Point, Md., opened in 1967.

"Without the school, we wouldn't be nearly as strong. Paul Hall (the late SIU president and the school's namesake) deserves credit for founding it," Simms stated.

He also expressed confidence in SIU President Michael Sacco, Vice President Contracts Augie Tellez, Secretary-Treasurer David Heindel "and all of our other officials. Mike is one of the best labor leaders in the country, and the way it looks, we're going to be here for a long time."

A veteran of the U.S. Army, Simms has retired to Baltimore. He said he felt mixed emotions about retiring—but arthritis helped firm up the decision.

"It's time. I've been in every major port in the world. But that doesn't mean I won't miss it."

Reprinted from past issues of the *Seafarers LOG*

1951

The SIU Welfare Plan boosted payments to hospitalized SIU men by 43 percent. The increased benefits go to \$10 weekly from the present \$7 and become effective as of June 4.

Welfare Plan trustees adopted the recommendation made by SIU representatives on the benefit. This increased hospital payment is the second (increase) to be made by the Welfare Plan within a period of six weeks. This past April 16, the amount of the death benefit was doubled from \$500 to \$1,000.

1971

The jobs of Seafarers are on the line in the renewed attack on the Jones Act, a body of laws that demands that all domestic shipping be moved on American-flag vessels. The heavy assault on the Jones Act is being led by the oil industry, which wants oil from the rich Alaskan fields car-

ried in runaway-flag tankers.

They would rip the heart out of the Jones Act so they could transport Alaskan oil from one U.S. port to another in foreign-built, foreign-manned tankers – paying slave wages and at the same time escaping the taxes that must be paid by American-

flag operators. . . . The SIU is leading a campaign to muster Congressional support to strengthen the Jones Act.

1993

The SIU-contracted Delta Queen Steamboat Company plans to have its newest and most elaborate paddlewheel steamboat—the *American Queen*—in operation by April 1995. Last month, at a steel-cutting ceremony in New Orleans, the company celebrated the start of construction of the 420-foot, six-deck vessel which is being built at the McDermott, Inc. shipyard in Amelia, La. at an estimated cost of \$60 million. Like its sister ships, the *Delta Queen* and the *Mississippi Queen*, the *American Queen* will cruise the Mississippi and Ohio rivers as well as several of their tributaries.

THIS MONTH IN SIU HISTORY

Final Departures

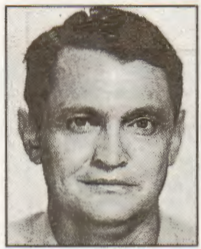
DEEP SEA

SOFRONIO AMPER



Pensioner Sofronio Amper, 75, died Jan. 11. Brother Amper started his SIU career in 1967 in the port of San Francisco. He first sailed aboard the *Cape San Diego*. Born in the Philippines, Brother Amper shipped as a member of the steward department. He last worked aboard the *Sea-Land Pacific*. Brother Amper served in the U.S. Navy from 1946 to 1951. He started receiving his pension in 1991. Brother Amper lived in Daly City, Calif.

ROY AYERS



Pensioner Roy Ayers, 81, passed away Feb. 9. He joined the SIU in 1947 in the port of Baltimore. Brother Ayers shipped in the steward department, first sailing aboard Emerson Steam Co.'s *Cathrine*. The Georgia native last worked aboard the *Del Mexico*, a Delta Steamship Lines vessel. Brother Ayers served in the U.S. Army from 1941 to 1944. He resided in Cullman, Ala. and began receiving his pension in 1979.

HAROLD BAGLIEN



Pensioner Harold Baglien, 77, died Dec. 10, 2000. Brother Baglien started his career with the Marine Cooks & Stewards (MC&S). The steward department member sailed aboard American President Lines vessels, including the *President Pierce*. A native of North Dakota, Brother Baglien served in the U.S. Navy from 1943 to 1945. He started receiving his pension in 1988. Brother Baglien called Seattle home.

JAMES BERGBOWER



Pensioner James Bergbower, 73, passed away Feb. 23. He joined the union in 1952 in the port of Wilmington, Calif. Born in Illinois, Brother Bergbower first sailed aboard the *Oremar*, operated by ORE Navigation Corp. The deck department member last shipped aboard a Michigan Tankers Inc. vessel. Brother Bergbower served in the U.S. Army from 1953 to 1955. He began receiving his pension in 1980. Preston, Md. was his home.

ROBERT BESSETTE



Pensioner Robert Bessette, 82, died Dec. 27, 2000. Brother Bessette started his career with the MC&S in 1952 in Seattle. The steward department member shipped aboard vessels operated by Alaska Steamship Co. and Weyheuser. He started receiving his pension in 1978. A native of Seattle, Brother Bessette lived in Rocklin, Ga.

EDDY BROWN

Brother Eddy Brown, 57, passed away Dec. 18, 2000. Brother Brown started his SIU career in 1987 in the port of New Orleans. A member of the engine department, he first shipped aboard the *USNS Bowditch*, operated by Lavino Steamship Co. Brother Brown last sailed aboard Bay Ship Management, Inc.'s *USNS Capella*. He served in the U.S. Army from 1968 to 1972. Metairie, La. was his home.

CLYDE CAHILL



Pensioner Clyde Cahill, 79, died Dec. 20, 2000. He started his SIU career in 1945, joining in the port of New York. Born in Ohio, Brother Cahill first sailed aboard an Alcoa Steamship Co vessel. He shipped as a member of the engine department. Brother Cahill last worked aboard the *Sea-Land Adventurer*. He started receiving his pension in 1983. Brother Cahill resided in Caliente, Nev.

FAUSTINO CALVO



Brother Faustino Calvo, 68 passed away Jan 12. He joined the union in 1968 in the port of Wilmington, Calif. A native of California, he first sailed aboard the *Meridian Victory*, operated by Waterman Steamship Corp. Brother Calvo shipped in the deck department, last working aboard T.M. McQuilling & Co.'s *Coastal California*. Brother Calvo called Fresno, Calif. home.

