

The

www.seafarers.org

Volume 63, Number 10

October 2001

Seafarers Log

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



God Bless America



THESE COLORS DON'T RUN!

President's Report

America Answers

Initially, the terrorist attacks on America last month left our nation in shock.



How could it happen here? Who would do such a thing, and why? Is another incident coming?

A scar will remain forever because of what occurred September 11, 2001. Yet, as I write this column two weeks after the attacks, the dominant images from New York, Washington and the entire nation are snapshots of America's bravery, kindness and resolve.

Michael Sacco All across the country, people showed their strength and goodness. Right after the explosions at the World Trade Center and Pentagon, hundreds of emergency workers—many of them union members—gave their lives while trying to save others.

Almost immediately, citizens from coast to coast went to give blood, often waiting in line for hours. Monetary donations were taken up. Children sent notes of support to the rescue personnel. Construction workers volunteered to aid in the cleanup.

With heavy hearts and plain determination, citizens flew the American flag.

During innumerable vigils and services, we mourned together and wept together. We also shared an unmistakable promise to protect our freedom.

Over and over again, we were reminded of America's greatness. We were awed by the human spirit. We were bonded in ways that the nation hadn't felt in more than a half-century.

As a lifelong trade unionist, I feel both proud and humbled by the labor movement's response to September 11. We have been on the front lines from the beginning, and that includes Seafarers who ferried victims away from danger in New York and then helped provide a resting place for rescue workers. My hat is off to all our brothers and sisters throughout the entire labor federation.

The union response is among the countless acts of kindness and solidarity that have taken place since the attacks. Though the circumstances are horrible, maybe this also will help more people understand that unions and union members are an important part of the community.

Likewise, our politicians—often the subjects of unfair cynicism—deserve praise for their leadership following the unprecedented attacks. President Bush immediately showed his resolve, and his inspirational address from the Capitol on September 20 set an appropriate tone for America's war against terrorism.

Credit also goes to members of Congress, where bipartisanship has become the rule, reminding us of how much we have in common. And to New York Mayor Rudolph Giuliani and other officials in New York and Washington who have rolled up their sleeves and tackled the enormous first tasks of a long recovery.

As we look ahead, the Seafarers International Union is ready to do our part in defending America. SIU members have been part of the nation's "fourth arm of defense" since our founding in 1938. We delivered the goods in World War II, Korea, Vietnam, the Persian Gulf War and many other U.S. military and relief operations.

President Bush pointed out that the war against terrorism is a different kind of battle than the United States is used to. He also clearly stated that it will be a long campaign.

However it plays out, I know the United States and our allies will be successful.

And I know that Seafarers stand ready to safely, swiftly carry our troops and cargo and ammunition and whatever else is needed to win this fight. That is the message on the front page of this issue of the LOG.

America's enemies think that the United States can't maintain our current unity, but they're dead wrong. In many ways, the entire country has been turned into one great big support vessel. We're like those civilian mariners who carried supplies to Murmansk during World War II or formed the "steel bridge" during Operation Desert Storm.

The American people, as we've done in all crises, will meet this challenge. We are one nation, one people, one crew.

God Bless America.

How You Can Help

Union members and their families across the nation are helping in relief efforts following the Sept. 11 attacks on America.

There are many opportunities to lend aid. Check the AFL-CIO web site (www.aflcio.org) for more information. Meanwhile, here are a few potential starting points:

- To find out how to donate blood in your community, please call the Red Cross at 1-800-GIVE-LIFE.

- The New York City Central Labor Council and the New York State AFL-CIO have established a Labor Support Center Hotline—1-800-506-0036

—to assist working families with a variety of needs. Volunteers also may call (available only to residents in the New York tri-state area) to find out where their skills are most needed.

- **New York City Central Labor Council Disaster Fund:** Mail checks to NYC Central Labor Council Disaster Fund, 386 Park Ave. South, New York, NY 10016. Call 212-685-9552 or visit www.nycclc.org for more information.

- **Washington, D.C., and Northern Virginia Disaster Fund:** Mail checks to the fund at 1925 K Street, N.W., Suite 410, Washington, D.C. 20006. In D.C., make checks payable to the Community Services Agency. Call 202-857-0480 for more information.

Editor's note: As this issue of the Seafarers LOG went to press, the union received the following letter from SIU-contracted Osprey Ship Management, Inc. Seafarers and their families who in any way assist in the relief efforts are encouraged to contact the LOG so that their stories may be shared. Our mailing address appears in the masthead below. Information also may be sent via email to jbiscardo@seafarers.org, dhirtes@seafarers.org or jguthrie@seafarers.org.

September 26, 2001

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

Dear Mike:

I am pleased to bring to your attention the patriotism, caring and generosity exhibited by your crew members aboard our vessels *M/V American Cormorant*, *M/V LTC Calvin P. Titus*, *M/V SP5 Eric G. Gibson* and *USNS 1st LT Harry L. Martin*. Following the tragic events of September 11, your

members aboard these vessels participated in a company-sponsored relief effort which provided, within 48 hours of the attack on the World Trade Center, a variety of much-needed supplies (hard hats, blankets, stretchers, rain gear, boots, respirators, etc.) to the rescue effort in New York City. Coordinated through our office in Bethesda, our shipboard and shoreside employees contributed funds that the company matched to procure and deliver these supplies when they were needed most.

Initially, we established a \$10,000 target for our relief fund efforts. The response to our solicitation of contributions was so overwhelming that we quickly exceeded that goal. We thus were able also to forward a considerable check to the American Red Cross.

The response from our crews to our appeal was particularly heartening. Men and women throughout the ranks chose to contribute to the fund. The tragedy clearly touched all Americans in all walks of life, and our crews demonstrated the across-the-board commitment to rebuilding America and reaffirming our freedom.

Best regards,
Capt. William B. Gibbs
President

Construction Moves Forward, Delivery Dates Modified For U.S. Lines' Cruise Ships

U.S. Lines and Northrop Grumman on Sept. 21 announced that the first of the new American-flag cruise ships being built in Pascagoula, Miss. is slated for delivery in 2004, while the second vessel is due in 2005.

According to a joint release by the companies, issues have been settled which "enable the continued and uninterrupted construction of two 1,900-passenger

cruise ships."

Phil Calian, chief executive officer of SIU-contracted American Classic Voyages (parent company of U.S. Lines), stated, "We look forward to having a state-of-the-art, luxury cruise ship, built in an American shipyard, sailing the Hawaiian Islands in 2004. Despite the current challenging economic environment, American Classic believes that Hawaii is a

fantastic growth opportunity for the company as the Hawaiian cruise market is in its infancy."

Jerry St. Pé, chief operating officer of Northrop Grumman's Ship Systems sector, said, "This project is not only important to Northrop Grumman and American Classic, but it has far-reaching benefits for the U.S. economy, creating thousands of American jobs and bolstering the U.S. ship-

building industrial base."

More than 1,600 people at Northrop Grumman's Ingalls Shipyard are working full-time on the cruise ship program. The first ship is one-third complete.

Both of the new vessels—as well as the former Holland America ship *Patriot*, which last December began sailing under the U.S. flag with an SIU crew—resulted from passage of the U.S.-Flag Cruise Ship Pilot Project four years ago. That legislation is intended to help revitalize domestic shipbuilding, create thousands of American jobs and increase U.S. tax revenues, among other benefits.

8 Die In Texas Accident As Barges Strike Bridge

Authorities are investigating a Sept. 15 incident in which a non-union tugboat pushing four barges knocked out a large section of the Queen Isabella Causeway in Port Isabel, Texas. Eight people died in the accident; their cars plunged off the 85-foot high span around 2 a.m. before authorities were notified, according to news reports. Thirteen people were rescued.

The barges are owned by American Commercial Lines LLC, while the tug is owned by Brown Water Marine Services, Inc. They knocked out a 160-foot section of the only road between South Padre Island (a resort area)

and mainland Texas.

The state's attorney general, John Cornyn, has sued the tug operator for damages to the causeway. The suit aims to have Brown Water Marine declared "negligent and liable" for the accident.

Several newspaper accounts stated that the channel was maintained at its proper depth of at least 14 feet, and that the tug operator passed a sobriety test.

Repairs to the state's longest bridge (2.37 miles) likely will take four months and cost about \$5 million, according to early estimates. For now, ferries are running between the island (population 2,000) and the mainland.

The barges were carrying steel and phosphate to Tennessee.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, November 12, 2001 for the observance of Veterans' Day and Thursday, November 22, 2001 for Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

Volume 63, Number 10

October 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/NMU, 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.



Unions Aid in Relief Efforts

SIU-Crewed Ferries Vital to NY Escape; Hospital Ship Called

Like many other Americans, SIU member Frank Virginia at first thought it must have been an enormous accident.

Working as a captain for NY Waterway passenger ferries, Virginia saw the first terrorist plane strike the World Trade Center on Sept. 11.

"A lot of people in the harbor saw the first plane and we were like, 'Wow, look at the idiot that ran into the twin towers.' We were looking on in amazement," Virginia recalled. "Then when we saw the second plane, we knew that's not an accident; it had to be a terrorist attack."

For the next 13 hours, dozens of Seafarers aboard 18 NY Waterway vessels evacuated upwards of 158,000 people from Manhattan. A few of the boats operated long past midnight, providing help for emergency crews. Several SIU members rescued individuals who had fallen from piers into the water, probably due to extremely poor visibility.

On a normal work day, SIU captains and deckhands aboard NY Waterway boats transport approximately 32,000-35,000 commuters, covering 10 routes between New York and New Jersey. Many of the boats operate within a mile of the World Trade Center.

"Our crews are, without a doubt, the most flexible and responsible people that anybody could have working for them," said NY Waterway Operations Manager Michael McPhillips, formerly an SIU deep-sea division member. "No matter what went on, these guys adapted to every situation, just as the whole maritime industry did. We carried a lot of the injured, including fire fighters and policemen, and burn victims. It was unbelievable."

Later that week, members of the SIU's Government Services Division assisted in the relief efforts when the U.S. Navy activated the hospital ship *USNS Comfort* and assigned it to New York. The vessel, normally kept in reduced operating status in Baltimore, is designed to provide emergency care for U.S. combat forces.

In addition to transporting medical and non-medical support personnel to the disaster scene, the *Comfort* carried more than

400 pallets of medical and surgical supplies, pharmaceuticals and food. Rescue workers, particularly those from out of town, were using the 894-foot ship for lodging.

'I Can Do My Job'

When the second plane hit, the ferry captains instinctively steered toward the south—toward the wreckage.

Aboard the *LaGuardia*, Deckhand **Richard Barnett** remembered the bombings of Feb. 1993 and the severe storms earlier that winter. Both were occasions when local subway, train and bus service suffered major disruptions, leading to unexpected surges in ferry use.

"We've handled large crowds before, but of course those situations weren't as severe," said Barnett. On Sept. 11, "the captains and the management of the company worked out the details, and everything went smoothly. We were taking as many people as the boats would allow (about 400 per vessel)."

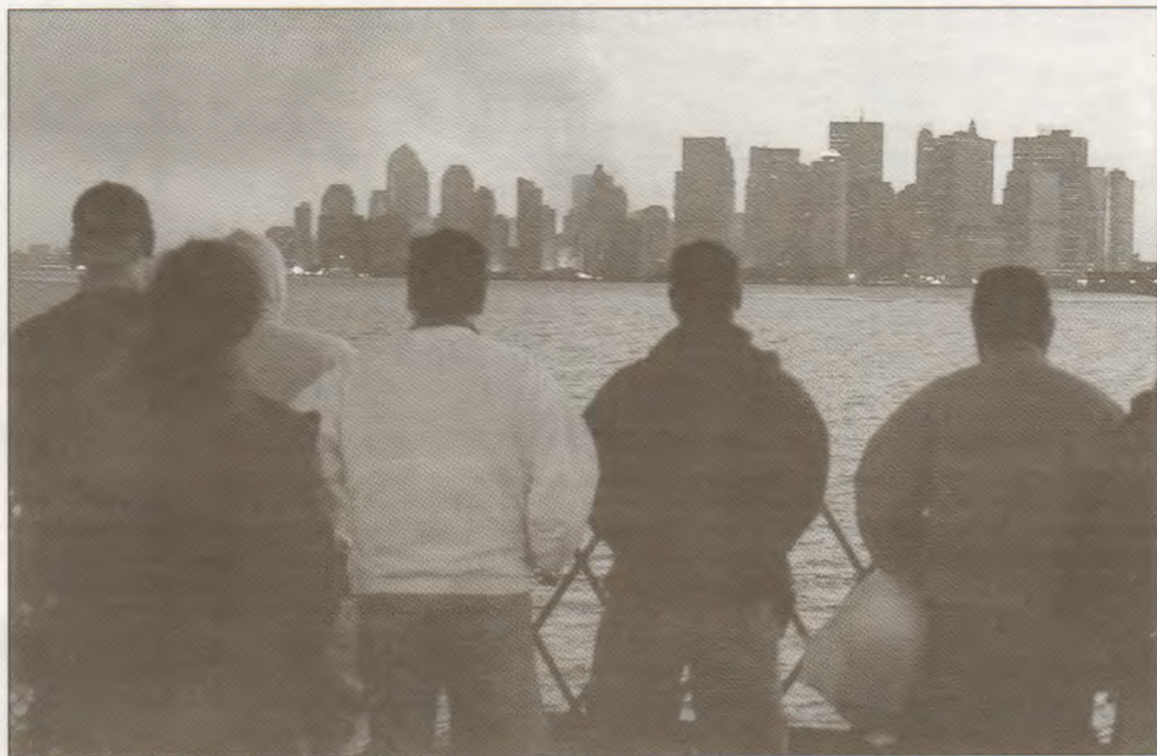
He added that the initial passengers "were quite upset. Everybody was in shock. We reassured them that we would not overload the boat.... My crew, we've all been working here a number of years. We knew quite a few people, just as acquaintances, who rode the boat every day who we'll probably never see again."

Capt. **Adam Sciaino** said the crews used radios not only for planning, but also to encourage each other during the surreal moments after the attacks.

"That's how a majority of us dealt with it," he noted.

Sciaino also pointed out an interesting aspect of the NY Waterway crews' situation. The circumstances were awful, but the mariners at least had an immediate opportunity to help their fellow citizens at a time when many Americans felt powerless.

"It made you feel good, like you were there for a reason. You were helping them," he said. "The passengers on the boats were very relieved. They just wanted to get away. As we backed away (from the dock),



AP Photo/Suzanne Plunkett

Above: Commuter ferries (like the one these people are riding) were vital not only for the evacuation, but also for returning people to work the following week, when other options such as train and bus service remained unavailable.

there was a lot of cheering—and of course there was crying, too.... As they were leaving the boat, they would say, 'God bless you, thank you for taking us.'"

That desire for usefulness continued, Sciaino said. "I was a wreck for two days. But I said, 'I can do my job, I can run my boat. I've got to be professional.'"

Horror, Relief

Deckhand **Eric Hablitz** said that, all things considered, passengers "were pretty calm, believe it or not. Nobody was trying to rush the boats. They just wanted to get to the Jersey side. A lot of people were talking on cell phones, reassuring the people on the other end of the line. I think they were more at ease, knowing they were on their way."

Passengers and crews alike got another jolt, however, when cell-phone calls yielded reports of the terrorist attack in Washington, D.C. and the downed plane in Pennsylvania.

"People at home were telling passengers about the news reports, and that's how we found out about the Pentagon," Hablitz said.

Captain **Vincent Lucante** noticed a similar commonality among passengers. "They were in a rush, but other than that, it was pretty uniform," he said. "There was no pushing or fighting. I think we were moving them so fast, there wasn't really any panic. They knew they were getting off the island."

The need for rapid action also helped crews cope. "We just reacted. 'Go in and get them out,'" Lucante said. "You gotta do what you gotta do, and that's our job. The company and the Coast Guard were in communication, keeping all the people flowing where they had to go. We were so busy, you didn't think about it too much."

Continued on page 11



AP Photo/Roberto Borea

Crewed by members of the SIU's Government Services Division, the *USNS Comfort* (above and in photo at bottom left on this page) transported supplies as well as medical and non-medical support personnel to the disaster scene in New York. Once there, the vessel served as a place of respite for rescue workers, many of whom traveled from other states to assist.

Seafarers Primed For Mobilization

Although the exact nature of America's military response to the tragic attacks of Sept. 11 remained undisclosed as this issue of the *Seafarers LOG* went to press, SIU members from coast to coast are eager to help, according to port officials. Seafarers are staying in close contact with the union halls, both in person and by phone, as they await word of possible activations and call-ups for the U.S. Merchant Marine.