JOSE DESTACAMENTO

Pensioner Jose Destacamento, 78, died Jan 7. Brother Destacamento started his SIU career in 1957, joining in the port of New York. A member of the engine department, he first shipped aboard Seatrain Lines, Inc. vessels. Brother Destacamento last worked aboard the *San Juan*, a Puerto Rico Marine Management Inc. vessel. He served in the U.S. Air Force from 1942 to 1945. Brother Destacamento lived in Jacksonville, Fla. and started receiving his pension in 1987.

FREDERICK ENGEL



Pensioner Frederick Engel, 72, passed away Nov. 24, 2000. He began his SIU career in 1951 in the port of New Orleans. A member of the steward department, he sailed primarily aboard Waterman Steamship Corp. vessels, last working aboard the *Stonewall Jackson*. The New Orleans native began receiving his pension in 1996. He called Metairie, La. home.

GEORGE FILOMIO



Pensioner George Filomio, 76, died Dec. 31, 2000. Brother Filomio joined the union in 1957 in the port of San Francisco. He first sailed aboard a Pan Shipping Corp. vessel. Born in New York, Brother Filomio shipped as a member of the engine department. He last worked aboard the *Sea-Land Developer*.

Brother Filomio served in the U.S. Navy from 1942 to 1946. He started receiving his pension in 1990. Seattle was his home.

RAYMOND HOLDER



Pensioner Raymond Holder, 85, passed away Jan 13. Brother Holder started his SIU career in 1942 in Tampa, Fla. Born in Alabama, he shipped as a member of the engine department. Brother Holder began receiving his pension in 1981. He resided in Hawthorne, Fla.

NICOLAOS HRYSGAGHIS



Pensioner Nicolaos Hrysgaghis, 84, died Dec. 26, 2000. He started his SIU career in 1951 in the port of New York. Born in Greece, Brother Hrysgaghis first sailed aboard the *Atlantic Water*, operated by Metro Steamship Corp. A member of the deck department, he last worked aboard the *Sea-Land Independence*. Brother Hrysgaghis started receiving his pension in 1982. He lived in Athens, Greece.

RICHARD T. JACKSON



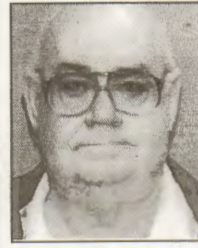
Brother Richard T. Jackson, 59, passed away Jan 25. Brother Jackson joined the union in 1970 in the port of Wilmington, Calif. A native of California, he first sailed aboard an Anchorage Tankship Corp. vessel. Brother Jackson shipped in the engine department, last sailing aboard Hudson Waterways Corp.'s *Trans-champlain*. He lived in California.

BARNEY KELLY



Pensioner Barney Kelly, 78, died Nov. 12, 2000. Brother Kelly started his SIU career in 1949 in the port of New York. He first sailed aboard a Pan Shipping Corp. vessel. The Alabama native worked in the steward department, last sailing aboard a Michigan Tankers Inc. vessel. Brother Kelly served in the U.S. Air Force from 1941 to 1943. He lived in Richmond, Texas and began receiving his pension in 1974.

DAVID KETCHUM



Pensioner David Ketchum, 66, passed away Feb. 7. He started his SIU career in 1955, joining in the port of Philadelphia. The Maryland native first sailed aboard the *Marore*, operated by ORE Navigation Corp. Brother Ketchum shipped as a member of the deck department, last working aboard the *Cape Farewell*. He started receiving his pension in 1991. Brother Ketchum called Dundalk, Md. home.

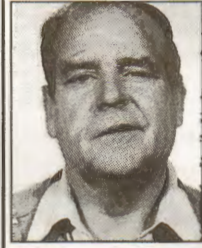
LAWRENCE LYNCH

Pensioner Lawrence Lynch, 77, passed away Nov. 11, 2000. He started his SIU career in 1969 in the



port of San Francisco. A member of the steward department, Brother Lynch first shipped aboard the *Joplin Victory*, operated by Marine Carriers Corp. The Tennessee native last worked aboard Titan Navigation's *Golden Phoenix*. Brother Lynch served in the U.S. Army from 1944 to 1946. He started receiving his pension in 1988. Brother Lynch lived in San Francisco.

JAMES T. MANN



Pensioner James T. Mann, 73, died Feb. 1. Brother Mann joined the SIU in 1951 in Savannah, Ga. He first sailed aboard a Sprogue Steamship Co. vessel. A native of Savannah, he shipped as a member of the deck department. Brother Mann last sailed aboard the *Sea-Land Performance*. He served in the U.S. Army from 1954 to 1955. Brother Mann started receiving his pension in 1992. He lived in Harris, Texas.

JUAN NIEVES



Brother Juan Nieves, 91, died Dec. 1, 2000. Brother Nieves was a charter member of the SIU, having joined the union in 1938 in the port of New York. Born in Puerto Rico, he first sailed aboard the *Michael*, operated by Mayflower Steamship Corp. The deck department member last worked aboard Sea-Land Service, Inc.'s *Arizpa*. Brother Nieves lived in Carolina, Puerto Rico.

ARNOLD PERRY

Pensioner Arnold Perry, 72, passed away Dec. 3, 2000. Brother Perry joined the SIU in 1956 in Buffalo. The Massachusetts native sailed both deep sea and on the Great Lakes. He last worked aboard the *Charles E. Wilson*, an American Steamship Co. vessel. Brother Perry served in the U.S. Army from 1946 to 1953. He began receiving his pension in 1993. Brother Perry resided in New Bedford, Mass.

HOWARD SANDERS



Pensioner Howard Sanders, 82, died Jan. 10. Brother Sanders started his career with the MC&S in 1968, joining in Seattle. He first

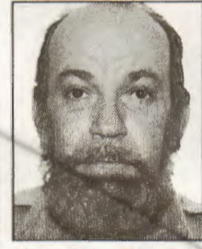
shipped aboard a Michigan Tankers Inc. vessel. The steward department member last worked aboard the *Ewa*, operated by Matson Navigation Co. Brother Sanders, who retired in 1983, called Carpinteria, Calif. home.