SIU President Michael Sacco

last month issued an alert to all Seafarers officials, in which he directed them to conduct special meetings in the halls and aboard ship. During those meetings, SIU representatives reviewed the union's responsibilities and commitments.

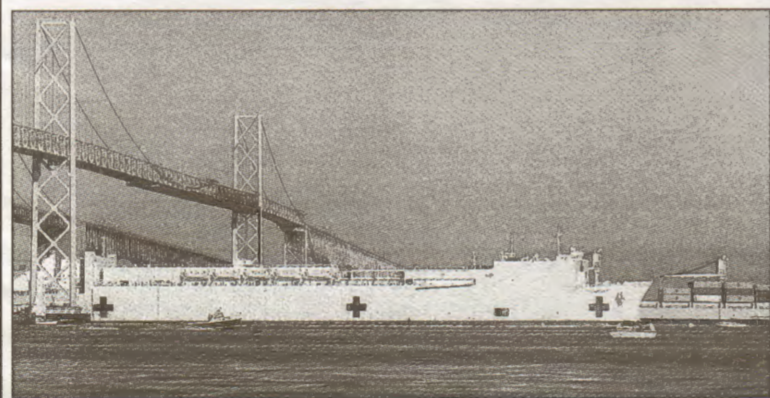
"As in every other conflict involving sealift since our union's founding, the SIU must and will be a reliable component of the U.S. team," Sacco said in his cor-

Continued on page 13

Paul Hall Center Expands Anti-Terrorism Training



The Paul Hall Center for Maritime Training and Education has revamped its anti-terrorism class so that every student at the Piney Point, Md. school receives the training. The center has offered the one-hour seminar for the past four years. Course content has been revised in light of recent events. It is offered as a stand-alone tutorial and also has been incorporated into the school's U.S. brief Coast Guard-approved STCW Basic Safety Training class. Above, Paul Hall Center Vocational Training Director Bill Eglington leads the Pledge of Allegiance prior to administering the seminar.



AP Photo/The United States Navy, Chief Photographer's Mate Philomena Gorenflo

U.S. Labor Secretary Chao Tours New Orleans Hall, Ship Role of SIU in Maritime Industry Stressed

During a recent visit to the New Orleans area, U.S. Labor Secretary Elaine Chao got an opportunity to know the Seafarers International Union and its members a little better.

SIU Vice President Gulf Coast Dean Corgey and Port Agent Steve Judd gave President George W. Bush's labor secretary a tour of the union hall, located on Lapalco Boulevard in Harvey, explaining how the hiring hall system operates and how the different ships are staffed through the job call.

She then was a guest aboard the nearby SIU-crewed vessel, the *USNS Bellatrix*, for a tour and lunch. While visiting the ship, Chao spoke with crew members about their jobs and their lives at sea.

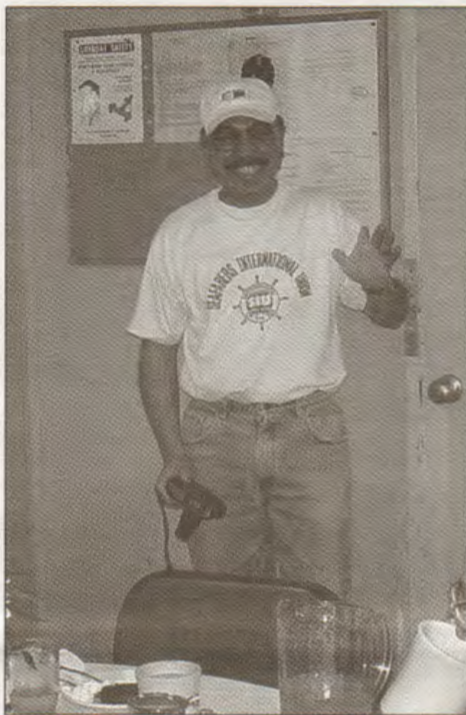
The *USNS Bellatrix* is one of eight Fast Sealift ships that provides the U.S. Navy with the capability to rapidly transport the equipment requirements of a heavy armored division. The self-contained features of the ships enable them to load and offload cargo in places lacking normal port facilities.

The *USNS Bellatrix*, like the other vessels in the MSC's Strategic Sealift Force, is maintained in a reduced operating status in New Orleans, capable of being fully activated within four days.

Corgey said the visit went well and leaves Secretary Chao with a greater understanding of the U.S. Merchant Marine, in general, and the important role the SIU plays within the maritime industry.



Showing her appreciation for the fine food and service aboard the *USNS Bellatrix*, Labor Secretary Chao poses with (from left) Recertified Steward Ernie Hoitt, Chief Steward Lauren Oram, SA Charles Prier, Steward Reba Golden and Steward Harold Ward.



AB Romeo Azcarate is the volunteer photographer for the SIU hall in New Orleans.

Aboard the Bellatrix



Port Agent Steve Judd (left) and SIU VP Gulf Coast Dean Corgey escort Labor Secretary Chao around the *USNS Bellatrix*.



Captain Brown shows Elaine Chao the view from the bridge.



Left: Enjoying a shipboard luncheon in her honor, Labor Secretary Elaine Chao is seated with SIU VP Gulf Coast Dean Corgey (left) and *USNS Altair* Captain Breslin (right). Steward Reba Golden is serving. (Person with back to photo is not identified.)



With staff in tow, Labor Secretary Elaine Chao climbs down the gangway after an informative visit aboard the Fast Sealift vessel.

In the SIU Hall



Al Schmitt (right), a tugboat captain at Crescent Towing and Salvage, and his father, Al Schmitt Sr., get an opportunity to talk with Elaine Chao at the SIU hall.



Retired Seafarer Joseph Arch Sr. (center) and Port Agent Steve Judd pose with the labor secretary.



SIU members join Elaine Chao for a photo during her visit to the union hall. From the left are SA Henry Edwards, Chao, AB Dawud Wamini and Recertified Bosun Mark Downey.

Federation Opposes 'Fast Track'

The AFL-CIO last month joined a wide coalition in launching a campaign to derail proposals for "fast track" negotiating authority and the expansion of the so-called North American Free Trade Agreement into a Free Trade Area of the Americas (FTAA).

The coalition on Sept. 4 unveiled a unified set of principles calling for global fairness in trade and investment, and protections for working families and the environment. The guidelines will be distributed to members of Congress and used in communities nationwide to oppose fast track trade.

These points, dubbed the "Principles of Unity on Trade and Investment: A Call for Global Fairness," and some of the prevailing ideologies behind each are:

- **Democracy, Transparency and Accountability.** Broad-based citizen participation in trade negotiations must be ensured through democratic mechanisms of consultation and participation. The procedures under which Congress considers trade agreements must include opportunity for full debate and amendments. Negotiating texts, including the full negotiating position of the U.S. government, should be made public at regular and timely intervals (not less than every six months), and trade agreements under negotiation must be subject to thorough environmental and social reviews. Trade dispute resolution must be open to the public.

- **Workers' and Human Rights.** Workers worldwide are disadvantaged by a global economic system that encourages countries

and corporations to compete by violating workers' fundamental human rights. U.S. workers have lost high-paying jobs and have seen their wages and working conditions eroded by trade policies that fail to address this problem. Workers in poorer countries have found it next to impossible to protect their rights and raise standards because corporations will shift their jobs to countries where rights and standards are lower.

Trade agreements must ensure that all workers can freely exercise their basic rights as laid out by the 1998 ILO Declaration on Fundamental Principles and Rights at Work: the right to organize and bargain collectively, to refuse forced labor, to reject child labor and to work free from discrimination.

- **The Environment and the Public Interest.** Trade agreements must not undermine environmental standards. In particular, trade rules must ensure that domestic environmental or other public interest laws and regulations cannot be challenged by private investors before international tribunals, and they must ensure the availability of strong and clear exceptions to trade and investment rules for laws and regulations that protect health, the environment and other public interests.

Trade agreements also should encourage environmental progress by including initiatives to raise environmental performance; binding obligations to enforce environmental laws and not lower environmental standards; and citizen review mechanisms and obligations for investors to disclose basic

information on environmental practices.

- **Agriculture.** Agricultural policies must support sustainable livelihoods for family farmers and ranchers, and reduce the power of agribusiness to manipulate global food supplies and farm prices. Governments must retain the ability to provide economic safety net programs and other economic assistance to producers as compensation for the negative impact of unfair trade practices by others.

Consumers must be ensured the right to know and choose food produced in a sustainable manner. And countries must be ensured the right to protect family farmers and producers in rural communities and to produce a safe and affordable food supply.

- **Debt and Development.** Trade agreements have not focused on enabling countries to invest in the building blocks of sustainable development, and increased trade flows alone have not led to shared and stable growth or to significant poverty reduction in developing countries. The debts claimed by the International Monetary Fund (IMF) and the World Bank from impoverished countries must be canceled and the proceeds used to meet social and environmental needs; cancellation must be separated from "structural adjustment" conditions such as user fees for health care and education that disadvantage certain people.

International trade and investment systems must respect the legitimate role of government, in collaboration with civil society, to set policies regarding the development

SIU-Crewed Potomac Honored



The SIU-crewed *Potomac* earlier this year received the U.S. Maritime Administration's prestigious Professional Ship Award. The award was presented in recognition of outstanding service by the vessel and its crew in support of the nation's armed forces. Pictured above are some of the Seafarers who attended the award ceremony in Galveston, Texas. They were joined by SIU VP Gulf Coast Dean Corgey (standing, fifth from left) and SIU Asst. VP Jim McGee (standing, far right). The SIU crew included Bosun David Zurek, ABs Jeremy Thigpen, Daniel Conzo, Terry Tolley, Abraham Medina, Robert Clemons, Garry Carraway, Abubakar Idris, Roberto Flauta, Idowu Jonathan, Hector Cumba, Blademiro Santana and Leo Torrenueva; QMEDs Darrell Camp and Carlton Stamp; Chief Pumpman William Deloach; OMUS John Nelson, Chad Westover and Derrick Sullivan; Wiper Roy Martinez; Chief Steward Emilio Cordova; Chief Cook Radfan Almaklania; and SAs N. Abdon, Reina Mendez, Jose Santos and Ibrahim Elsayed. The ship is operated by InterOcean Uglund Management Corp.

and welfare of its people. Governments also should have the right to regulate capital flows to shield their people from the destabilizing impact of speculative capital.

The foregoing principles were released on the same day top officers of the AFL-CIO and international union presidents began bus tours in dozens of cities to invigorate and mobilize union members and coalition allies to defeat the

efforts to allow fast track trade negotiations authority.

Fast track proponents are backing legislation that would allow trade agreements to move through Congress with little opportunity for debate and no opportunity for modification. The proposal before Congress would prohibit the addition of enforceable protection for workers' rights and the environment in fast-track agreements.

SIU Atlantic VP Caffey Retires

After nearly 40 years with the Seafarers International Union and serving under three SIU presidents, SIU Vice President Atlantic Coast Jack Caffey announced his retirement Aug. 31.

Born in San Antonio, Texas in 1945, Caffey moved to New York at the age of 10 and went through the New York City Public School system. His seafaring career began in 1962, when he shipped as an ordinary seaman aboard the *Steel Maker*, an Isthmian Line vessel on its way to India. He continued to sail and soon obtained his bosun certificate, the highest unlicensed rating aboard merchant ships.

During the Vietnam War, Caffey made many a trip to that region aboard vessels carrying loads of ammunition.

In 1967, he came ashore as a union official. Following eight months in San Francisco, he went

back to sea and later worked as a member of the Isthmian shore-gang. In 1972, Caffey was urged by SIU President Paul Hall to come ashore as a patrolman and organizer in the port of New York. He also briefly served as port agent in Wilmington, Calif., Baltimore and New Orleans.

Caffey was appointed assistant to President Frank Drozak in 1981, working out of the New York hall. Seven years later, under President Michael Sacco's administration, he was elected vice president of the Atlantic Coast region, an area that includes ports along the East Coast to the Carolinas, including the port of San Juan and the U.S. Virgin Islands.

SIU President Michael Sacco expressed his thanks to Caffey for "his years of dedication, loyalty and hard work."

Caffey "would never ask you

to do something he wouldn't do himself," stated SIU Vice President Contracts Augie Tellez, "whether on the docks on Petty's Island, on the lines in New Bedford or on the parkway putting up political signs."

Kermett Mangram, vice president Government Services Division, worked with Caffey for 18-and-a-half years in the Brooklyn hall. "I really learned a lot from Jack," he said, "and I wish him well in his latest endeavor."

Caffey said he has enjoyed his seafaring career, both on the sea and representing the membership. He is particularly gratified to see how the conditions aboard ship have changed for the better. "In my sailing days, we had three or four guys in a room," he noted. "Today, a member has a room of his own with a TV and carpeting on the floor."

Throughout his SIU career, Caffey continually has been involved in a number of other labor organizations, including his role as president of the Maritime Port Council of Greater New York and Vicinity since 1989 and president of the Long Island Federation of Labor, AFL-CIO since 1993, to name but two. It is the latter to which he will now devote his full time, helping the AFL-CIO carry out its agenda at the grassroots level.

Former SIU VP West Coast George McCartney remembers Caffey's sincerity and dedication to his work. "He's someone who always tried to help the membership as much as he could," McCartney said.

More than 650 well-wishers—including labor leaders, politicians, family and friends—joined

Caffey for a retirement party, held Aug. 16 at the Crest Hollow Country Club in Woodbury, N.Y. A telephone call from Sen. Charles Schumer (D-N.Y.) and a personalized congratulatory video from Senator Hillary Clinton (D-N.Y.) were among the good wishes received by Caffey that evening.

SIU VP West Coast Nick Marrone, who trained as a patrolman in New York and worked with Caffey, attended the retirement festivities. He said he will "always remember Jack as a firm man of his principles," and someone who "has always given me insight."



Above: SIU VP Atlantic Coast Jack Caffey (left) addressed the crowd at a rally last year in behalf of Hillary Rodham Clinton, who subsequently won her election as a U.S. senator representing New York. At right in photo is New York Senator Charles Schumer.

Right: Jack Caffey (left) was present when dredging legislation was signed by New York Governor Mario Cuomo. Also pictured is Art Wilcox, special assistant to the NY State AFL-CIO president.



A number of years ago, Caffey greeted President Jimmy Carter at a labor-sponsored reception.

Labor Backs Cancellation of World Bank-IMF Talks

Workers' Rights Issues Still Must Be Addressed

In the wake of the terrorist attacks in New York and Washington, D.C., the World Bank and the International Monetary Fund (IMF) canceled their meetings scheduled for Sept. 29-30 in the nation's capital.

The AFL-CIO earlier pulled out of protests scheduled for those days, with AFL-CIO President John Sweeney scrapping the demonstrations in the aftermath of the Sept. 11 terrorist attacks on New York's World Trade Center buildings and the Pentagon outside of Washington. In a Sept. 14 letter to James Wolfensohn, president of the World Bank, and Horst Köhler, managing director of the IMF, Sweeney called for cancellation or postponement of the annual meeting. He also advised the officials of labor's decision to call off protests if and when the meetings are rescheduled.

"I believe that this is a time for pause and profound reflection, not another round of closed-door meetings behind tall fences," Sweeney said in his letter. "For our part, the AFL-CIO will not, in any event, continue our planning to lead a peaceful mass protest at the meeting, nor will we participate in any such demonstrations."

"At the current time, our energies and attention are fully focused on the massive relief effort in which our unions are involved, and on bringing people together to begin the process of healing and renewing our sense of community and confidence," the labor president said.

Despite calling off demonstrations, Sweeney advised the financial executives that labor remains unwavering in its belief that World Bank, IMF and World Trade

Organization (WTO) policies must be changed in order to promote fairness and a global economy that works for working families everywhere.

"We will continue to call for new rules for the global economy that protect people and the planet, not just multinational corporate interests, and to work to defeat fast-track trade negotiating authority, to win cancellation of debt for poor nations and to develop strong global HIV/AIDS policies," Sweeney said. "The institutions that forge policy for the global economy—the WTO as well as the Bank and the Fund—must work with concerned citizens to re-think how global deliberations proceed." Sweeney said.

The World Bank is the world's largest source of development assistance, providing nearly \$16 billion in loans annually to its client countries. It is supposed to use its financial resources to assist developing

countries on a path of growth in the fight against poverty.

The IMF is an international organization of 183 member countries. It was established in 1945 to promote international monetary cooperation, exchange stability and orderly exchange arrangements to foster economic growth and high levels of employment.

The annual gathering of the two bodies already had been scaled back from a week to two days because of the number of protesters from the U.S. and elsewhere—as many as 100,000—that were mobilizing. Protesters contend the institutions' policies widen the gap between the rich and the poor.