SALBATO SERIO



Pensioner Salbato Serio, 75, passed away Dec. 25, 2000. He joined the SIU in 1943 in the port of New Orleans. A native of Louisiana, he shipped as a member of the engine department. Brother Serio last worked aboard the *Jacksonville*, operated by Sea-Land Service, Inc. He lived in Violet, La.

LEONARD STRONG



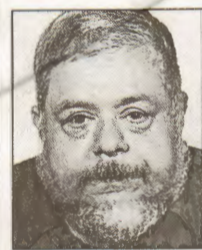
Brother Leonard Strong, 56, died Jan 20. Brother Strong started his SIU career in 1991, joining in Seattle. The Illinois native first sailed aboard the *Sgt. Edward A. Carter Jr.*, operated by Sea-Land Service, Inc. Brother Strong shipped as a member of the engine department. He last worked aboard Maersk Line's *Constellation*. Brother Strong served in the U.S. Navy from 1960 to 1970. He resided in Greybull, Wyo.

RALPH TODD



Pensioner Ralph Todd, 75, died Dec. 21, 2000. Brother Todd joined the SIU in 1951 in the port of New Orleans. He first sailed aboard an Interocean Management Corp. vessel. The Jasper County, Miss. native shipped as a member of the steward department. Brother Todd last sailed aboard the *Sea-Land Producer*. He began receiving his pension in 1997. Brother Todd lived in Overtt, Miss.

ALEX VASQUEZ



Pensioner Alex Vasquez, 76, passed away Dec. 31, 2000. He started his SIU career in 1951 in the port of New York. The Texas native shipped as a member of the steward department. He last worked aboard Penn Tanker's *Ogden Challenger*. Brother

Continued on page 20

FAMILY MEMBERS

Felix Tate and his son-in-law are both included in this month's final departures.

FELIX TATE



Pensioner Felix Tate, 92, passed away Dec. 25, 2000. Brother Tate started his SIU career in 1945, joining in the port of Mobile, Ala.

The Little River, Ala. native shipped as a member of the steward department. He last sailed aboard the *Erna Elizabeth*, operated by Albatross Tanker Co. Brother Tate began receiving his pension in 1977. He resided in Detroit.

JOHNNY YOUNG



Pensioner Johnny Young, 71, died Jan 6. Brother Young started his SIU career in 1958, joining in the port of Mobile, Ala. The Camden, Ala. native first sailed aboard an American Trading Prod vessel. A member of the steward department, Brother Young last sailed aboard the *Liberty Spirit*. He started receiving his pension in 1991. Brother Young lived in New Orleans.

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.

ANCHORAGE (CSX Lines), March 25—Chairman **Dan P. Fleehearty**, Secretary **James A. Wright**, Educational Director **Michael W. Phillips**, Deck Delegate **Tom Schroeder**, Engine Delegate **Ken Stratton**, Steward Delegate **Amanda Suncin**. Chairman announced payoff March 27 on arrival in Tacoma, Wash. He thanked everyone for great job and for helping keep ship clean. Educational director reminded crew members to check expiration dates on z-cards and STCW certificates in order to renew in time. He also suggested attending Paul Hall Center in Piney Point, Md. for any needed upgrading courses. No beefs or disputed OT reported. Suggestions for new contract sent to contracts department for consideration. Vote of thanks given to steward department for job well done.

CAPE ISABEL (Crowley Liner Services), March 11—Secretary **Dorothy S. Carter**. Chairman reminded everyone about Feb. 1, 2002 deadline for STCW compliance and urged Seafarers to try and recruit new SIU members. He asked that trash be separated from garbage and plastics and stored in proper containers and that care be taken when unloading vessel. Any items deemed unsafe should be reported. Secretary thanked everyone for help in organizing ship, bringing supplies on board and keeping things clean. Educational director said to apply as soon as possible for upgrading classes at Piney Point and also suggested addition of classes for QMEDs to advance in their departments. No beefs or disputed OT reported. Everyone reminded to have TRBs signed before getting off.

CAPT. STEPHEN L. BENNETT (Sealift), March 25—Chairman **Samuel R. Bunch**, Secretary **Kathy A. Devane**, Educational Director **Alfonza Davis**, Deck Delegate **Spencer Brooks**, Engine Delegate **Francisco A. Diego**, Steward Delegate **John Padilla**. Chairman advised those members who still need to meet STCW requirements to attend classes at Paul Hall Center. Secretary noted that due to concerns about "mad cow disease," no European beef is being accepted on ship; request made to company to store only American items. Question raised about reimbursement for medical/pharmaceutical services for dependents. Steward thanked for good job.

CRUSADER (CSX Lines), March 22—Chairman **Roberto G. Diaz**, Secretary **Joseph P. Emidy**, Educational Director **Kevin Cooper**, Deck Delegate **Kenneth Baker**, Steward Delegate **William Bles Jr.** Chairman stated vessel visited by union officials for discussion on ways to better industry and quality of living aboard ship. Ideas for upcoming contract also discussed. Educational director noted two unlicensed apprentices aboard ship. **Shawn Waring** and **Robert Stellan** have done a great job and have learned a lot about what is required to be a good shipmate and union brother. "We wish them much success in this indus-

try." No money in ship's fund; looking for donations to purchase sound system for satellite TV. No beefs or disputed OT reported. Suggestions made for contracts department to reduce seatime requirements for pension, increase pension amount and include dependents on prescription plan. Steward department given vote of thanks for job well done.