In recent years, the IMF and World Bank, symbols of economic globalization, have become the targets of violent protests. Recent meetings in Seattle, Quebec City and Genoa, Italy, were disrupted.

Organizing Named Top Priority At UIW Quadrennial Convention

Members of the SIU-affiliated United Industrial Workers (UIW), meeting Sept. 11-12 in Piney Point, Md. for their 11th quadrennial convention, identified organizing new members as their primary goal.

The UIW represents workers employed in the manufacturing, service and government sectors.

In addition to outlining strategies for providing union representation to workers currently not members of labor organizations, convention delegates also reaffirmed their commitment to political action, outlined various goals and elected new officers.

UIW officers and delegates stressed the importance of organizing new members time and again as they delivered their individual reports to convention attendees at the Paul Hall Center for Maritime Training and Education.

"Four years ago, delegates to the United Industrial Workers' 10th quadrennial convention agreed to carry a renewed com-



Michael Sacco, President SIU/UIW

mitment to organizing with them when they returned to their respective regions," stated SIU President Michael Sacco during his convention address. Sacco was reelected as president of the UIW.

"Today, in 2001, we must take it a step further," he continued. "Let's be perfectly clear on this point: The UIW's long-term survival depends on organizing."

After examining national statistics on union membership trends over the past four years, Sacco said that overall, membership levels today are practically unchanged and that in some instances—downsizing and plant closures being prime examples—not much can be done about people exiting the union umbrella.

One of the biggest problems facing today's unions, he said, is the nation's widespread failure to enforce labor laws.

"Despite the fact that Americans have a legal right to join unions, employers are break-

ing the rules time after time," Sacco noted. "In far too many cases, companies have illegally fired workers for supporting a union . . . they have threatened to shut down if employees vote for a union."

Once labor law enforcement problems are rectified, Sacco suggested that union membership figures steadily would increase. "I say that because I have seen the difference a union can make for members and their families . . . union pay is higher in nearly all occupational groups . . . union workers also have better benefits and a real voice in the workplace. They have greater job stability and they are more productive."

UIW National Director John Spadaro, elected to remain in his post for the next four years, said his "top priority is and always will be the membership. That means working to secure better contracts, safer working conditions and new job opportunities . . . It also means organizing new members, both to ensure the UIW's long-term survival and simply to extend the benefits of union representation to more and more people."

Spadaro earlier this year succeeded Steve Edney, who retired in May following some 50 years of UIW service.

Several UIW officials briefed the convention on significant membership gains in their respective regions.

In addition to dubbing organizing their primary focus, officials and delegates also agreed that the UIW's involvement in political activities is crucial to its continued survival. Issues such as workplace safety, ANWR, Social Security, health care, the mini-



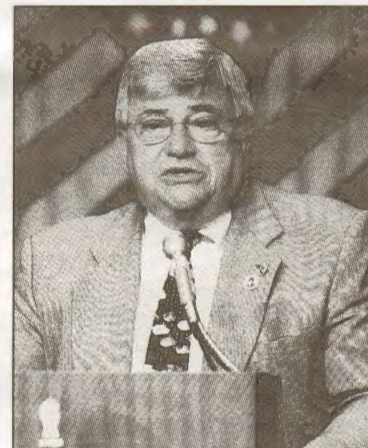
John P. O'Connor
Maryland Acting Secretary
Labor, Licensing & Regulation



John Spadaro
National Director
UIW



Thomas V. Mike Miller Jr.
Maryland State Senator



Ed Mohler, President
Maryland State AFL-CIO

mum wage, fair trade and others are high on the UIW's agenda. President Sacco reminded all who attended the convention that politics is the common thread that ties all these issues together.

A number of guest speakers addressed the convention. These included Maryland state Sen. Thomas V. Mike Miller Jr.; John P. O'Connor, acting secretary, Maryland Labor, Licensing and Regulation; Ed Mohler, president, Maryland State AFL-CIO; and Valerie Lilja, Union Privilege representative. Each lauded the SIU and the UIW for the strides

both unions are making in behalf of their members and the labor movement as a whole. All pledged their continued support for the unions' agendas.

Sen. Miller spoke of the long and productive relationship he has enjoyed with the labor movement during his career. Secretary O'Connor focused on safety in the workplace. Mohler examined the importance of labor's role in the political process and urged convention attendees to remain politically active. Lilja outlined the various programs available to UIW members and their families.

Naturally, each of the speakers offered sympathies in light of the terrorist attacks in New York and Washington, which occurred just as the convention began.



Valerie Lilja
Representative, Union Privilege



Left: Officials and delegates to the 11th quadrennial convention of the UIW stress the need to increase organizing efforts and become more politically involved.

U.S., Brazilian Unions Sign Solidarity Pact To Help Ensure Justice for Trico Mariners



SIU President Michael Sacco said Trico mariners "are just trying to make their lives better by joining a union."

Representatives of American and Brazilian seafaring unions in late August signed a bilateral solidarity pact pledging international cooperation to promote fairness, justice and a voice at work for mariners at Trico Marine Services, Inc.

According to the agreement, which the SIU signed, "The Brazilian and U.S. unions call peacefully and lawfully on Trico Marine Inc. to respect human rights and workers' rights and to cease its anti-union activities against the mariners working on board their vessels operating in the U.S. Gulf of Mexico."

In order to give the accord some real force, the unions agreed to "call peacefully and lawfully on the customers of Trico not to engage in any further contracts with Trico from this day forward until Trico ceases its

anti-union activities and, upon demonstration of majority support, recognizes the Offshore Mariners United (OMU) as the union representing the mariners working on the company's U.S. Gulf of Mexico fleet and negotiates in good faith a collective bargaining agreement providing these workers all the protections of union representation."

Trico Marine operates a fleet of nearly 100 vessels worldwide. The company's primary markets are the Gulf of Mexico, the North Sea and Brazil. Mariners in the North Sea and Brazil enjoy the protection of a union contract.

The OMU is backed by the SIU; American Maritime Officers; International Organization of Masters, Mates & Pilots; and Marine Engineers' Beneficial Association.

"Today's pact demonstrates

yet again that unions around the world will stand in solidarity when companies like Trico tread on the rights of workers," SIU President Michael Sacco stated during an Aug. 22 press conference in New Orleans announcing the agreement.

Also speaking at the conference was Ricardo Ponzi, president of the Brazilian maritime union known as the National Federation of Seafarers, Inland Navigation, Fisheries and Allied Trades. "Although we have a solid labor-management relationship with Trico in Brazil, we cannot let the situation in the U.S. continue," he said. "By signing this agreement, we are putting Trico on notice that they cannot continue to do business anywhere until they stop their campaign of intimidation and harassment against U.S. workers and recog-

nize that they, and they alone, should have the right to organize a free trade union."

Trico Marine operates approximately 15 vessels in the Brazilian offshore market. Most of the vessels are under contract with Petrobras.

Stephen Cotton, secretary of the International Transport Workers' Federation's Special Seafarers Department, added, "This is a global fight for trade union rights. The ITF's affiliates around the world have condemned Trico's union busting and will not let it stand."

Earlier this summer, Norwegian oil workers began pressuring Trico and a subsidiary to stop interfering with its workers' right to vote for union representation. The Norwegian Oil and Petrochemical Workers' Union (NOPEF) called upon the company to "let the employees decide themselves whether they will join a trade union or not, without any interference, harassment, discrimination or threats from the management."

Agreement Reached For USNS Supply

The SIU's Government Services Division has reached an agreement with the U.S. Military Sealift Command (MSC) which addresses habitability issues aboard the *USNS Supply*.

The *Supply* is the first of four fast combat support ships (T-AOE class) transferring to MSC by September 2004. MSC took control of the vessel this summer, during ceremonies in Earle, N.J.

Among other issues, MSC and the union agreed that prevailing maritime practices regarding wages and working conditions would apply aboard the *Supply*. Additionally, all terms and conditions of the current collective bargaining agreement will remain in effect.

The overall agreement addresses such categories as limited berthing; separating day workers from watch standers (to allow for uninterrupted rest periods); lighting; linens; communication access; preferential shipping; and, of par-

ticular significance, habitability compensation.

Further, the agreement calls for MSC to work diligently with Navy personnel in securing funds for completing full habitability modifications in a reasonable time frame. Copies of the full agreement were made available to all unlicensed crew members upon their assignment to the ship.

The *Supply* is crewed by 176 civilian mariners and 59 Navy personnel. Its main mission is providing fuel, ammunition and food to Navy ships underway.

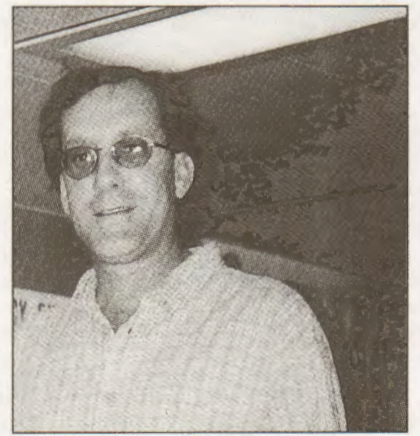
CIVMAR Wage Increase

Civilian mariners aboard the respective fleets operated by the U.S. Military Sealift Command (MSC) and the National Oceanic and Atmospheric Administration will receive wage increases of 3.83 percent, retroactive to July 1, 2001. The increase applies to base wages and premium pay.

Integrity Crew Discusses Contract, STCW



During a shipboard meeting in Port Elizabeth, N.J. in late August, Seafarers aboard the *SeaLand Integrity* discussed the SIU's new standard freightship and tanker agreements as well as the need for deep sea mariners to obtain STCW Basic Safety Training (BST). Pictured aboard the vessel are (top photo, from left) AB Felix Santiago, AB Paul Lewis and Chief Cook Hamdi Hussein; (below left, from left) GUDE Juan Rosario, AB Santiago, Bosun Gus Koutouras and Chief Steward Gregory Melvin; and (photo below right) QMED/Electrician Dennis Baker.



Kudos for SIU Boatman



Seafarer Butch Schuessler (center) recently received a certificate of appreciation from SIU-contracted G&H Towing Company for his actions earlier this year during Tropical Storm Allison. Schuessler and other SIU boatmen aboard G&H tugs assisted numerous ships that had broken from their respective lines and were drifting. Pictured with Schuessler near Houston are SIU VP Gulf Coast Dean Corgey (right) and SIU Asst. VP Jim McGee.

Baby Bond Program Still Going Strong at 50

Next year will mark the 50th anniversary of the SIU Baby Bond Program.

Through this program, union-member parents receive from the SIU a U.S. savings bond in the name of the newborn. The \$50 bond is issued after the union receives confirmation of the birth.

When a maternity benefit is paid for a Seafarer or dependent, it triggers a letter asking for basic information concerning the newborn and the member. This includes the baby's Social Security number, because the Federal Reserve Bank requires it.

If no maternity benefit was applied for, but a member believes his or her newborn may be eligible for a bond through the SIU, that member should contact a port agent or the secretary-treasurer's office.

Once the union possesses the appropriate information, applications for bonds are taken (monthly) to the Federal Reserve Bank. Typically, it takes several months for the bank to send the bonds to the union. Once they're received, the bonds, along with a letter from the SIU president, are mailed to the member's home.

Apprentices Take 'Hands-On' Approach

Practical Training Is Key Component Of Paul Hall Center's Entry Program

The amended STCW convention places an unprecedented premium on practical demonstration of skills, but hands-on schooling is nothing new for the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

By the time students graduate from the center's unlicensed apprentice program, they have engaged in extensive hands-on training in all three shipboard departments. Such preparation enables Paul Hall Center graduates to perform their jobs with utmost safety and efficiency.

The hands-on training takes place both at Piney Point and aboard actual SIU-contracted vessels. At the school, students utilize instructional tools such as the training vessel *Osprey*; the new, world-class simulator; and the state-of-the-art fire fighting and safety school, among other equipment.

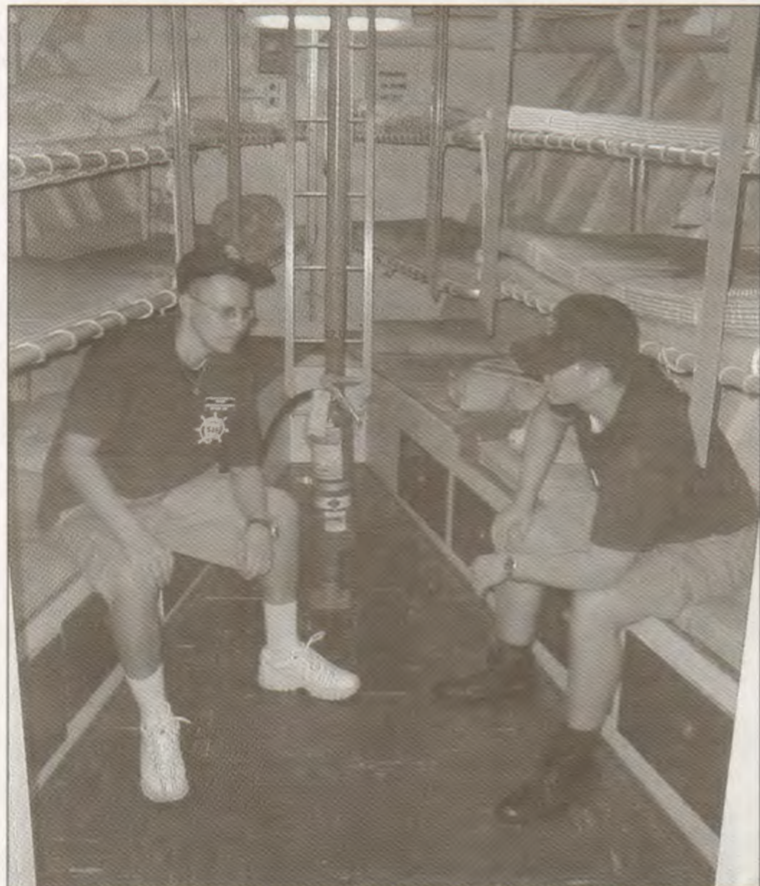
The three-phase program, which also includes classroom studies, opens with a 12-week segment at Piney Point, followed by a 90-day shipboard assignment designed to help students select which department (deck, engine or steward) they prefer. Then, students return to the Paul Hall Center for department-specific training.

As Seafarers advance their careers, the school maintains its emphasis on practical training, through dozens of U.S. Coast Guard-approved upgrading courses.

For more information about the apprentice program and other aspects of the Paul Hall Center, please call the school toll-free at 1-877-235-3275, or visit the internet site at <http://www.seafarers.org>.



Standing watch on the bow is UA James Martin.



Chatting in the *Osprey's* sleeping quarters are (from left) UAs Felipe Zepeda and Jordan Cuddy.

All of the photos on this page were taken during a recent class aboard the training ship *Osprey* in Piney Point, Md.



UA Shaddrick Barrington lassoes a tie-down cleat, with instruction from Jack Russell (right). Looking on are fellow UAs (from left) Justin Yettou and Felipe Zepeda.



Left: The *Osprey* is equipped with radar and other equipment routinely found aboard U.S.-flag ships.



Below: UA Clinton Lough (left) pulls the line to tie down *Osprey* upon returning to the school's dock.



Clockwise from above: Pictured in the engine room is UA Justin Yettou; UA North Bremicker steers the training ship *Osprey*; UA Christin Cross checks radar screen while at helm with help from instructor Maurice Chambers.



It's Academic: Paul Hall Center Offers Study Support for Students

The academic department at the Paul Hall Center for Maritime Training and Education offers wide-ranging support for students at the Piney Point, Md. facility.

That support is aimed at helping upgraders and apprentices alike succeed in their respective courses, many of which blend classroom instruction with hands-on training. In turn, achievement in the classroom helps Seafarers do a better job when they return to shipboard life.