DISCOVERY (CSX Lines), March 22—Chairman **Roger J. Reinke**, Secretary **Donald Spangler**, Educational Director **Greg Brandani**, Deck Delegate **Richard Grubbs**, Engine Delegate **Eddy Newman**, Steward Delegate **Dominico Dacau**. Ship en route from Hawaii to payoff March 24 in Tacoma, Wash. Chairman announced vessel will then change from Hawaii run to Jacksonville-to-Puerto Rico run, sailing to Jacksonville via Panama Canal. Educational director reminded all members of new STCW requirements outlined in March LOG. Those not in compliance should sign up for courses at Piney Point as soon as possible. No beefs or disputed OT reported. Recommendations made to reduce time needed to get vacation checks and shorten shipping rotations. New garbage bin placed in crew laundry for "laundry trash" only. Plastics should be disposed of in "plastic receptacle" outside laundry door. Crew members asked to rewind tapes used in crew lounge and return them to video locker when through. Smooth voyage reported with good crew. Everyone asked to keep up good work. Thanks given to steward department for great food. Next ports: Tacoma; Long Beach, Calif.; Honolulu; Jacksonville.

EL YUNQUE (IUM), March 27—Chairman **Luis Ramirez**, Secretary **Francis E. Ostendarp Jr.**, Educational Director **James E. Williams**, Engine Delegate **Edgar Young**. Chairman noted satellite dish is operational. He stressed importance of keeping updated on union activities by reading LOG. Educational director emphasized need to upgrade skills at Piney Point. No beefs or disputed OT reported. Next ports: San Juan, P.R.; Jacksonville, Fla.

ENTERPRISE (CSX Lines), March 25—Chairman **Robert S. Wilson**, Secretary **Francesca D. Rose**, Educational Director **Dann G. Manthei**, Deck Delegate **Paul E. Matsos**, Engine Delegate **John E. Coleman**, Steward Delegate **William E. Smith**. Chairman read administrator's report and led discussion focusing on health benefits and payments to doctors. Secretary noted new mattresses ordered for crew should arrive soon. She also reminded crew members of deadline date of Feb. 1, 2002 for STCW compliance. Educational director advised everyone to take advantage of upgrading courses available at Paul Hall Center, especially those who still need STCW basic safety. Bosun collected \$150 this voyage for movie fund. Forty dollars remain after purchase of DVDs and player. Report from headquarters read and discussed, particularly importance of STCW

compliance by deadline date. Suggestion made for directory of available medical/dental/optical providers in each port and an 800 number to call 24-hours-a-day for services. Clarification requested as to who provides payment of transportation to and from medical offices while on ship in U.S. and foreign ports.

HMI DEFENDER (Hvide Marine), March 30—Chairman **Norman Armstrong**, Secretary **Steven R. Wagner**, Educational Director **George Bixby**, Deck Delegate **Jim Hazelip**, Engine Delegate **Ed Krebs**, Steward Delegate **Lolita Sanchez**. Chairman announced payoff on arrival in Tampa, Fla. He reminded everyone to check expiration dates on shipping documents (z-cards, benzene, STCW, etc.). He thanked deck department for job well done and asked that crew members keep safety in mind at all times (including wearing of steel-toed shoes and hard hats on deck). Secretary requested those leaving ship get clean linen for replacement. Educational director led discussion about STCW compliance deadline and availability of classes at Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks. Next ports: Tampa; Lake Charles, La.

HMI DYNACHEM (Hvide Marine), March 28—Chairman **Robert J. Coleman**, Secretary **Gerald B. Kirtsey**, Educational Director **Eron G. Hall Jr.**, Deck Delegate **Tan A. Joon**, Engine Delegate **Victor Quioto**, Steward Delegate **James E. Harris**. Chairman noted payoff March 31 in Lake Charles, La. Ship may have to anchor on arrival due to weather. Educational director urged everyone to check shipping documents for expiration dates and informed them of STCW regulations. Donations accepted by captain for ship's fund. Money to be used for new movies, bicycles, weight room equipment and satellite system upgrade. Some disputed OT reported in deck department regarding butterworth and tank cleaning off watch. No beefs reported in all three departments. New washer installed in crew laundry. Suggestions made to include dependents on medical plan card and give one year sea-time for every eight months completed in calendar year.

HUMACAO (NPR-Navieras), March 18—Chairman **David I. Murray**, Secretary **Marvin T. St. George**, Educational Director **Angel S. Hernandez**, Deck Delegate **Dwayne Gordon**, Engine Delegate **Kenneth Adamczak**, Steward Delegate **David Camacho**. Chairman reminded crew members of need to complete STCW requirements by Feb. 1, 2002. Educational director stated those who are not in compliance should make arrangements to attend necessary courses at Paul Hall Center. Treasurer announced \$200 in ship's fund. Some disputed OT reported in deck and engine departments. Everyone asked to help keep laundry room clean and lint-free (lint in dryer filter can cause fire). Suggestion made to ask for satellite dish for all SIU ships in next SIU contract. Vote of thanks given to all three departments for jobs well done. Next ports: San Juan, P.R.; Philadelphia, Pa.; Jacksonville, Fla.

INNOVATOR (U.S. Ship Mgmt.), March 26—Chairman **Samuel H. Lampshire**, Secretary **Jose M. Bayani**, Educational Director **Christopher L. Earhart**, Deck Delegate **Gary P. Walker**, Engine Delegate **Melvin W. Layner**, Steward Delegate **Mostafa Loumrhari**. Chairman announced payoff March 28 on arrival in

Long Beach, Calif. Secretary thanked chairman and ABs for great job in helping keep ship clean—in and out. He also thanked electrician, QMED and wiper for jobs well done and again mentioned Feb. 1, 2002 deadline for compliance with STCW requirements. Educational director stated that classes are available at Piney Point to upgrade skills and get endorsements for STCW-required

censed apprentices, **Justin Armstrong** and **Bryan Wells**, for doing great job in emergency situation involving small engine room fire. Secretary reminded crew of Feb. 1, 2002 deadline for STCW compliance. Educational director stressed importance of upgrading skills at Piney Point. Treasurer reported \$553 in ship's fund. No beefs or disputed OT noted. Bosun thanked Steward Casuga for good

Crab Feast on the ITB Groton



Assistant Cook Linda Barber (left) and Steward Charles Roldan watch their fingers as they prepare to cook these large crabs aboard the Sheridan Transportation Co. vessel.

courses. Some disputed OT reported by steward delegate pertaining to cleaning of radio shacks. Request made for new freezer box in galley. Steward department thanked for good food.