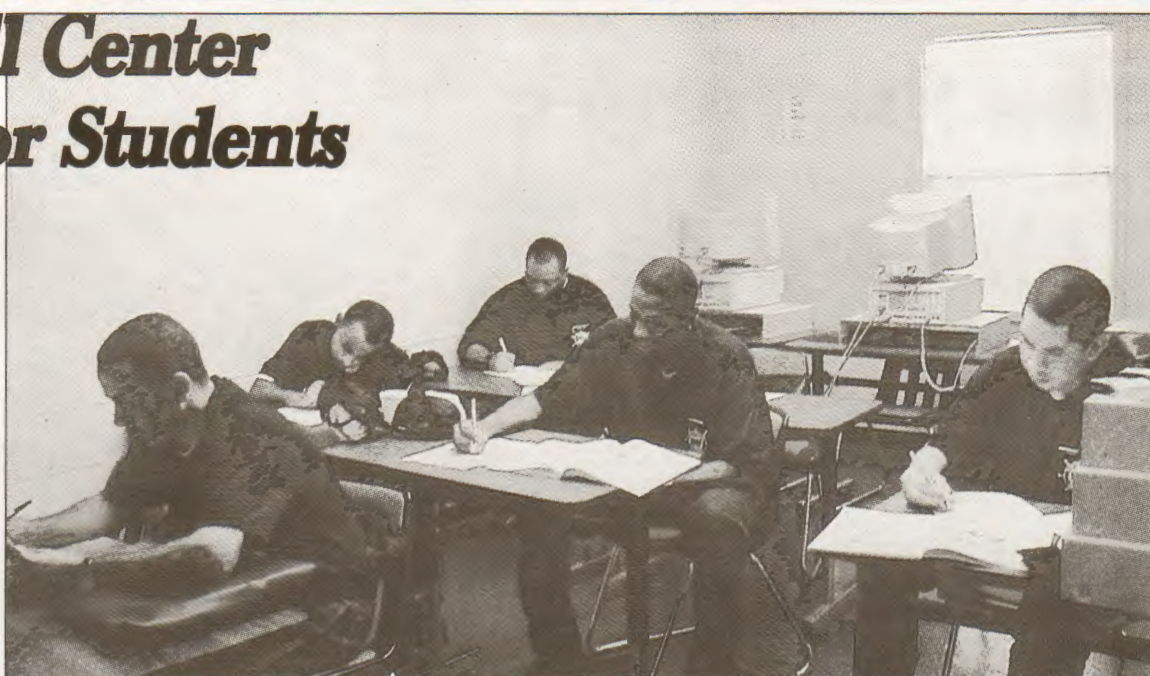
Individual tutoring is available for students who want to improve their reading skills. Similarly, instruction is offered for those who wish to hone their verbal proficiencies. In addition, basic vocational support courses are conducted throughout the year, one week prior to the AB, QMED, FOWT, third mate, tanker assistant and water survival classes.

The Paul Hall Center also offers a GED program which is open to students who do not have a high school diploma.

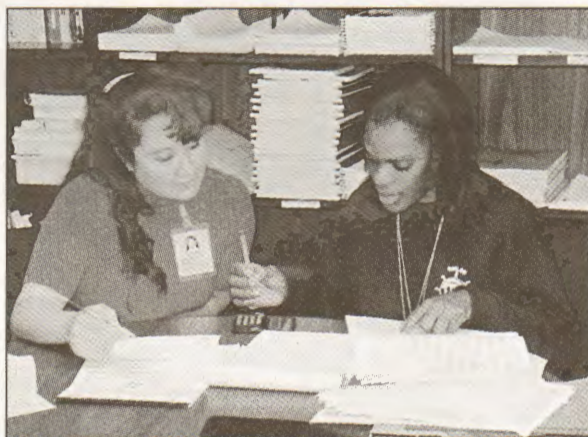
Additionally, students interested in higher education may take college preparatory courses for English and math. The school is a degree-granting institution approved by the Maryland Higher Education Commission—it offers an associate of applied science degree in nautical science and marine engineering technology.

Vocational courses also are approved for credit by the American Council on Education. Students may apply for college credit for many of the vocational courses that they take while upgrading at the school.

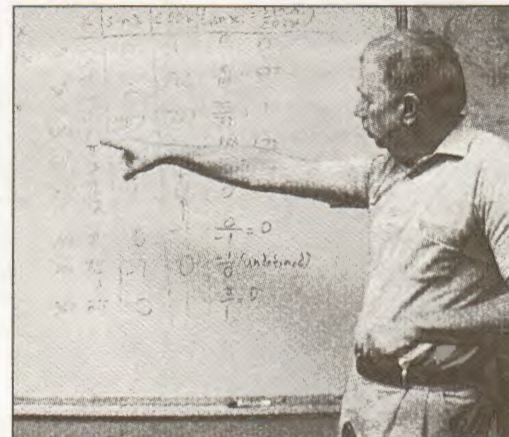
For more information, visit the academic department, located at the school's Crowley Center for Higher Learning, or call (301) 994-0010, ext. 5411.



Members of apprentice Class 620 utilized the academic department's assistance. Studying are (front) Abdulla Ali, (left to right, middle row) Manuel Davis, Travis Harris, Chance Chong and (rear) Kevin Davis.



Academic department instructor Gail Dobson (left) works with Lisa Harewood, a phase III apprentice, on math equations included in the tanker assistant course.



The department provides basic support and more advanced classes. Above, instructor Rick Prucha explains a trigonometry proof.

Labor Day in Wilmington, Calif.



Seafarers and their families joined in Labor Day festivities in Wilmington, Calif. on Sept. 3. Above, the SIU contingent carries banner during parade. Below, AB Alfredo Sanchez (holding camera) prepares to capture the moment. He's joined by (from left) Patrolman Ike Williams, Wiper James King and Retiree Cesar Ramos. At bottom, CMEs Xuan Van Phan (left) and James Dryden listen to pro-worker messages.



'Great Gang, Great Feeder'

AB George Jordanides, who sent these photos of *Maersk Texas* mariners to the *Seafarers LOG*, reports smooth sailing aboard the vessel. "The ship has a great gang and is a great feeder," reports Jordanides. "We're on the South American run." The photos were taken in Arica, Chile.



Pictured from left to right are ABs Lloyd Stock, Zdravko Keresyes and Fred Collins.



Chief Steward Henry Manning



AB George Jordanides waits for pilot to board before the *Seafarer* secures the gangway.



Above: Chief Cook Justo Lacayo



Right: AB Fred Collins

The Seafarers Scholarship Program . . .



Back in 1952, when the Seafarers Welfare Plan (now the Seafarers Health and Benefits Plan) established a scholarship program to help qualified members and their dependents finance their college and vocational educations, four awards were given. Beginning with the fall term of 1953, the four students were eligible to receive full college scholarships of \$1,500 a year for four years, good at any recognized college or university in the United States.

The yearly \$1,500 stipend was more than enough in 1953 to cover all tuition and fees and still leave money over for books and incidentals, even at an Ivy League school.

When Francis M. Sheehan won a dependent's scholarship (see article at right) in 1988, the Seafarers Health and Benefits Plan was already offering six scholarships. Two were earmarked for Seafarers (each in the amount of \$5,000) and four \$10,000 awards were for the dependents of SIU members.

This year, the odds of being selected for an SIU scholarship have gotten even better. As of July 10, 2000, three monetary awards are given to Seafarers (one in the amount of \$20,000 and two for \$6,000 each), and five \$20,000 scholarships are offered to dependents, for a total of eight scholarships—\$132,000 in all.

The Seafarers Health and Benefits Plan scholarship committee is now taking applications for the 2002 program, which will award the eight grants. All Seafarers and their spouses and children who plan to attend college are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 2002.

The first step in the application process is sending away for the Seafarers Scholarship

Program booklet. To receive a copy of this guide, fill out the coupon at the bottom of this page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should then check the eligibility information and, if they are eligible, should start collecting other paperwork which must be submitted along with the full application by the April 15 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the requests are made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

The selection committee looks at the high school grades of all the applicants and also checks the scores of either their College Entrance Examination Boards (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2002 to ensure the results reach the committee in time to be evaluated.

Those Seafarers and dependents who previously have applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Today, there are more chances than ever to make your dreams for a college education a reality. Start the process now by sending for a copy of the scholarship program booklet.

1988 Scholarship Winner Now New York Lawyer

When Francis Michael Sheehan was awarded a \$10,000 scholarship in 1988, the senior at Monsignor Farrell High School in Staten Island, N.Y. took full advantage of the educational opportunities it afforded him.



Francis Sheehan, general counsel, at work in his New York office.

The son of Jack Sheehan (now an SIU representative in the port of New York), Francis obtained a bachelor of science degree in accounting from New York University. He then earned a law degree from New York University School of Law and worked at a large Wall Street law firm in their corporate department for five years.

Since then, Sheehan has served first as assistant general counsel and now as general counsel of ScreamingMedia Inc., a company in New York City that specializes in distributing syndicated content to websites and wireless networks. Additionally, he is serving as finance chairman for a friend who is campaigning for the City Council of New York City in a district in Queens.

Sheehan notes in a recent letter, "I will always be grateful and extremely appreciative of the generosity of the Seafarers International Union in awarding me that scholarship."

STCW:

The Clock Is Ticking



If you sail aboard deep sea or near-coastal vessels, you must comply with the amended STCW convention. Although the deadline for compliance is Feb. 1, 2002, SIU members are urged to complete STCW Basic Safety Training (BST) and acquire the 1995 STCW certificate, if required, immediately.

The following unlicensed Seafarers need an STCW '95 certificate: Bosuns, ABs, QMEDs and FOWTs. Steward department personnel are not required to possess a certificate. Also, all unlimited and limited license holders with a near-coastal and ocean endorsement need a '95 certificate. All Seafarers sailing on deep sea or near-coastal vessels must complete BST.

All SIU members who sail on these types of vessels are asked to contact the Paul Hall Center for Maritime Training and Education at this toll-free number: 1-800-732-2739. Please contact the school even if you already have completed basic safety and you have a '95 certificate.

Don't Wait! Sign up today for your STCW training!

. . . It Does Make A Difference!

Please send me the 2002 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

10/01

Victims, Heroes

Many union members were among the victims at the World Trade Center and the Pentagon. Hundreds died, perhaps more.

In response to the catastrophe, scores of trade unionists contributed to the relief efforts from the earliest moments after the attacks. They include fire fighters, emergency services and medical workers conducting rescue and aid missions in New York and the Washington, D.C. area; merchant mariners who evacuated citizens from the disaster scene in Manhattan and who provided food and waterborne shelter for rescue workers; and countless volunteers who are contributing their services, monetary donations and blood.

The day after the attacks, members from several construction unions based in or near New York City (including the Iron Workers) used everything from heavy equipment to their hands to remove debris from the streets in lower Manhattan. They had telephoned union officials to ask how they could help, even before the National Guard requested their assistance.

At the request of the Federal Emergency Management Agency, Iron Workers from their Washington, D.C., headquarters purchased essential recovery equipment needed to cut through the millions of tons of rubble. The union coordinated three teams of recovery volunteers to rotate into Manhattan.

Volunteers from all 16 New York City Laborers local unions are helping in the recovery operation, including Local 78, which specializes in asbestos handling. The World Trade Center buildings contained a huge amount of

the material, according to reports. Hundreds of members of Operating Engineers locals 14 and 15 are operating heavy equipment in the rescue operations.

The New York City Building and Construction Trades Council is working around the clock, with as many as 1,000 people involved in the rescue.

Thousands of health care workers responded in the hours and days following the attack. SEIU Local 1199NY, the SEIU Committee of Interns and Residents and the SEIU Doctors' Alliance provided 24-hour emergency medical service. The New York State Nurses Association, part of the United American Nurses, has been caring for World Trade Center victims in Manhattan, Brooklyn and New Jersey hospitals.

The New York State Psychological Association, an AFT affiliate, sent disaster response teams to help victims, workers and their families deal with the emotional reaction to events. The teams are working near the site, at the morgues and other locations.

Along with the United Federation of Teachers, also an AFT affiliate, the NYSPA is developing a package of material for school children to help them comprehend the tragedy and their feelings about it. The material also will stress the importance of not blaming an ethnic group for the actions of individual terrorists.

As reported in the lead story on page 3 of this issue of the *Seafarers LOG*, members of the SIU, MEBA and the MM&P are aboard the hospital ship *USNS Comfort* in New York, which is

being utilized by rescue workers as a nearby place to eat, rest and bathe. Seafarers and MEBA members also worked the commuter ferries that proved instrumental in the evacuation.

In addition, AFL-CIO Community Service-Red Cross liaisons are in New York assisting in coordination efforts between the Red Cross and union disaster relief efforts. At the request of the Red Cross, AFL-CIO staff helped locate space for a Compassion Care Center to provide counseling to families of the victims.

The Red Cross called the Teamsters to request a truck and drivers to pick up communications equipment at a warehouse in Memphis, Tenn. and drive it to New York. IBT members, employees of UPS, responded to the call, and the equipment has been delivered.

In Detroit, more than a dozen tractor-trailers loaded with relief supplies were dispatched to New York City. Teamsters and Postal Workers loaded the respirators and other medical supplies, rescue tools and work clothes for rescue workers. IBT members drove the trucks. The donations were made by Detroit-area businesses.

In Washington, D.C. and Northern Virginia, hundreds of members from dozens of different unions planned to go door-to-door to canvass for volunteers and to collect contributions to support relief efforts for the Pentagon and World Trade Center attacks.

Thousands of D.C.-area union members work at the Pentagon.

BCTGM locals 3 and 50 were contacted by New York emergency shelters and asked if they could obtain paper masks and gloves used by union workers in bakeries to donate to volunteers and workers at the World Trade Center rescue effort. The locals contacted union-contracted bakeries in the region and obtained 20,000 masks. They then helped distribute the face masks to rescue workers in various points in Manhattan.

The New York State AFL-CIO, Fire Fighters, the Westchester/Putnam Counties AFL-CIO Central Labor Body and UFCW have teamed up to provide truckloads of food from union supermarkets to fire fighters participating in the World Trade Center rescue. The New York City labor council organized a clothing drive for emergency service workers.

Though additional assistance like this is not needed at this time, the *Chicago Tribune* reported on 39 Chicago-area fire fighters who jumped in cars and drove to New York to assist.

Union members also are responding to calls for contributions to relief funds set up for workers at both the World Trade Center and the Pentagon and are turning out at Red Cross offices and hospitals to donate blood.

To find out where to donate blood, call the Red Cross at 1-800-GIVE-LIFE. Check the AFL-CIO web page (www.afl-cio.org) to learn how you may contribute to the relief funds.

Concerning union members who were victims of the attacks, the federation relayed the following information from its unions:

Fire Fighters: As many as 400 total are missing, from Uniformed Firefighters Association



AP Photo/Beth A. Keiser

An American flag is posted in the midst of the rubble of the World Trade Center on Sept. 13.

Local 94 and Uniformed Fire Officers Association Local 854.

Hotel Employees & Restaurant Employees: Local 100 President Bill Grandfield said some 270 members worked at the Windows on the World restaurant on floors 106 and 107 of the World Trade Center Building 1. About 70 were on duty Tuesday morning. Another 30 Local 100 members staffed the cafeteria in the World Trade Center Building 7, which also collapsed.

Communications Workers of America: As of Sept. 13, President Morton Bahr said CWA casualties included five Verizon workers (two of whom were at the Pentagon); one worker at each of the television networks, NBC and ABC; two port authority workers; and one retired member who perished aboard an airliner used in the terrorist attack. In addition, 204 members were unaccounted for.

SEIU: A spokesman for SEIU Local 32BJ, which represents about 1,000 building maintenance workers at the World Trade Center, said 350 local members were on duty at the time of the attack. The workers—porters, cleaners, elevator operators and maintenance workers—were

spread throughout all the floors of the towers. It is not known how many escaped. (The other Local 32BJ members work evening and night shifts.)

At the Pentagon, more than 200 janitors represented by SEIU local 82 all escaped unharmed.

AFGE: About 235 members of three AFGE locals worked in the World Trade Center complex for the Commodity Futures Trading Commission, the Equal Employment Opportunity Commission and the Federal Trade Commission. Members of two additional AFGE locals worked in the Pentagon as Army employees and staff in the office of the Secretary of Defense and as Air Force employees. At press time, it was not known where these workers were during the attacks or their conditions.

AFSCME: The number of missing AFSCME District Council 37 emergency services workers stands at 45. AFSCME DC 37 represents emergency medical technicians and Red Cross workers. **AFT:** Three District of Columbia teachers were onboard the hijacked American Airlines jet that slammed into the Pentagon.

Continued on page 13

Unions Aid in Relief Efforts



AP Photo/Mark Lennihan

Early morning commuters ride a ferry across New York Harbor Monday, Sept. 17, to the financial district in lower Manhattan.

Continued from page 3

Capt. John Clare agreed. "I can only speak for myself, but I was just focused on getting as many people out as I could, getting the job done. We did what we had to do, plain and simple."

He said his passengers "were shocked but relieved. Everybody was just a zombie, pretty much. Some of the people had burns to their faces and hands.... We started taking people right off the sea wall, over the fences. Luckily, there were two New York City police officers there, and they were handing children down and assisting people onto the boat. There wasn't a sense of panic,

just urgency.

"The next day, one of our passengers thanked us for getting his father off Manhattan. His father was in World War II, and he was comparing this to the evacuation at Dunkirk."