KODIAK (CSX Lines), March 4—Chairman **Garry D. Walker**, Secretary **Melvin E. Morgan**, Educational Director **Alfonso D. Bombita Jr.**, Engine Delegate **Gebar Ogbe**, Steward Department **Patrick C. Conlon**. Chairman announced payoff March 14 in Tacoma, Wash. Blanket relief to be given to crew that day. Educational director stated electrician fixed TV antenna; TV reception now available. No beefs or disputed OT reported. Crew discussed importance of providing input to contract negotiations. Vote of confidence given to SIU President **Mike Sacco** from crew of *Kodiak*. Steward department thanked for good job. Next ports: Tacoma; Anchorage and Dutch Harbor, Alaska.

MAERSK TENNESSEE (Maersk Line, Ltd.), March 25—Chairman **James J. Keegan**, Secretary **Joseph C. Birke**, Educational Director **David W. King**, Deck Delegate **Johnathan C. Wagner**. Chairman noted potable water problem aboard ship and requested bottled water be issued to crew. He reminded watchstanders to be on lookout for stowaways when in port. Educational director urged crew members to take advantage of upgrading opportunities at Paul Hall Center. Some disputed OT reported in engine department. Requests made to check into slow mail delivery, need for more work gloves for crew and a new microwave oven. Members would like to purchase 25- and 35-pound weights and a 220-volt tape rewinder from money in ship's fund.

PRODUCER (CSX Lines), March 18—Chairman **Joel A. Lechel**, Secretary **Richard E. Casuga**, Educational Director **Michael J. Wells**, Deck Delegate **Joe Salcido**, Engine Delegate **Gregory Howard**, Steward Delegate **George Lee**. Chairman announced payoff March 20 in Oakland, Calif. That's the time to ask union officials any questions. Chairman also praised two unli-

menus and Chief Cook **Lee** for extra time and effort in food preparation and presentation, especially at cookout in Honolulu. Engine Delegate **Howard**, Captain **Cocozza** and the bosun and his gang also added to success of that event. Many suggestions made for contracts department, among them to lower age and amount of sea-time needed to retire, raise pension level and improve dental and optical benefits. Next ports: Oakland and Long Beach, Calif.; Honolulu.

SPIRIT (CSX Lines), March 4—Chairman **Edward J. Stoelzel**, Secretary **Michael J. Gramer**, Educational Director **Mohamed N. Alsinai**, Steward Delegate **Blaine Amundson**. Chairman announced payoff March 9 on arrival in Tacoma, Wash. Discussion held about time off for deck department in Tacoma and in Oakland, Calif. and that watchbill needs to be posted prior to arrival in those ports. Educational director urged everyone to upgrade at Paul Hall Center and further their education. Crew waiting for new mattresses. Eight new movies purchased in Taiwan from ship's fund; \$200 remain. Some disputed OT reported in deck department. Next ports: Tacoma; Oakland; Honolulu.

PERSEVERANCE (IUM), April 1—Chairman **James E. Bishop**, Secretary **Catherine M. Hays**, Educational Director **Ahn Sooil**, Deck Delegate **Walter Wilde**, Engine Delegate **Milton Israel**, Steward Delegate **Chancie Ransom**. Chairman announced April 2 payoff in Yabucoa, P.R. He advised crew members to have all shipping documents up to date. Without STCW and other required certification, you can't sail. Educational director reminded everyone that school at Piney Point offers all necessary courses to complete STCW requirements. No beefs or disputed OT reported. Will check ship's fund to see if there's enough to purchase new movies. Crew hopes for pay raise when contract expires in May. Requests made for vacation payable after 90 days, less time required for full pension benefits and better prescription plan for dependents. Thanks given to steward department for good food. Next ports: Yabucoa; Marcus Hook, Pa.; Savannah, Ga.

Letters to the Editor

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

From Organizing To Remembering

I sailed with the SIU from 1946 to 1954. I helped organize Isthmian Steamship Co. in 1946 and worked with Bull Shepard, Louie Goffin, Freddie Stewart, Paul Hall and Blackie Colucci. I sailed in the deck department

aboard Isthmian, Bull Line, Waterman and Alcoa vessels.

When I came out of maritime school and before joining the SIU, I sailed on the Esso and Cities Service tankers.

The last ship I sailed on was the *Steel Rover* in the Hawaiian Islands (see photo at right).

Not too long ago, the Arthur Finnigan American Legion Post 1443 of Greenwood Lake, N.Y. erected a monument in honor of the merchant marine veterans of World War II. Attending the ceremony were color guards from Kings Point and Fort Schuyler.

Ernest D. Mabee
Greenwood Lake, N.Y.



Ernest D. Mabee poses in the lifeboat of the *Steel Rover*, which was at a pier in Hawaii many years ago.

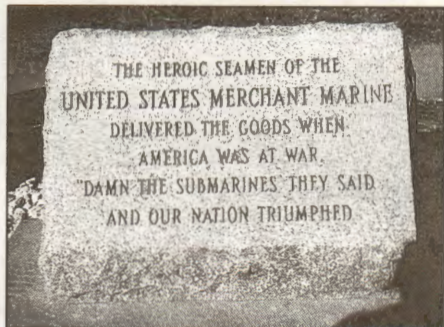
In Praise of Chief Cook Molinos

Mr. Joel Molinos has truly done an outstanding job during his assignment to this ship as chief cook. He is an extremely capable and highly motivated individual and puts extra effort into his work. Mr. Molinos first came to this ship six months ago. Since then, he has set a very high standard in food preparation and has also assisted in ordering voyage stores and making the daily menus. . . .