One week after the attacks, the ferries remained on a substantially beefed-up schedule, transporting thousands of commuters who usually ride the train, subway or bus. Their daily average was around 50,000 passengers.

"As you can guess, we're extremely busy," said Barnett. "We've added quite a few stops that we don't normally make. We're the only way for people to get in and out."



A day after the terrorist attacks on the twin towers in lower Manhattan, a view from the SIU hall in Brooklyn showed the smoke still very much in evidence.



AP Photo/Beth A. Keiser

Attacks Affect Maritime Trade

The U.S. maritime community suffered losses in the terrorist attacks last month, then quickly moved to assist in relief efforts and tighten port security.

Among the maritime-related news items stemming from the Sept. 11 attacks:

- The Coast Guard estimates that 1 million people were evacuated from downtown New York after two hijacked jet liners were flown into the World Trade Center towers (see related story, page 3). Commercial tugs, ferries, police and fire boats as well as Coast Guard boats and cutters began the operation within minutes of the attack.

- Several maritime entities had offices located at the twin towers. Employees of the United Seamen's Service, New York Shipping Association, and John J. McMullen Associates (a ship design and engineering firm) escaped the buildings. The Port Authority of New York and New Jersey reported more than 200 of its employees as unaccounted for, including approximately 35 port authority police officers and commanders who were engaged in evacuation and rescue efforts, and also including the agency's executive director, Neil Levin.

- A member of the Marine Engineers' Beneficial Association (MEBA), John J. Corcoran of Norwell, Mass., was on United Airlines Flight 175, the second plane to hit the towers. Corcoran was traveling to join the APL Thailand as the first engineer. He is survived by a wife and two teenage children.

- The Coast Guard has established temporary regulations for the safety and security of U.S. naval vessels in the navigable waters of the United States, under the authority contained in 14

United States Code Section 91.

This provision applies to the permissible speed of non-military ships as well as their proximity to U.S. naval vessels.

- The agency also reported that its waterborne patrols have been significantly increased, and additional port security measures have been put in place by the respective Coast Guard captains in every major port and waterway throughout the Great Lakes, East Coast, Pacific Coast, Gulf Coast and along the navigable inland rivers and waterways throughout the country. Those steps include inspections of large vessels entering the U.S. 12 nautical miles off the coasts.

- Sen. John Edwards (D-N.C.) has introduced a bill (S. 1429) intended to aid both seaports and airports. Known as the Airport and Seaport Terrorism Prevention Act, the bill contains provisions designed to facilitate detection of weapons in cargo containers and to improve the effectiveness of port security personnel. (More than one month prior to the attacks, the Senate Commerce, Science and Transportation Committee cleared a separate bill (S. 1214) calling for the Coast Guard to establish port security committees including representatives of labor, port authorities, government and the private sector.)

- Within a week after the attacks, commercial vessel traffic continued flowing into the Port of New York, though additional reporting requirements and approval are required for transit through an emergency response security zone in the Hudson River below the Holland Tunnel and north of the Statue of Liberty. The port, however, remained closed to cruise ships.

SIU
AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA • AFL-CIO

SEAFARERS INTERNATIONAL UNION
ATLANTIC • GULF • LAKES AND INLAND WATERS DISTRICT
NATIONAL MARITIME UNION
5201 ALUTH WAY • CAMP SPRINGS, MARYLAND 20746-4275 • (301) 899-0675

September 12, 2001

Harold A. Schaitberger, President
International Association of Fire Fighters
1750 New York Avenue, NW
Washington, DC 20006

Dear Brother Schaitberger:

On behalf of the men and women of the Seafarers International Union, we extend our deepest sympathies to the families of the IAFF fire fighters who were struck down yesterday in New York.

Fire fighters and seafarers both recognize that injury and death are inherent dangers of the livelihoods they pursue. However, nothing could have prepared us for the magnitude of the heartless terrorist attack on the World Trade Center.

IAFF members displayed – as they have time and time again – that they are truly New York's bravest.

We pray that their families will be comforted by the endless admiration that we in the Seafarers have for those who put their lives at risk to save their fellow man.

Sincerely and fraternally,
Michael Sacco
Michael Sacco
President

FAX (301) 899-7255

MICHAEL SACCO
PRESIDENT
JOHN PAV
EXECUTIVE VICE PRESIDENT
DAVID REINDEL
SECRETARY-TREASURER
AUGUSTIN TELLEZ
VICE PRESIDENT
JACK CAFFEY
VICE PRESIDENT
DEAN CORGEY
VICE PRESIDENT
NICHOLAS J. MARRONE
VICE PRESIDENT
TOM ORZECZOWSKI
VICE PRESIDENT
KERMETT MANGRAM
VICE PRESIDENT
RENÉ LIOEANTJE
VICE PRESIDENT AT LARGE
CHARLES STEWART
VICE PRESIDENT AT LARGE
JOHN SPADARO
IUF NATIONAL DIRECTOR

Letters of support and encouragement also immediately were sent from the SIU to President Bush and to the presidents of the following unions: AFA, AFSCME, AFT, ALPA, CWA, HERE, IAFF, IAM, IBEW, IUOE, IUPAT, MEBA, OPEIU, PBA, SEIU, TCU and UBC.



AP Photo/Patrick Sison

Sample of Correspondence Received by SIU President Michael Sacco from Abroad

is with great shock and sorrow that the ITF and the world learned of the appalling terrorist attack on the USA yesterday. On behalf of all ITF affiliates worldwide, I wish to express our deepest condolences and sympathy to the victims and their families.

Regarding the involvement of passenger aircraft and the immediate closure of U.S. airspace, we have also asked our affiliates around the world to lend all possible assistance to the crews of any U.S. aircraft who may be stranded abroad as a result.

We are currently reviewing our meetings program and will postpone any in the immediate future which involve U.S. affiliates. The attack raises serious questions about aviation security which need to be addressed at an appropriate time. Yours fraternally,

Michael Sacco
General Secretary, ITF

What happened is impossible to ever put up with in a human mind. We all share the grief of your victims, your families and your Nation. You must know that tears were shed here as well when this tragedy first came from the TV screens. You must know that we are with you in your pain and rage. Please hold on, friends!

Seafarers Union of Russia Council Members

We are deeply shocked and affected by the terrorist and criminal acts against some public buildings in New York and Washington which resulted in the loss of thousands of lives of innocent people.

We express our deep indignation and resolute condemnation for these monstrous and criminal acts.

These difficult days for all American people, on behalf of all members of FSPTT, we express to you, our members and the American people our fraternal solidarity and full support. We also express our

deep pain for the people who lost their lives and present our sincere condolences to their families.

We are fully convinced that the authors of these monstrous acts will be punished and the values of peace, liberty and justice which the great America defends will triumph against terrorism.

With fraternal solidarity,

Zija Hasanaj, President
Independent Trade Union Federation
Of Transport Workers of Albania

We express our deep shock at the appalling terrorist attacks in the United States which have taken place on Tuesday, 11 September 2001. On behalf of Greek seafarers and myself personally, we extend our profound and sincere condolences to the people whose lives have been lost in the workplace attacks.

Yours fraternally,

John Halas, General Secretary
Panhellenic Seamen's Federation

With great pain and sorrow we received the news of the violent attacks against civilian and military installations in the cities of New York and Washington. We wish to send you this message of condolence for the loss of human life and we join your people in solidarity. We are at your disposal and (you) have our full cooperation within our modest means.

We reject and condemn all type of terrorism in any part of the world.

Fraternally,

Jose L. Justo Villamil
Secretary General
S.N.T. Marina Mercante



AP Photo/Stephen Chernin

Victims and Heroes

Continued from page 11

Airline workers: The four hijacked airliners used in Tuesday's terrorist attacks carried a total of 233 passengers, 26 union flight attendants and eight union pilots.

ILA: The ILA had offices on the 19th and 20th floors of one of the World Trade Center buildings. The employees at the ILA Medical and Clinical Services fund offices escaped. The ILA headquarters building in south Manhattan is just a few blocks from the site of recovery efforts. It reopened a week-and-a-half after the attacks.

Public Employees Federation: This joint SEIU/AFT union organization has three major offices in the World Trade Center with approximately 300 members. Most are accounted for, but 50 to 75 members are not.

OPEIU: There are 16 missing members of OPEIU local 153 who worked in the trade center building.

Electrical Workers: Fifty-two members of IBEW Local 3 are reported missing in New York. At the Pentagon, all 200 members of IBEW local 26 escaped safely.

Operating Engineers: Two

members of Local 2 are reported dead and six are missing. Locals 30 and 94 had 30 members on the job and are trying to track them down.

Other building trades workers: Building trades workers, including Painters members, Laborers and steam fitters worked on several construction projects in both World Trade Center towers. Many are unaccounted for.

Postal Workers: Workers at U.S. Postal Service facilities in the World Trade Center and the Pentagon all escaped injury.

Carpenters: Hundreds of members of the New York City District Council of Carpenters are reported missing.

Civil Service Employees Association: Between 150 and 200 members of this AFSCME affiliate worked in the World Trade Center. More than 40 are unaccounted for.

Editor's note: Most of this article is reprinted from the AFL-CIO, which continues gathering information from its member unions concerning affiliates' responses to the attacks. For the latest information, including a number of useful links, visit www.aflcio.org.

Days of Terror in New York



AP Photo/Amy Sancetta



AP Photo/Amy Sancetta

Unions Pledge Readiness

Continued from page 3

response. "I am fully confident that each of you will continue to represent your union—and your country—in the finest fashion."

Meanwhile, Sacco and the presidents of five other maritime unions sent a letter to President Bush promising their assistance in recovery efforts in New York and Washington, plus their readiness for whatever comes next.

"In this time of terrible national tragedy, as with all Americans, we want you to know that the men and women of America's Merchant Marine stand ready to serve the nation," the union presidents wrote. "They are ready, willing and able to aid in any way

possible to search for survivors, help to relieve the weary police and firemen, render medical assistance, help in the reconstruction of our Pentagon, and the tragically devastated area of the southern tip of Manhattan. And, of course, we will serve our nation in any response to these forces of evil."

Signing the letter were Sacco; Tim Brown, president of the Masters, Mates & Pilots; Henry Disley, president of the Marine Firemen's Union; Gunnar Lundeberg, president of the Sailors' Union of the Pacific; Michael McKay, president of the American Maritime Officers; and Larry O'Toole, president of the Marine Engineers' Beneficial Association.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	1	0	1	0	1	0	3	2	0
Baltimore	7	3	1	6	2	1	0	11	5	0
Guam	2	1	0	2	0	0	0	3	1	0
Honolulu	8	6	5	5	5	1	1	13	11	9
Houston	29	18	8	20	9	5	11	44	22	11
Jacksonville	33	19	5	17	19	4	13	62	27	11
Mobile	11	9	6	16	8	4	4	20	10	5
New Orleans	21	14	9	15	10	2	4	39	18	21
New York	21	15	8	20	5	3	3	47	23	19
Norfolk	12	13	7	7	7	5	2	24	23	13
Philadelphia	6	2	1	4	2	2	0	10	7	2
Piney Point	4	6	0	3	2	1	0	2	6	1
Puerto Rico	7	7	2	5	3	3	2	21	11	2
San Francisco	20	5	1	18	8	2	7	42	8	3
St. Louis	0	1	5	1	2	1	0	1	4	6
Tacoma	26	9	10	30	10	2	15	46	13	16
Wilmington	22	12	10	14	7	8	9	56	23	11
Totals	230	141	78	184	99	45	71	444	214	130
ENGINE DEPARTMENT										
Algonac	1	0	0	1	0	1	0	1	0	0
Baltimore	6	5	1	6	5	1	1	6	7	0
Guam	0	0	1	0	0	0	0	1	1	2
Honolulu	7	4	7	2	5	2	3	9	11	11
Houston	17	5	3	13	2	0	5	27	11	7
Jacksonville	20	12	6	9	16	4	4	39	14	8
Mobile	9	4	2	7	2	2	2	15	9	0
New Orleans	6	7	3	6	3	4	1	15	18	5
New York	15	10	5	6	5	3	1	24	17	5
Norfolk	9	3	0	8	1	3	1	11	14	8
Philadelphia	1	1	1	1	1	1	0	5	6	1
Piney Point	4	5	2	1	2	3	1	6	6	4
Puerto Rico	4	0	0	5	0	0	0	6	4	0
San Francisco	9	8	5	5	6	3	0	14	12	4
St. Louis	0	1	0	0	0	0	0	0	5	0
Tacoma	11	14	13	15	10	5	11	18	13	13
Wilmington	5	7	1	4	5	2	1	9	15	7
Totals	124	86	50	89	63	34	31	206	163	75
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	2	0	0
Baltimore	5	2	0	5	2	0	0	4	0	1
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	8	2	14	6	1	2	0	17	10	39
Houston	18	2	0	11	3	0	7	22	1	3
Jacksonville	17	5	2	12	2	2	7	30	10	6
Mobile	4	3	2	4	3	0	4	9	4	2
New Orleans	10	5	1	7	2	0	2	16	8	1
New York	14	7	2	14	1	1	3	26	8	3
Norfolk	8	10	4	9	5	3	1	13	14	8
Philadelphia	3	0	0	2	1	0	1	7	1	0
Piney Point	4	0	1	1	0	1	0	5	2	2
Puerto Rico	3	1	0	0	0	0	0	4	2	0
San Francisco	20	3	1	13	2	0	4	36	7	1
St. Louis	0	0	0	2	1	1	0	0	1	1
Tacoma	19	3	1	11	1	1	8	38	3	1
Wilmington	23	6	1	17	7	0	10	37	7	3
Totals	157	49	29	114	31	11	47	266	78	72
ENTRY DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	0	0
Baltimore	0	6	3	0	3	4	0	0	5	1
Guam	0	4	4	0	1	0	0	0	4	9
Honolulu	5	22	92	2	6	12	0	15	64	249
Houston	3	11	5	3	2	0	0	4	16	13
Jacksonville	2	12	12	1	12	7	0	4	18	31
Mobile	1	8	3	0	3	3	0	1	13	5
New Orleans	2	1	4	1	4	0	0	9	17	14
New York	4	30	26	7	19	8	0	7	53	56
Norfolk	1	4	18	1	5	8	0	1	15	23
Philadelphia	1	1	0	0	0	0	0	1	1	1
Piney Point	0	1	26	0	11	18	0	0	15	21
Puerto Rico	3	3	5	0	4	2	0	7	6	13
San Francisco	4	11	5	4	8	1	0	10	16	12
St. Louis	0	2	1	0	1	1	0	0	3	1
Tacoma	6	16	19	5	14	6	0	5	30	43
Wilmington	4	12	12	1	3	6	0	12	25	21
Totals	36	144	236	25	96	77	0	76	301	513
Totals All Departments	547	420	393	412	289	167	149	992	756	790

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

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

November & December 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: November 5, December 3
Algonac	Friday: November 9, December 7
Baltimore	Thursday: November 8, December 6
Boston	Friday: November 9, December 7
Duluth	Wednesday: November 14, Dec. 12
Honolulu	Friday: November 16, December 14
Houston	Tuesday: November 13* Monday: December 10 <i>(changed created by Veterans Day holiday)</i>
Jacksonville	Thursday: November 8, December 6
Jersey City	Wednesday: November 21, Dec. 19
Mobile	Wednesday: November 14, Dec. 12
New Bedford	Tuesday: November 20, December 18
New Orleans	Tuesday: November 13, December 11
New York	Tuesday: November 6, December 4
Norfolk	Thursday: November 8, December 6
Philadelphia	Wednesday: November 7, December 5
Port Everglades	Thursday: November 15, December 13
San Francisco	Thursday: November 15, December 13
San Juan	Thursday: November 8, December 6
St. Louis	Friday: November 16, December 14
Savannah	Friday: November 9, December 7
Tacoma	Friday: November 23, December 21
Wilmington	Monday: November 19, December 17

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

Personals

WILLIAM BRAGG

Your old friend from Seattle, Roosevelt Martin, is trying to find you. Now living in Virginia Beach, he may be reached at (757) 200-1878.

EDWARD TOWNSEND JR.

Please contact Michele Dean at 5008 Avenue South, Galveston, TX 77551, or call (409) 744-6943, or e-mail ellerae37@aol.com.

NOTICE:

Flu Shots Set for October 29 at Tacoma Hall

Virginia Mason Clinic will again offer free flu shots this year to eligible members. The inoculations will be given at the Tacoma hall on Monday, Oct. 29 from 9 a.m. until 11 a.m. The address is 3311 South Union Avenue. Any eligible member intending to receive a flu shot is requested to call the hall at least one week prior to Oct. 29. The telephone number is (253) 272-7774.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 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	1	0	1	0	1	0	3	2	0
Baltimore	7	3	1	6	2	1	0	11	5	0
Guam	2	1	0	2	0	0	0	3	1	0
Honolulu	8	6	5	5	5	1	1	13	11	9
Houston	29	18	8	20	9	5	11	44	22	11
Jacksonville	33	19	5	17	19	4	13	62	27	11
Mobile	11	9	6	16	8	4	4	20	10	5
New Orleans	21	14	9	15	10	2	4	39	18	21
New York	21	15	8	20	5	3	3	47	23	19
Norfolk	12	13	7	7	7	5	2	24	23	13
Philadelphia	6	2	1	4	2	2	0	10	7	2
Piney Point	4	6	0	3	2	1	0	2	6	1
Puerto Rico	7	7	2	5	3	3	2	21	11	2
San Francisco	20	5	1	18	8	2	7	42	8	3
St. Louis	0	1	5	1	2	1	0	1	4	6
Tacoma	26	9	10	30	10	2	15	46	13	16
Wilmington	22	12	10	14	7	8	9	56	23	11
Totals	230	141	78	184	99	45	71	444	214	130
ENGINE DEPARTMENT										
Algonac	1	0	0	1	0	1	0	1	0	0
Baltimore	6	5	1	6	5	1	1	6	7	0
Guam	0	0	1	0	0	0	0	1	1	2
Honolulu	7	4	7	2	5	2	3	9	11	11
Houston	17	5	3	13	2	0	5	27	11	7
Jacksonville	20	12	6	9	16	4	4	39	14	8
Mobile	9	4	2	7	2	2	2	15	9	0
New Orleans	6	7	3	6	3	4	1	15	18	5
New York	15	10	5	6	5	3	1	24	17	5
Norfolk	9	3	0	8	1	3	1	11	14	8
Philadelphia	1	1	1	1	1	1	0	5	6	1
Piney Point	4	5	2	1	2	3	1	6	6	4
Puerto Rico	4	0	0	5	0	0	0	6	4	0
San Francisco	9	8	5	5	6	3	0	14	12	4
St. Louis	0	1	0	0	0	0	0	0	5	0
Tacoma	11	14	13	15	10	5	11	18	13	13
Wilmington	5	7	1	4	5	2	1	9	15	7
Totals	124	86	50	89	63	34	31	206	163	75
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	2	0	0
Baltimore	5	2	0	5	2	0	0	4	0	1
Guam	0	0	0	0	0	0	0	0	0	1
Honolulu	8	2	14	6	1	2	0	17	10	39
Houston	18	2	0	11	3	0	7	22	1	3
Jacksonville	17	5	2	12	2	2	7	30	10	6
Mobile	4	3	2	4	3	0	4	9	4	2
New Orleans	10	5	1	7	2	0	2	16	8	1
New York	14	7	2	14	1	1	3	26	8	3
Norfolk	8	10	4	9	5	3	1	13	14	8
Philadelphia	3	0	0	2	1	0	1	7	1	0
Piney Point	4	0	1	1	0	1	0	5	2	2
Puerto Rico	3	1	0	0	0	0	0	4	2	0
San Francisco	20	3	1	13	2	0	4	36	7	1
St. Louis	0	0	0	2	1	1	0	0	1	1
Tacoma	19	3	1	11	1	1	8	38	3	1
Wilmington	23	6	1	17	7	0	10	37	7	3
Totals	157	49	29	114	31	11	47	266	78	72
ENTRY DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	0	0
Baltimore	0	6	3	0	3	4	0	0	5	1
Guam	0	4	4	0	1	0	0	0	4	9
Honolulu	5	22	92	2	6	12	0	15	64	249
Houston	3	11	5	3	2	0	0	4	16	13
Jacksonville	2	12	12	1	12	7	0	4	18	31
Mobile	1	8	3	0	3	3	0	1	13	5
New Orleans	2	1	4	1	4	0	0	9	17	14
New York	4	30	26	7	19	8	0	7	53	56
Norfolk	1	4	18	1	5	8	0	1	15	23
Philadelphia	1	1	0	0	0	0	0	1	1	1
Piney Point	0	1	26	0	11	18	0	0	15	21
Puerto Rico	3	3	5	0	4	2	0	7	6	13
San Francisco	4	11	5	4	8	1	0	10	16	12
St. Louis	0	2	1	0	1	1	0	0	3	1
Tacoma	6	16	19	5	14	6	0	5	30	43
Wilmington	4	12	12	1	3	6	0	12	25	21
Totals	36	144	236	25	96	77	0	76	301	513
Totals All Departments	547	420	393	412	289	167	149	992	756	790

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

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

November & December 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: November 5, December 3
Algonac	Friday: November 9, December 7
Baltimore	Thursday: November 8, December 6
Boston	Friday: November 9, December 7
Duluth	Wednesday: November 14, Dec. 12
Honolulu	Friday: November 16, December 14
Houston	Tuesday: November 13* Monday: December 10 <i>(changed created by Veterans Day holiday)</i>
Jacksonville	Thursday: November 8, December 6
Jersey City	Wednesday: November 21, Dec. 19
Mobile	Wednesday: November 14, Dec. 12
New Bedford	Tuesday: November 20, December 18
New Orleans	Tuesday: November 13, December 11
New York	Tuesday: November 6, December 4
Norfolk	Thursday: November 8, December 6
Philadelphia	Wednesday: November 7, December 5
Port Everglades	Thursday: November 15, December 13
San Francisco	Thursday: November 15, December 13
San Juan	Thursday: November 8, December 6
St. Louis	Friday: November 16, December 14
Savannah	Friday: November 9, December 7
Tacoma	Friday: November 23, December 21
Wilmington	Monday: November 19, December 17

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

Personals

WILLIAM BRAGG

Your old friend from Seattle, Roosevelt Martin, is trying to find you. Now living in Virginia Beach, he may be reached at (757) 200-1878.

EDWARD TOWNSEND JR.

Please contact Michele Dean at 5008 Avenue South, Galveston, TX 77551, or call (409) 744-6943, or e-mail ellerae37@aol.com.

NOTICE: Flu Shots Set for October 29 at Tacoma Hall

Virginia Mason Clinic will again offer free flu shots this year to eligible members. The inoculations will be given at the Tacoma hall on Monday, Oct. 29 from 9 a.m. until 11 a.m. The address is 3311 South Union Avenue. Any eligible member intending to receive a flu shot is requested to call the hall at least one week prior to Oct. 29. The telephone number is (253) 272-7774.

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Jack Caffey, Vice President Atlantic Coast

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Kermet Mangram,

Vice President Government Services

René Lioeanje, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

SAVANNAH

2220 Bull St., Savannah, GA 31401
(912) 238-4958

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

AUGUST 2001

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups	Group I	Group II	Group III	All Groups	Group I		Group II	Group III	Group I
Boston	4	0	0	4	0	0	4	0	0	0
Houston	7	3	0	5	0	0	11	18	2	0
Harvey, LA	6	2	0	4	0	0	5	10	2	1
New York	14	2	0	8	0	0	12	103	39	8
Norfolk	3	0	0	3	0	0	0	1	0	0
San Pedro	12	0	0	8	0	0	16	23	22	1
Savannah	2	0	0	4	0	0	6	11	0	0
Tacoma	2	2	1	3	0	0	5	17	4	0
Totals	50	9	1	39	0	0	59	183	69	10

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups	Group I	Group II	Group III	All Groups	Group I		Group II	Group III	Group I
Boston	4	0	0	8	0	0	0	0	0	0
Houston	5	3	1	5	0	2	5	5	3	0
Harvey, LA	3	3	0	1	0	0	5	4	3	0
New York	6	1	0	4	0	0	6	104	88	9
Norfolk	4	0	0	2	0	0	0	0	0	0
San Pedro	2	0	0	2	0	0	8	28	30	9
Savannah	2	0	0	3	0	0	3	8	2	1
Tacoma	1	2	0	2	0	0	3	11	2	0
Totals	27	9	1	27	0	2	30	160	128	19

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups	Group I	Group II	Group III	All Groups	Group I		Group II	Group III	Group I
Boston	3	0	0	6	0	0	0	0	0	0
Houston	1	0	0	1	0	0	4	4	0	0
Harvey, LA	1	1	0	2	0	0	3	0	1	0
New York	4	2	1	2	0	0	0	77	13	3
Norfolk	1	0	0	3	0	0	0	2	0	0
San Pedro	1	0	0	2	0	0	7	6	1	14
Savannah	0	0	0	3	0	0	0	5	1	0
Tacoma	0	0	0	0	0	0	3	1	1	0
Totals	11	3	1	19	0	0	17	95	17	17

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	All Groups	Group I	Group II	Group III	All Groups	Group I		Group II	Group III	Group I
Boston	0	3	0	0	0	0	2	0	0	0
Houston	2	2	1	2	0	3	7	9	12	2
Harvey, LA	4	0	2	0	0	0	3	6	3	2
New York	11	5	6	0	1	0	10	110	95	85
Norfolk	0	0	0	1	0	0	0	0	0	0
San Pedro	10	2	1	0	0	0	6	13	43	19
Savannah	1	2	0	2	0	0	3	0	3	1
Tacoma	0	2	1	0	0	0	1	0	36	2
Totals	28	16	11	5	1	3	32	138	192	111

Totals All Departments	116	37	14	90	1	5	138	576	406	157
------------------------	-----	----	----	----	---	---	-----	-----	-----	-----

PIC-FROM-THE-PAST



On his way home to Martinsville, Va., following a recent six-day vacation at the Paul Hall Center in Piney Point, Md. (see Letters to the Editor, p. 20), Pete Bluhm stopped at SIU headquarters to drop off these two photos. The top one was taken in the mid-'40s of the deck gang aboard the *Grange Victory*. Bluhm, who sailed as a bosun, is in the center, kneeling.

The photo at right was taken in 1948 aboard the *Montgomery City*. Bluhm is third from right. Also in that photo is Ernest Frank "Scottie" Aubusson (second from left, who died in 1993).

Bluhm, who began sailing with the SIU in 1946, participated in organizing drives aboard Isthmian ships—a cause that took nearly three years.

He retired from the SIU in 1952 and went on to work in the trucking industry and then in radio. He now enjoys time with his family and, of course, his yearly visits to Piney Point.





An inland captain is among the 16 Seafarers announcing their retirements this month. **John S. Waters** navigated the inland waterways at the helms of various vessels for more than 10 years.

Including Waters, six of the retirees navigated the inland waters, seven sailed in the deep sea division and three plied the Great Lakes.

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

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

DEEP SEA



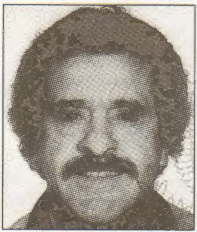
MARIANA A. CARPINTEYRO, 71, started her SIU career in 1991, joining in Honolulu. Sister

Carpinteyro first shipped aboard the *SS Independence*, operated by American Hawaii Cruises. Born in Mexico, the steward department member upgraded her skills in 1995 and 1997 at the SIU's training school in Piney Point, Md. Sister Carpinteyro last worked on American Overseas Marine's *2nd Lt. John Paul Bobo*. She calls Honolulu home.

DAVID H. DAVIS, 62, hails from Ohio. Brother Davis began his career with the Seafarers in 1968 in Seattle. He



first went to sea aboard Interocean Management's *Ft. Hoskins*. Brother Davis shipped as a member of the engine department. He last sailed on the *Overseas Marilyn*. Brother Davis resides in Humble, Texas.

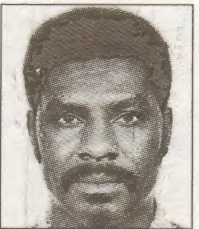


JOSEPH D. DEJESUS, 65, started his SIU career in 1991 in the port of Wilmington, Calif. Brother DeJesus first sailed on the

Overseas Joyce, operated by OSG Car Carriers, Inc. Born in Boston, he shipped in the deck department. Brother DeJesus last sailed aboard Cambridge Tankers Corp.'s *Overseas Boston*. He makes his home in La Mesa, Calif.

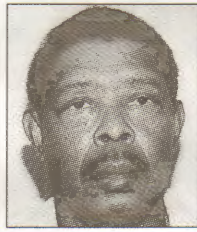
EARNST HALE, 65,

began his SIU career in 1968, joining in the port of Mobile, Ala. Brother Hale's first voyage was aboard Waterman Steamship Corp.'s *Yaka*. The Alabama native sailed as a member of the deck department. He last shipped aboard the *Seabulk Challenge*, operated by Interocean Ugland



Management Corp. Brother Hale lives in Mobile.

CLIFFORD RING, 65, hails from Kentucky. He started his SIU career in 1969 in Jacksonville, Fla. Before becoming a Seafarer, he served in the U.S. Army from 1956 to 1958. Brother Ring's first voyage was aboard Alcoa Steamship's *Halaula Victory*. A member of the engine department, he last shipped on the *Senator*, operated by Crowley American Transportation, Inc. Brother Ring calls St. George, Ga. home.

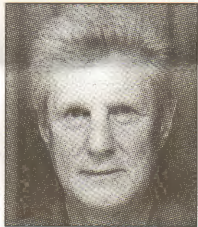


MARCIAL RUIZ, 64, started his career with the SIU in 1977, joining in the port of New Orleans. Born in Honduras,

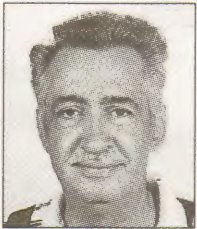
he first sailed on the *USNS Potomac*, operated by Empire Transport, Co. Brother Ruiz shipped as a member of the engine department. He last sailed aboard Valdez Tankship Corp.'s *Overseas Valdez*. Brother Ruiz makes his home in Houston.

THOMAS VANYI, 58,

joined the Seafarers in 1967 in the port of New York. Brother Vanyi's first voyage was aboard the *Overseas Joyce*, operated by Overseas Carriers, Inc. Born in Hungary, the steward department member upgraded his skills at the SIU's training school in 1974 and 1978. Brother Vanyi resides in Lincroft, N.J.



INLAND



MICHAEL L. DEMETRO, 57, joined the SIU in 1978 in the port of Houston. Prior to joining the Seafarers, the

New York native served in the U.S. Navy from 1962 to 1977. Boatman Demetro first sailed aboard a G&H Towing Co. vessel. The engine department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1982. Boatman Demetro last worked aboard a Moran Towing Co. vessel. He makes in home in Houston.

RICHARD F. ECKLES, 69,

started his career with the Seafarers in 1962, joining in the port of New Orleans. Boatman Eckles worked primarily aboard vessels operated by Capital Towing Co. Born in Louisiana, he shipped as a member of the deck



department. Boatman Eckles lives in Zachary, La.



DONICE E. LAWSON, 62, was born in Charleston, W.Va. He began his career with the Seafarers in

1977, joining in the port of Norfolk, Va. The deck department member worked primarily on vessels operated by Penn Maritime, Inc. Boatman Lawson upgraded his skills in 1995 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He resides in Virgilina, Va.

EDWARD J. VOIT, 61,

began his SIU career in 1978, joining in the port of Philadelphia. Before becoming a Seafarer, Boatman Voit served in the U.S. Army from 1959 to 1962. He first sailed on a Taylor Marine Towing Co. vessel. A native of Pennsylvania, Boatman Voit shipped in the deck department. He upgraded his skills at the SIU's training school in 1990. Boatman Voit last worked aboard a Coleman Launch Service vessel. He calls North Palm Beach, Fla. home.



HUGH K. WAIN, 66, hails from Los Angeles. He started his career with the Seafarers in 1978, joining in the port of Wilmington,

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.

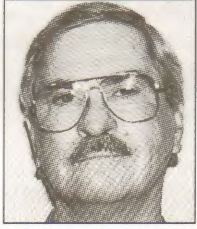


JOHN S. WATERS, 61, started his SIU career in 1976, joining in the port of Houston. Born in Charleston, S.C. Boatman Waters sailed as a captain. He sailed primarily aboard vessels operated by Marine Contracting & Towing Co. The captain makes his home in Summerville, S.C.

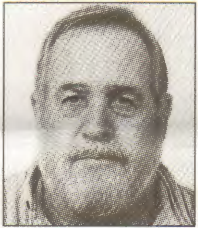
Calif. Prior to joining the SIU, he served in the U.S. Navy from 1958 to 1960. Boatman Wain worked primarily on ves-

JOHN S. WATERS, 61,

sels operated by Crowley Towing & Transportation. The engine department member upgraded his skills in 1981 and 1998 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Boatman Wain lives in Downey, Calif.