I believe that every officer and crew member feels that the food Joel Molinos serves is well prepared. He takes great pride in his work. In addition, Joel Molinos is a good shipmate, always ready with a smile and a pleasant greeting or comment.

The SIU should be very happy to have members of such high character and ability. I would be very pleased to have Mr. Molinos back on the *Performance* as steward/baker or as chief cook, and believe the entire crew feels the same way.

Captain Lawrence R. Swick
Master, *Sea-Land Performance*
(also signed by officers and crew members)



In photo below, Ernest D. Mabee (left) helps Al Antaki, president of the Hudson Valley Merchant Marine Eugene DeLong Chapter, unveil a monument dedicated to the honor of the merchant mariners who served in World War II. At right is a close-up view of the memorial.



Know Your Rights

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

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

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

proper address for this is:

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

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

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

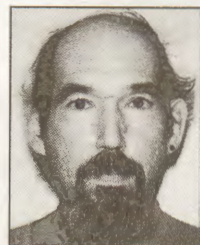
EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership.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

Final Departures

receiving his pension in 1984. He lived in Abington, Ill.

GREAT LAKES

RAUL BARRERA



Pensioner Raul Barrera, 44, passed away Nov. 27, 2000. The Michigan native started his SIU career in 1977 in Detroit. He first sailed in the deck department aboard Erie Steamship's *Schoellkoff*. His last ship was the *Buffalo*, operated by American Steamship Co. Brother Barrera served in the U.S. Army from 1973 to 1975. He lived in Port Huron, Mich. and began receiving his pension last year.

HOWARD V. JOHNSON



Pensioner Howard V. Johnson, 70, passed away Dec. 13, 2000. Brother Johnson started his SIU career in 1966 in Detroit. A pilot, he worked primarily aboard Luedtke Engineering Co. vessels. Born in Des Arc, Ark., Brother Johnson served in the U.S. Marine Corps from 1951 to 1953. He started receiving his pension in 1989. Brother Johnson called Benzonia, Mich. home.

ROBERT KUTZNER



Pensioner Robert Kutzner, 75, died Aug. 18, 2000. Brother Kutzner started his SIU career in 1961 in the port of New York. The Buffalo native sailed aboard the *Lenmerhirt* and other Great Lakes Dredge & Dock Co. vessels. Brother Kutzner shipped in the deck department. He served in the U.S. Navy from 1943 to 1946 and began receiving his pension in 1987. Brother Kutzner resided in Derby, N.Y.

Continued from page 18

Vasquez served in the U.S. Army from 1943 to 1944. He began receiving his pension in 1979. Brother Vasquez called Houston home.

PETE VASQUEZ

Pensioner Pete Vasquez, 74, died Jan. 22. Brother Vasquez joined the SIU in 1960 in the port of Houston. He first sailed aboard a Chesapeake & Ohio Railway vessel. The engine department member last sailed aboard the *Overseas Marilyn*. Brother Vasquez served in the U.S. Navy from 1944 to 1946. He began receiving his pension in 1991. Brother Vasquez lived in Houston.

VERNON WARREN



Pensioner Vernon Warren, 78, passed away Nov. 23, 2000. Brother Weaver started his SIU career in 1950, joining in the port of New York. The

Boston native shipped as a member of the deck department. He last worked aboard the *Sea-Land Producer*. Brother Warren served in the U.S. Marines Corps from 1941 to 1945. He started receiving his pension in 1984.

INLAND

JAMES LABIT

Boatman James Labit, 42, died Nov. 13, 2000. Born in Louisiana, he joined the SIU in 1977 in the port of Houston. The deck department member first shipped aboard a G&H Towing Co. vessel. He last worked aboard a Crowley Towing & Transportation Co. vessel. Boatman Labit lived in Spring, Texas.

PATRICK O'BRIEN

Pensioner Patrick O'Brien, 84, passed away Dec. 21, 2000. He started his SIU career in 1962 in the port of Houston. The Kansas native sailed in the deck department primarily aboard G&H Towing Co. vessels. Boatman O'Brien began

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

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

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

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

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

| Course | Arrival Date | Date of Completion |
|--|--------------|--------------------|
| Able Seaman <i>(including simulator steering assessments)</i> | June 2 | June 29 |
| | June 30 | July 27 |
| | July 28 | August 24 |
| | August 25 | September 21 |
| | September 22 | October 19 |
| Lifeboatman/Water Survival | June 16 | June 30 |
| | July 14 | July 28 |
| | August 11 | August 25 |
| | September 8 | September 22 |
| Radar <i>(simulator)</i> | August 11 | August 24 |
| Radar <i>(one-day renewal)</i> | July 6 | |
| | July 27 | |
| | August 24 | |
| Radar <i>(three-day renewal)</i> | July 3 | July 5 |
| | July 23 | July 26 |
| Automatic Radar Plotting Aids* <i>(ARPA) (simulator)</i> <i>(*must have radar unlimited)</i> | June 16 | June 22 |
| | July 7 | July 13 |
| | August 25 | August 31 |
| | September 22 | September 28 |
| GMDSS <i>(simulator)</i> | June 9 | June 23 |
| | July 7 | July 21 |
| | August 4 | August 18 |
| | September 1 | September 15 |
| | September 29 | October 13 |
| Bridge Resource Management | June 23 | June 29 |
| | July 14 | July 20 |
| | September 1 | September 7 |
| | September 29 | October 5 |

Engine Upgrading Courses

| Course | Arrival Date | Date of Completion |
|-----------------------------|------------------------|-------------------------|
| Fireman/Watertender & Oiler | July 14 September 8 | August 24 October 19 |
| QMED - Any Rating | August 25 | November 16 |

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone _____ Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Primary language spoken _____

| | | |
|---------|-----------------------------------|-----------------------------------|
| Welding | June 9 July 21 September 15 | June 29 August 10 October 5 |
|---------|-----------------------------------|-----------------------------------|