GREAT LAKES



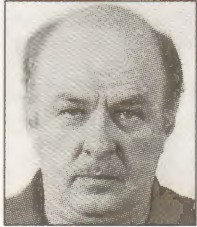
MICHAEL J. KORNMEIER, 55, hails from Toledo, Ohio. Brother Kornmeier joined the Seafarers in

1967 in Detroit. He served in the U.S. Navy from 1964 to 1966. Brother Kornmeier's first voyage

was on an American Steamship Co. vessel. The deck department member sailed in both the Great Lakes and inland divisions during his career. He last shipped aboard a Great Lakes Towing Co. vessel. Brother Kornmeier resides in Ohio.

JAMES R. LAWSON, 64,

joined the Seafarers in 1977 in Detroit. Born in Michigan, he first shipped on an H&M Lake Transport vessel. Brother Lawson sailed in both the Great Lakes and inland divisions. The deck department member upgraded his skills in 1980 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. His most recent voyage was on American Steamship Co.'s *John Boland*. Brother Lawson lives in Algonac, Mich.



JOSEPH D. VIOLANTI, 64, was born in Pennsylvania. He started his career with the Seafarers in

1960, joining in Detroit. Brother Violanti's initial voyage was aboard an American Steamship Co. vessel. The deck department member last shipped on the *Saginaw Bay*, another American Steamship Co. vessel. Brother Violanti makes his home in Northwood, Ohio.

Reprinted from past issues of the *Seafarers LOG*

1952

Seafarers and their children will have an opportunity to get a four-year college education, free of charge, under a new plan proposed by the SIU and approved by the trustees of the Seafarers Welfare Plan. Beginning with the fall term of 1953, four students yearly will receive full college scholarships of \$1,500 a year for four years, good at any recognized college or university in the U.S. and for any course selected. Money already has been set aside by the trustees for the scholarship fund to cover the next four years.

This is the first scholarship plan in maritime and one of the few union scholarship plans in the U.S. The union scholarship will be enough in practically all cases to cover all tuitions and fees and still leave money for ample monthly subsistence payments.

1962

One of the earliest SIU members and officials, Claude "Sonny" Simmons, SIU vice president in charge of contracts and contract enforcement, died Oct. 30 at Hackensack Hospital in New Jersey after a long illness. He was 43 years old.

An experienced organizer and contract specialist, Simmons had been a member of the SIU

since its founding in 1938 and first came ashore to serve as a union officer in the port of Tampa in 1941. He had been acting as the SIU's chief negotiator since 1959 and was elected to his last post in 1960.

He gained the nickname "Sonny" when he

first went to sea from his native Tampa at the age of 15, shipping as a deckhand on a coastal freighter. He thereafter switched to ocean-going vessels where he worked virtually all engine department ratings as a wiper, fireman,

oilier, and as a deck engineer on winches and cargo machinery.

1972

Labor leaders leveled bitter attacks at "reactionaries" in Congress after the House of Representatives refused to send its minimum-wage bill to conference within the Senate.... The Senate bill, backed by labor, would raise the present \$1.60 an hour minimum to \$2.20 over two years and extend coverage to six million more workers, including domestics and state and local government employees. The Senate also would raise the minimum for factory-farm workers to \$2.20 over three years.

The House bill would raise the overall minimum to \$2 an hour. It would not extend coverage or increase the farm workers' minimum. It also includes a provision ... to let employers hire 16- and 17-year-old youths at a special \$1.60 wage.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

SUMO AMIR



Pensioner Sumo Amir, 83, died April 4. Born in Indonesia, Brother Amir started his career with the Marine Cooks and Stewards (MC&S) in 1952 in the port of San Francisco. The *SS Mariposa* was one of the ships aboard which the steward department member sailed. He began receiving his pension in 1979. Brother Amir lived in San Francisco.

GENE BERGER



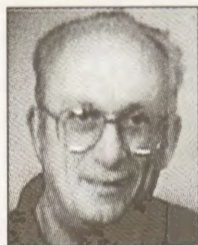
Pensioner Gene Berger, 78, passed away May 6. Brother Berger began his SIU career in 1951 in the port of New York. His first voyage was aboard the *Royal Oak*, operated by Interocean Management Corp. Born in Sweden, Brother Berger shipped in the engine department. His final voyage was on the *Point Margo*, operated by Point Endeavor Corp. Brother Berger started receiving his pension in 1982. He lived in his native country.

JESSE CONDOFF



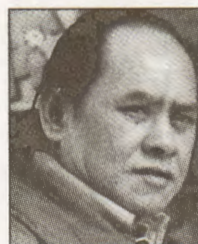
Pensioner Jesse Condoff, 87, died June 27. Brother Condoff started his career with the MC&S in San Francisco. The Mississippi native worked in the steward department and began receiving his pension in 1973. Brother Condoff made his home in San Francisco.

DONALD CURTIS



Brother Donald Curtis, 63, passed away June 26. He was born in Iowa City, Iowa. Brother Curtis' initial SIU voyage was aboard the *USNS Stalwart*, operated by Sea Mobility, Inc. He shipped in the steward department, most recently working aboard the *USNS Bowditch*, operated by Dyn Marine Services of Virginia, Inc. Brother Curtis resided in La Harpe, Ill.

BENJAMIN DAHLAN



Pensioner Benjamin Dahlan, 75, died June 28. He started his SIU career in 1966 in the port of Norfolk, Va. Brother Dahlan first shipped aboard a Sea-Land Service vessel. The Singapore-born mariner was a member of the deck department. He last worked on Energy Transportation Corp.'s *LNG Capricorn*. Brother Dahlan started receiving his pension in 1991. Staten Island, N.Y. was his home.

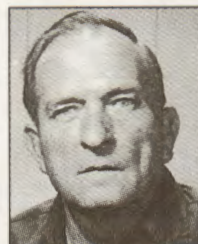
ALCIDAS DORE

Pensioner Alcidas Dore, 91, passed away July 10. Brother Dore started his career with the MC&S in Seattle. Before joining the MC&S, he served in the U.S. Coast Guard from 1942 to 1945. Brother Dore's first voyage



was on a States Steamship Co. vessel. The *Willow City*, N.D. native sailed in the steward department. He last went to sea aboard the *President Taylor*, operated by American President Lines. Brother Dore started receiving his pension in 1983. He lived in Bremerton, Wash.

DEWEY E. EMORY

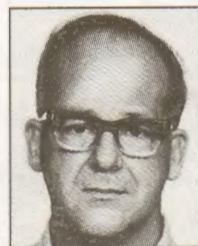


Pensioner Dewey E. Emory, 75, died June 24. He began his SIU career in 1949 in Tampa, Fla. Brother Emory's initial voyage was aboard a Mayflower Steamship Corp. vessel. The Smyrna, Ga. native sailed in the steward department. He last worked on Delta Steamship Lines' *Del Campo*. Brother Emory started receiving his pension in 1983. He made his home in Tampa, Fla.

VINCENT FRISINGA

Pensioner Vincent Frisinga, 75, passed away April 27. Brother Frisinga joined the SIU in 1963 in the port of Wilmington, Calif. Before becoming a Seafarer, he served in the U.S. Army. Brother Frisinga first sailed on the *Taddei Victory*, operated by Consolidated Mariners, Inc. Born in California, he shipped as a member of the deck department. Brother Frisinga's final voyage was aboard the *Sea-Land Freedom*. He started receiving his pension in 1991. Brother Frisinga resided in Los Angeles.

HERBERT GREENE

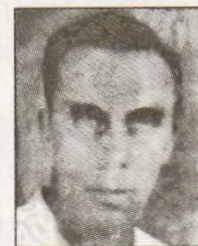


Pensioner Herbert Greene, 70, died March 21. Born in Connecticut, he began his career with the Seafarers in 1969 in Yokohama, Japan. Prior to joining the SIU, he served in the U.S. Navy from 1950 to 1953. Brother Greene first shipped with the SIU aboard Waterman Steamship Corp.'s *City of Alma*. The deck department member last sailed on the *Sea-Land Consumer*. He started receiving his pension in 1995. Brother Greene lived in San Francisco.

WILLIAM JOE

Pensioner William Joe, 70, passed away April 4. Brother Joe launched his SIU career in 1952 in the port of New York. Before his seafaring days, he served in the U.S. Army from 1947 to 1948. Brother Joe first went to sea aboard the *Marymar*, operated by Calmar Steamship Corp. The engine department member was born in New York. He last shipped on the *LNG Taurus*, an Energy Transportation Corp. vessel. Brother Joe started receiving his pension in 1991. St. Bernard, La. was his home.

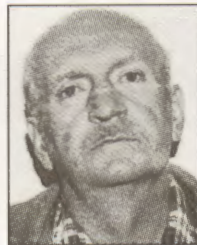
PER KARMAN



Pensioner Per Karman, 92, died April 10. Brother Karman started his career with the Seafarers in 1945, joining in the port of San Francisco. Born in Sweden, he shipped as a member

of the deck department. Brother Karman started receiving his pension in 1973. He was a resident of Santa Rosa, Calif.

DONALD KEITH



Pensioner Donald Keith, 71, passed away March 14. He began his SIU career in 1956 in the port of New York. Before becoming a Seafarer, Brother Keith served in the U.S. Navy from 1945 to 1948. His first SIU voyage was aboard the *Rose Knot*, operated by Suwannee Steamship Co. The New York native worked in the steward department. He last shipped on the *Sea-Land Leader*. Brother Keith began receiving his pension in 1994. Astoria, N.Y. was his home.

THOMAS LANINGHAM



Pensioner Thomas Laningham, 82, died May 14. Born in Ranger, Texas, Brother Laningham started his SIU career in 1947 in Galveston, Texas. He served in the U.S. Navy from 1942 to 1945. Brother Laningham worked in the engine department. His last voyage was on the *Del Norte*, operated by Delta Steamship Lines. He started receiving his pension in 1984. Brother Laningham lived in Las Vegas.

ANDRES MALDONADO

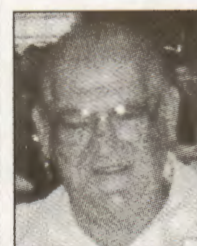


Pensioner Andres Maldonado, 78, passed away June 7. He started his career with the Seafarers in 1945 in the port of New York. Born in Puerto Rico, Brother Maldonado first shipped on A.H. Bull Steamship Co.'s *Elizabeth*. He sailed in the deck department. Brother Maldonado's last voyage was on the *San Juan*, operated by Puerto Rico Marine Management, Inc. He started receiving his pension in 1985. Brother Maldonado was a resident of Bronx, N.Y.

FLOYD MULLENS

Pensioner Floyd Mullens, 78, died July 10. The Texas native joined the SIU in 1966 in the port of New York. He served in the U.S. Navy from 1942 to 1945. Brother Mullens' initial SIU voyage was aboard Waterman Steamship Corp.'s *Meridian Victory*. The steward department member last went to sea on the *Overseas Alaska*. Brother Mullens started receiving his pension in 1988. He made his home in Stanislaus, Calif.

WILLIAM OMELANCZUK



Pensioner William Omelanczuk, 75, passed away May 16. Brother Omelanczuk joined the Seafarers in 1951 in the port of New York. He served in the U.S. Army in 1943. Born in Newark, N.J., Brother Omelanczuk first sailed aboard a Waterman Steamship Corp. vessel. The deck department member last went to sea on the *Sea-Land Gallaway*. Brother Omelanc-

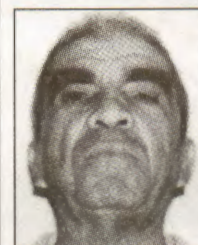
zuk started receiving his pension in 1992. He resided in Largo, Fla.

ROBERT PITCHER



Pensioner Robert Pitcher, 81, died April 7. Brother Pitcher started his SIU career in 1955 in the port of New Orleans. The Louisiana native first sailed aboard Mississippi Shipping Co.'s *Del Mar*. Brother Pitcher worked in the steward department and last shipped on the *Del Norte*, another Mississippi Shipping Co. vessel. He started receiving his pension in 1972. Brother Pitcher made his home in Arabi, La.

JAMES W. PULLIAM



Pensioner James W. Pulliam, 76, died June 7. Born in Virginia, he started his SIU career in 1947 in the port of New York. Brother Pulliam's initial voyage was aboard a Victory Carriers, Inc. vessel. He shipped in the deck department. Brother Pulliam last sailed on the *Sea-Land Tacoma*. He began receiving his pension in 1986. Brother Pulliam was a resident of Williamsburg, Va.

JOSEPH RINIUS



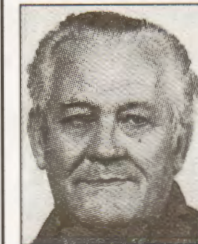
Pensioner Joseph Rinius, 84, passed away April 22. He started his career with the Seafarers in 1967 in the port of San Francisco. Born in Pennsylvania, he first sailed aboard the *Santa Emilia*, operated by Liberty Navigation Trading Co. Brother Rinius worked in the engine department. He last shipped on Delta Steamship Lines' *Santa Adela*. Brother Rinius began receiving his pension in 1981. He lived in Santa Rosa, Calif.

FRANK RUSSO



Pensioner Frank Russo, 88, died May 27. Born in Louisiana, he joined the SIU in 1944 in the port of Norfolk, Va. The deck department member worked primarily aboard Delta Steamship Lines vessels. Brother Russo began receiving his pension in 1979. He called Harvey, La. home.

LESTER SCHRAGER



Pensioner Lester Schragger, 79, died July 28. Brother Schragger began his SIU career in 1966 in Wilmington, Calif. He first sailed aboard Texas City Refining, Inc.'s *The Cabins*. The Connecticut native worked in the deck department. His final SIU voyage was on the *Sea-Land Endurance*. Brother Schragger began receiving his pension in 1987. He was a resident of Las Vegas.

MARVIN SMITHERMAN

Pensioner Marvin Smitherman, 73,

passed away June 14. The Alabama native started his SIU career in 1970 in the port of San Francisco. He served in the U.S. Navy from 1952 to 1956. Brother Smitherman first sailed aboard a Michigan Tankers, Inc. vessel. The steward department member last went to sea aboard Crowley Marine Services' *Nodaway*. He started receiving his pension in 1998. Tuscaloosa, Ala. was his home.

MARTIN VARGAS



Brother Martin Vargas, 32, died April 25. He joined the SIU in 1999 in the port of Piney Point, Md. Brother Vargas' initial SIU voyage was aboard the *Blue Ridge*, operated by Crowley Petroleum Transport. The Texas native worked in the engine department. He last went to sea on Sheridan Transportation Co.'s *ITB Baltimore*. He lived in Corpus Christi, Texas.

JOSEPH WOLANSKI

Pensioner Joseph Wolanski, 78, passed away May 17. Born in New Jersey, he started his SIU career in 1956 in the port of New York. His first ship was the *Steel Artisan*, operated by Isco Inc. Brother Wolanski shipped in the deck department, last sailing on the *Sea-Land Integrity*. Brother Wolanski served in the U.S. Navy from 1939 to 1946. He made his home in Baltimore and started receiving his pension in 1978.

INLAND

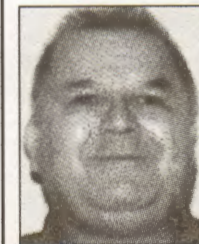
JOHN REED

Pensioner John Reed, 70, passed away April 18. He began his career with the Seafarers in 1967 in the port of Houston. Boatman Reed served in the U.S. Army from 1940 to 1945. The engine department member sailed primarily aboard vessels operated by G&H Towing. He started receiving his pension in 1988. Boatman Reed resided in Cleveland, Texas.

LUKE SCARIANO

Pensioner Luke Scariano, 86, passed away May 14. He started his career with the Seafarers in 1956 in New Orleans. The Louisiana native sailed primarily aboard vessels operated by Crescent Towing & Salvage Co., Inc. Boatman Scariano worked in the engine department and started receiving his pension in 1980. He made his home in Shelby, Tenn.

JOHN WEINER



Pensioner John Weiner, 71, died July 28. Boatman Weiner began his career with the Seafarers in 1966 in the port of Philadelphia. He served in the U.S. Army from 1946 to 1948. Born in Pennsylvania, Boatman Weiner first shipped aboard a Moran Towing Co. vessel. He worked in the engine department and last sailed on a Taylor Marine Towing Co. vessel. Boatman Weiner started receiving his pension in 1988.