Steward Upgrading Courses

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

Recertification

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

Safety Specialty Courses

| Course | Arrival Date | Date of Completion |
|---|--------------|--------------------|
| Basic Fire Fighting | June 9 | June 16 |
| Advanced Fire Fighting - First Aid | August 11 | August 25 |
| Government Vessels | June 9 | June 29 |
| | June 23 | July 13 |
| | July 7 | July 27 |
| | July 21 | August 10 |
| | August 4 | August 24 |
| | August 18 | September 7 |
| STCW Medical Care Provider | September 1 | September 21 |
| | September 15 | October 5 |
| | September 29 | October 19 |
| Basic Fire Fighting/STCW Basic Safety | June 9 | June 16 |
| | August 11 | August 18 |
| | September 22 | September 29 |
| Basic Fire Fighting/STCW Basic Safety | June 2 | June 8 |
| | June 9 | June 16 |
| | June 23 | June 29 |
| | June 30 | July 6 |
| | July 7 | July 14 |
| | July 21 | July 27 |
| | July 28 | August 3 |
| | August 4 | August 11 |
| | August 25 | September 1 |
| | September 8 | September 14 |
| September 15 | September 21 | |
| September 29 | October 6 | |
| Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i> | June 23 | July 7 |
| | July 21 | August 4 |
| | August 4 | August 14 |
| | August 18 | September 1 |
| Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i> | September 15 | September 29 |
| | June 16 | June 23 |
| | August 11 | August 18 |

Academic Department Courses

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

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

| COURSE | BEGIN DATE | END DATE |
|--------|------------|----------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



STCW Basic Safety — Completing the basic safety training course March 2 are (in alphabetical order) Bernard Baker, Amilcar Bermudez, Guillermo Blanco, Carlos Bonilla, James Canada, Mark Canada, Jioia DeLeon, David Harvey II, Timothy Hurst, Adams Mohammed, Carlos Sanchez, Lewis Longnecker, Rosemary McCann, Errol Mitchell, William Moe, Vincent Moore, Rupert Perry Jr., Arthur Stewart, Mark Swisher and Marc Tomuschat. Their instructor was Mitch Oakley. This is one of the courses required for STCW compliance.



Limited License — Graduating from the limited license course are (in no particular order) Stella Zebrowski, Richard DeWitte, Russell Kopecki, Brian Wynn and Patrick Duvernay. Their instructor, Stacey Harris, is at left.



STCW Basic Safety — Upgrading Seafarers working aboard Luedtke Engineering vessels attended STCW basic safety classes from March 5 to March 9. They are (in alphabetical order) Aaron Adams, Lon Anderson, Richard Arnold, Edward Carlson, Albert Cropek, Larry Hilton, Kevin Hollenbeck, Shannon Jensen, Randall Johnson, Timothy Kibby, Don Laitinen, John Laitinen, Gregory Lamerson, Dale Leonard, Don Mills, Lester Morr, James Niehus, Blake Nye, Michael Schmeltzer, John Shaski, Richard Strongman, Charles Wallace, Lorry Wilcox and Thomas Zatkovic.



Upgraders Lifeboat — Earning their lifeboat endorsements March 9 are (in alphabetical order) Stanley Adams, Ronald Bergeron, Avery Brooks, Thomas Coscia, Armando Garayua, Ronald Gibbs, Randy Hayme, Alvin Heeter, Darrin Howell, Dayvien Johnson, Leslie Klein, Douglas Ogle, Ronald Parrish, Steven Rocker, Silas Sam, Robert Taylor, Beverly Williams, Richard Williams and Rodolfo Zena. Their instructor was Bernabe Pelington (standing, back row).



Welding — Under the instruction of Buzzy Andrews (back row, right) are Seafarers who successfully completed the welding class May 18. They are (in alphabetical order) Luis Amadeo, Stephen Bradfute, Richard Davis, Paul Kucan and Richard Strongman.



ARPA — Completing the course work May 11 for their ARPA endorsements are (in no particular order) William Dekker, Terrence Bader, Carl D. Sanderson, James C. Gregory and Patrick W. Murray. Their instructor was Mike Smith (far right).

Train the Trainer



Train the Trainer — To teach any STCW course at the Paul Hall Center in Piney Point, Md. or at its other locations, the U.S. Coast Guard requires instructors to complete this week-long course. Conducted by Beth Wroblewski (head of the curriculum development department in Piney Point), the participants learned and discussed different aspects of training. Completing the train the trainer course in March at the new safety school in Hawaii are new instructors (from the left, front row) Stuart Domingo, Ken Kidani, Barry Navares, (second row) Joe Curtis, Frank Donaldson, Rick Perry, Ming Yuen, Tony Ramos and Robert Narmore. Missing from the photo is Bob Seneca.

Paul Hall Center Classes



Able Seaman — June 1 was the graduation date for upgrading Seafarers in the AB class. They are (in alphabetical order) Donald Bowe, Gregory Brunson, Deronja Clark, William Colson, Edward Deupree, Julius Eremias, Lenard Ilagan, Michael Logotaeao, David Martin, Raymond Martin Jr., Bennie McKnight, Kirk Pegan, Freddy Traffin and Victor Valencia.



Tanker Familiarization/Assistant Cargo (DL) — Requirements for graduation May 11 from the tanker familiarization/assistant cargo (DL) course were completed by (in alphabetical order) Kent Arnold, Christopher Avila, John Bellinger, Robert Benson, Earl Bostrom, Ronald Burris, Larry Cokley, Gerard Costello, Damon Elmore, Charles Ford, Alex Fyodorovkyh, Mitchell Gately, Steven L. Germac, Romeo Harriell, Rodney Jiminez, Elliott T. Johnson, Freddie L. McCreary Jr., Darrell McDonald, Michael W. Moore Jr., Joshua C. O'Connor, David R. Provost, Lima Valoaga and Michael A. Watkins.



QMED — Upgrading engine department members enrolled in the QMED course, which began April 30, are (in alphabetical order) Linton Acliese, Daniel Borden, Jeff Burkey, Carl Castagna, Louis Champa Jr., Louis Gracia, Thomas Hale, Geoffrey James, Jose Liwag, Ibarra Mangaya, Roger Phillips, Eric Rodgers, Charles Sadler, Christopher Sykes, Jesse Turner and Vernon White.

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.



STCW Basic Safety/First Aid Awareness— Completing one of the required STCW courses are (in no specific order) Kevin Fisher, Alexander Busby, Cipriano Panganiban, Mostafa Fahmy, Donald McBride, Guy Leary, Neil Brown, Milton Ballard Jr., Mark Maduro, David Flores, Harry Mays, Kevin Hartley, Rupert Mulzac, Stephen Steward, Harley Jones, Stevie Bentley, Troy Mitchell, Edward Curran Jr., John Westfall, Steven Lombardi, Brian Tamney, Tawnia Stucker, Angel Centeno, Davon Brown, Armando Castillo, and Lance Barabino. Their instructor was Michael J. Daras.

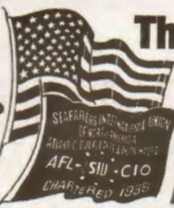
Unlicensed Apprentice Class 615



Members of unlicensed apprentice class 615 get both classroom instruction and hands-on training in CPR. Enrolled in the class are (in alphabetical order) Ivey Austin, Jonathan Babauta, Christopher Borja, Frank Brooks, Charles Freeman, Chad Hess, Ian Hindley, Jamever Johnson, Terrance Jones, Rusty Kaufman, Robert Lavelle, Vicente Magbanua Jr., Eric Mantzer, Mack Pedro, Matthew Thompson, Gary Timmons, Alfred Wooten IV, Duane Wusstig and Leon Racks.



STCW Basic Safety — Crew members who work aboard New York Waterway vessels attended the Paul Hall Center recently to meet the requirements of the amended STCW convention. They are (in alphabetical order) Antonio Aguilar, Michael Baranok, Thomas Bogucki, John Clare, Carmen Colon, Amy Darden, German Gonzalez, Peter Johansen, Errold Lanier, Luis Lopez, Michael Muia, Gregorio Pages, Oscar Perez, Adam Sciano, Jeannine Smith, Carlos Sosa, George Sullivan, Gerald Torres, Jose Torres and Eric Yordt. Their instructor was Mitch Oakley.



Seafarers: There's still time to plan a family summer vacation at Piney Point.

See page 14 for more details.

Ocean Shipholdings Celebrates 20 Years

SIU-contracted Ocean Shipholdings, Inc. (OSI), based in Houston, this year is celebrating its 20th anniversary.

The company, through subsidiary and affiliate companies, operates five T-5 product tankers for the U.S. Navy's Military Sealift Command (MSC). Throughout the years, Ocean Shipholdings has received numerous commendations from the Navy for the excellent operating performance of their vessels.

These five tankers—the *Richard Matthiesen*, *Lawrence Gianella*, *Paul Buck*, *Samuel Cobb* and *Gus Darnell*—were built in 1985 with OSI construction supervision under a contract calling for several innovations in U.S. tanker construction. In fact, they were assembled from parts built in three states: Louisiana (the fore bodies), Alabama (deckhouse superstructures) and Florida (stern sections, plus assembly and outfitting).

Fully double hull and OPA '90 compliant, the ships also are ice-strengthened. Each year the Navy uses one of them to resupply the National Science Foundation mission at the McMurdo Station in Antarctica.

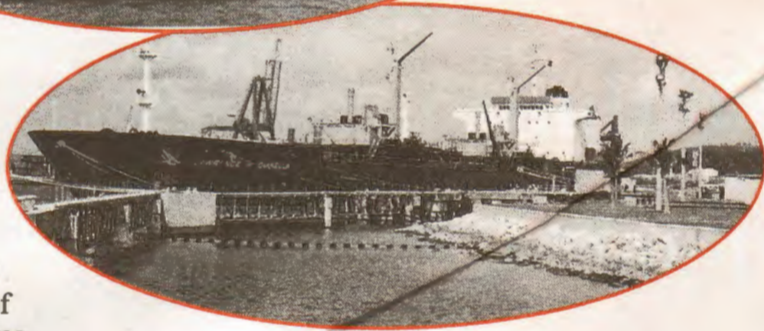
During Operation Desert Storm, OSI was active in supporting the Navy by refueling combatants using the underway replenishment stations (UNREP) installed by OSI on the T-5 tankers. These are the Modular Fuel Delivery Systems (MFDS), which are fully operated by the ship's crew. The vessels with MFDS installation are the *Gianella* and the *Matthiesen*. Those two ships, along with the other three, are named after merchant mariners who lost their lives fighting in World War II.

The mission of the T-5 tankers is unique for U.S.-flag ships. They operate worldwide and serve only the U.S. Navy, but they are commercial standard tankships with all of the most modern equipment and systems. The crews are highly trained and expert in severe-area operations, ice navigation,

ship-to-ship cargo transfers underway, hostile environment operations and all of the military standards required while meeting the safety and environmental regulations.

Recently, OSI received a contract from MarAd for the operation and maintenance of three T-1 Ready Reserve Force tankers located in Japan. The ships are in a 10-day activation status. These three tankers—the *Alatna*, *Nodaway* and *Chatahoochee*—are crewed by Seafarers when activated.

**Commendations
Common
for SIU-
Contracted
Company**



Among the SIU-crewed tankers operated by Ocean Shipholdings, Inc. are (from the top) the *Gus Darnell*, *Paul Buck*, *Samuel Cobb* and *Lawrence Gianella*.



Pictured aboard the *Lawrence Gianella* are ABs Leroy Reed (left) and Eden Latta.



Crew members prep the *Richard Matthiesen* for drydock.



Tending the lifeline on the *Lawrence Gianella* is AB Mike Merrill.



Each year, the U.S. Navy uses an SIU-crewed tanker to resupply the National Science Foundation mission at the McMurdo Station in Antarctica.