ALLEN WOODS

Pensioner Allen Woods, 67, passed away May 20. He joined the SIU in 1979 in the port of New Orleans. Boatman Woods was born in Alabama and sailed primarily aboard vessels operated by Dravo Basic

Continued on page 20

Digest of Shipboard Union Meetings

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

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

CHICAGO (ATC), June 29—Chairman **Timothy D. Koebel**, Secretary **Gregory G. Keene**, Educational Director **Rudolph Lopez**, Deck Delegate **Marcos Felix**, Engine Delegate **Phil Perdikis**, Steward Delegate **Ahmed O. Shariff**. Chairman stated copies of new contract received and made available to crew. Positive aspects of contract noted, including increased pension benefits and prescription coverage for dependents. Educational director talked about basic safety training needed to satisfy STCW requirements. No beefs or disputed OT reported. Engineers agreed to shut down elevator from 8 p.m. to 6 a.m. Crew members requested to refrain from using it during this period if inadvertently left on. Chairman reminded crew of mess deck courtesies, i.e., no hats, sleeveless shirts or flip-flops. Also, everyone should assist DRU's and GSU's efforts to maintain crew areas in clean condition. Next ports: Valdez, Alaska; Richmond, Wash.

PRODUCER (CSX Line), June 3—Chairman **Joel A. Lechel**, Secretary **Douglas J. Swets**, Educational Director **Allan A. Rogers II**, Deck Delegate **John T. Emrich**, Engine Delegate **Lawrence D. Carranza**, Steward Delegate **Oswaldo Castagnino**. Chairman announced payoff June 5 in Long Beach, Calif. He thanked crew for keeping ship clean while at anchor in port. He noted STCW clock is ticking. "If you don't complete STCW basic safety training or acquire your STCW certificate by Feb. 1, 2002, you will not be able to sail." Secretary stated all correspondence posted and in order. Educational director added that in addition to taking required STCW courses at Paul Hall Center in Piney Point, Md., school is available for other upgrading classes. Treasurer noted \$1,000 in ship's fund. For requests other than movies, crew should talk with bosun. No beefs or disputed OT reported. New itinerary will take ship from Long Beach to Honolulu to Tacoma and back to Long Beach. Thanks given to steward department for greatly improved menus. Special thanks also to Relief Steward Swets for outstanding job.

RELIANCE (CSX Line), June 30—Chairman **Tim FitzGerald**, Secretary **Gene C. Sivley**, Engine Delegate **John D. Lange**. Chair-

Maintaining El Morro



While in the Tampa shipyard, AB Dave Crisp works on the El Morro's aft house.

man stated new washing machine and VCR received. He thanked crew for their professional help during oil spill in Tacoma, Wash. Educational director urged crew members to upgrade skills at Piney Point and remember Feb. 1, 2002 deadline is getting closer. Without STCW certificate, mariners cannot sail. Treasurer noted \$100 in ship's fund. Some disputed OT reported by deck delegate. Clarification requested on pension plan. Vote of thanks given to steward department. Next port: Tacoma.

SEALAND ACHIEVER (U.S. Ship Management), June 24—Chairman **Michael Duggan**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Gerard Rogers**, Engine Delegate **Ronnie Hamilton**, Steward Delegate **Daniel L. Wehr**. Chairman announced payoff July 2 in Houston. He noted new dryer installed. He reminded crew members to update STCW certificates. Steward requested looking into ways to secure stores crane to stop rattling (which is keeping him awake at night). Treasurer reported \$12 in movie fund. No beefs or disputed OT reported. Chairman read communication from headquarters regarding proposal in next contract for satellite TV. New clocks requested for crew lounge and mess hall. These are electric clocks that are automatically adjusted from bridge during time zone changes. Next port: Charleston, S.C.

USNS BOLD (Maersk Lines, Ltd.), June 26—Chairman **David W. Gardner**, Secretary **Richard J. Wythe**, Deck Delegate **Derrick Hurt**, Engine Delegate **Wayne Evans**, Steward Delegate **Gideon Simmons**. Chairman thanked everyone for excellent job and for practicing safe working habits. He announced next payoff in early August. Bosun reminded everyone that time is running out for STCW compliance—Feb. 1, 2002. He also stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Clarification requested on basis for figuring vacation pay and criteria for working in tax-free zones and whether any "hazardous duty" pay applies. Crew also requested more overtime and inquired about e-mail service for ship and refrigerators for all rooms. Suggestions made for increased pension plan and improved dental and prescription plans.

USNS STOCKHAM (Amsea), June 26—Chairman **Thomas W. Grosskurth**, Secretary **Stephen M. Avallone**, Educational Director **Joseph J. Jenkins Jr.**, Deck Delegate **Kelvin Johnson**, Engine Delegate **John Fernandez**, Steward Delegate **Alan Van Buren**. Bosun addressed STCW issue and noted deadline for compliance is Feb. 1, 2002. Those crew members getting off reminded to leave rooms in good condition with fresh linen. Treasurer announced \$115 in ship's fund. He advised crew members to agree on how money should be spent before leaving for Diego Garcia. No beefs or disputed OT reported. Suggestion made for improved dental and optical benefits at all levels. Vote of thanks given to steward department for good

food. Next port: Jacksonville, Fla.

CHARLES BROWN (Transoceanic Cable Ship Co.), July 9—Chairman **David Loison**, Educational Director **Lothar Wick**, Deck Delegate **Tyrone Benjamin**, Engine Delegate **Guadalupe A. Campbell**. Chairman reminded everyone ship is on standby. Anyone going away for weekends should leave phone number. He also encouraged crew members to attend upgrading courses at Paul Hall Center. Discussion held about highlights of new standard contract and company agreement. Crew expressed appreciation to VP Contracts **Augie Tellez** for good work. Everyone asked to keep noise down in passageways and cabins after 8 p.m. and reminded of no smoking policy in public areas. No beefs or disputed OT reported.

DEVELOPER (U.S. Ship Management), July 8—Chairman **Barry M. Carrano**, Secretary **Obencio M. Espinoza**, Educational Director **DiMarko Shoulders**, Deck Delegate **Joerg N. Witte**, Engine Delegate **Bruce M. Korte**. Secretary thanked everyone for good trip and advised them of need to contribute to SPAD for job security. Educational director suggested crew members attend classes at Paul Hall Center and make sure STCW training has been completed by Feb. 1, 2002 deadline. No beefs or disputed OT reported. Request made for new pillows and mattresses as well as for information about new contract. Steward department given vote of thanks for job well done, especially for special attention on July 4 holiday.

GOPHER STATE (IUM), July 30—Chairman **Nathaniel Leary**, Secretary **Anthony L. Curran**, Educational Director **James DeMouy**. Chairman announced vessel payoff July 31 in Guam. Educational director urged members to check expiration dates on sailing documents, including STCW. Bosun stressed seriousness of STCW compliance. Without the necessary training, you can't sail after Feb. 1, 2002. No beefs or disputed OT reported. Thanks given to steward department for fine job.

MAERSK CALIFORNIA (Maersk Lines, Ltd.), July 1—Chairman **Bennie C. Freeland**, Secretary **John G. Reid**, Educational Director **James T. McParland**, Deck Delegate **Charles K. Williams**, Steward Delegate **Johny Bolton**. Chairman reported smooth trip and thanked everyone for help in search for stowaways. Secretary thanked shipmates for helping keep ship clean. Educational director urged members to check STCW documents and make sure they're up to date. Treasurer announced \$216.79 in ship's fund. Plan is to purchase more movies for vessel. No beefs or disputed OT reported. Request made for transformers for crew rooms (vessel's power is 220-volts; need 110-volts for American electrical equipment) as well as new keys, toaster and microwave oven. Also requested literature to be posted regarding rights of seamen when injured. Clarification requested on GVA's duties. Vote of thanks given to steward department for job well done.

MAERSK TEXAS (Maersk Lines, Ltd.), July 18—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Scott S. Fuller**, Deck Delegate **George Jordanides**, Steward Delegate **Justo Lacayo**. Chairman announced payoff July 19 in Balboa, Panama. Disputed OT issue to be presented to port officials in Houston. Secretary thanked everyone for keeping house clean. Educational director reminded crew members of educational facilities available at Paul Hall Center

for upgrading and improving skills. Recommendations made to increase pension benefits, purchase satellite TV and obtain refrigerators in all rooms. Thanks given to steward department for good food.

NAVIGATOR (CSX Line), July 29—Chairman **Werner H. Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Daniel F.**

SPIRIT (CSX Line), July 22—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Mohamed Alsinai**, Engine Delegate **Rey D. Farinas**, Steward Delegate **Blaine R. Amundson**. Chairman announced payoff July 28 in Tacoma, Wash. He thanked everyone for smooth trip and reminded them to wear safety gear and watch step

El Morro Crews Up in Tampa



Crew-up for the El Morro took place in August at the Tampa shipyard. The crew members overwhelmingly ratified the new standard agreements and sent a vote of thanks to the SIU contracts department for a job well done. From the left are SA Richard Jones, SIU Rep Bryan Powell, Chief Cook Jorge Ellis and Chief Steward Gregory "Scooby" Melvin.

Dean, Deck Delegate **Sangie Mohamed**, Engine Delegate **James B. Spranza**, Steward Delegate **Glenn A. Taan**. Chairman announced arrival and payoff Aug. 4 in Tacoma, Wash. He advised crew to keep doors locked in port and obtain new set of linen for relief crew members. He also thanked everyone for job well done in separating plastic items from regular trash. Educational director collected TRBs for captain to sign and reminded everyone of upcoming STCW deadline, Feb. 1, 2002. Movies purchased for \$65, leaving \$25 in ship's fund. Also, \$165 spent on fresh tuna in Guam, leaving \$5 in tuna fund. No beefs or disputed OT reported. Clarification requested on food allowances, especially with extra riders aboard. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

RICHARD G. MATTHIENEN (Ocean Ships, Inc.), July 2—Chairman **Dana Naze**, Secretary **Gloria Holmes**, Educational Director **Kelly L. Mayo**, Deck Delegate **Artis Williams**, Engine Delegate **Gilbert Tedder**, Steward Delegate **Joseph S.L. Martin**. Chairman reported new pay scale received from company, effective July 1. Educational director discussed STCW deadlines. He urged crew members to apply for basic safety training immediately since classes are very full. Treasurer announced \$238 in ship's fund. New movies were purchased in last couple ports. No beefs or disputed OT reported. Suggestion made to increase pay and vacation days. Bosun asked crew to help keep lounge clean and return movies when finished with them. He also asked that everyone be considerate of those trying to sleep by not slamming doors, etc. Next ports: Singapore; Sasebo, Japan; Ulsan, S. Korea; Yokosuka, Japan.

SMT CHEMICAL TRADER (Intrepid Ship Management), July 30—Chairman **Raymond A. Tate**, Secretary **Michael A. Pooler**, Educational Director **Nick Entchev**, Deck Delegate **Mary Rose Bado**, Engine Delegate **John Parish**, Steward Delegate **Luis Gonzales**. Chairman talked about new contract and pay increase. Educational director stressed importance of upgrading skills at Piney Point. Treasurer announced \$3,500 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done. Next port: Los Angeles.

when walking on deck. Educational director advised crew members to check STCW compliance. Time is running short. Deadline is Feb. 1, 2002. New movies just bought for \$80. Bosun holds remaining \$25 for additional video purchases. No beefs or disputed OT reported. Awaiting new mattresses; hopefully, they'll arrive in Tacoma. Thanks given to steward department for good food.

STONEWALL JACKSON (Waterman Steamship Corp.), July 8—Chairman **Hugo P. Dermody**, Secretary **Earl N. Gray Sr.**, Educational Director **Michael Papaioannou**, Deck Delegate **Shelia Lewis**, Engine Delegate **Kevin J. Carraby**, Steward Delegate **Enrique Agosto**. Chairman asked crew members to be sure plastic items are separated from regular trash for disposal. He also stressed importance of contributing to SPAD because those donations help keep the union strong. Secretary reminded everyone of upcoming STCW deadline and stated necessary courses available at Paul Hall Center. Educational director added that opportunities available at the school help mariners keep up with latest education in their field of work. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done. Next ports: Morehead City, N.C.; New Orleans.

TACOMA (CSX Line), July 23—Chairman **Joseph Artis**, Secretary **Mohamad M. Shibly**, Educational Director **Michael D. Powell**, Deck Delegate **Sean N. O'Doherty**, Engine Delegate **Michael G. McGlone**, Steward Delegate **Mohamed A. Hussain**. Chairman announced payoff on arrival July 24 in Tacoma, Wash. He noted new standard contract currently in effect and several new ships are being built. Educational director advised crew members to meet STCW requirements before Feb. 1, 2002 deadline and encouraged them to attend other upgrading courses at Piney Point. It's a great benefit of belonging to SIU and includes free room and board. Joint treasury for unlicensed crew and officers contains about \$600. Bosun to ask captain to purchase exercise equipment. Disputed OT reported by engine delegate to be discussed with patrolman at payoff. Clarification requested on rotation information. Steward department thanked for great job.

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.)

Appreciating the Vision Of Earlier Seafarers

My immediate family and I have just spent six days' vacation at the Paul Hall Center. It was a great experience for all of us. Our sincere thanks to all the personnel there. They treated us like we were family and, indeed, we felt like family.

Also, our compliments to Romeo Lupinacci. His ship (the Paul Hall Center galley and cafeteria) is the best feeder I've ever been on.

While there, I took the opportunity to mix with and talk to many of the Seafarers taking classes, whether it was for upgrading or certification. I came away from these conversations feeling that some of them did not fully appreciate what they are a part of as SIU Seafarers, or what

the SIU has done in the past to make possible what they enjoy today.

My seafaring time was short compared to many others. It ran from 1944 through December 1952. My union experience started with the SUP in 1946, then the SIU in 1947 until I retired in '52. Half of that time was spent sailing Isthmian ships in an effort to aid in organizing that company—something that took almost three years to accomplish. While it would be a misnomer for me to say I knew most of the men responsible for what the SIU is today, I did have a passing acquaintance with most of them since we were constantly in touch during that three-year period. The men I refer to, of course, are Paul Hall, Frank Drozak, Al Kerr, Lindsey Williams, Earl "Bull" Shepard and others, too numerous to name here.

I mention their names here to let today's Seafarers know that these men were guys who never gave up the fight, who had a vision of what today's merchant seamen are enjoying in working and living conditions aboard ship, wages and, of course, benefits. As late as the early '50s, the only benefit an SIU man had was

knowing that when he shipped out of the union hall, he would be paid a decent wage, have clean living conditions and a chance to settle any beefs via the SIU port agent when the voyage ended.

To all of you sailing today, learn your union history. I believe you'll be a better Seafarer if you do.

Pete Bluhm
Martinsville, Va.

Best of Luck To Merged Unions

I am pleased that the NMU and the SIU have merged. This has been long sought, and I am proud to be associated with both union.

I retired from the NMU in 1985. I joined in 1952. My father served in the NMU before me—from 1936 to 1953, leaving because of poor health.

I resided at Snug Harbor in Sea Level, N.C. for three years and have since moved to Florida.

Now that the merger of the two unions has become a reality, may we move forward with continued progress and unity.

Jack Otte
Edgewater, Fla.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

Final Departures

Continued from page 18

Materials Co. Boatman Woods was a member of the deck department. He started receiving his pension in 1996. Boatman Woods called Uria, Ala. home.

GREAT LAKES

JOSEPH BOYER

Brother Joseph Boyer, 70, died July 9. He started his career with the Seafarers in 1952 in Buffalo, N.Y. The Pennsylvania native sailed in the Great Lakes as well as deep sea divisions. He first shipped aboard Great Lakes Associates' A. Guthrie. A member of the deck department, Brother Boyer's last ship was the

Richard J. Reiss, an Erie Sand Steamship vessel. He made his home in Buffalo, N.Y.

WILLIAM BUCKLEY



Pensioner William Buckley, 81, passed away April 4. He began his SIU career in 1960 in Detroit. Brother Buckley first shipped aboard an American Steamship Co. vessel. Born in Emmett, Mich., he was a member of the engine department. Brother Buckley's last ship was the Sharon, another American Steamship Co. vessel. He started receiving his pension in 1978. Rivera Beach, Fla. was his home.

DONALD SWANSON



Pensioner Donald Swanson, 76, died July 16. Brother Swanson joined the SIU in 1960 in Detroit. He served in the U.S. Army Air Corps from 1943 to 1947. Brother Swanson first shipped on Ocean Petroleum Carrier Corp.'s Elemir. He worked in the deck department and sailed in both the Great Lakes and deep sea divisions. The Ironwood, Mich. native last sailed on the Steel T. Crapo, an Inland Lakes Management, Inc. vessel. Brother Swanson started receiving his pension in 1986. He resided in Toledo, Ohio.

Personal Greetings for Holiday Issue of the LOG

A popular feature of the December Seafarers LOG is the holiday greetings section. To ensure your holiday message is published, please:

- * PRINT or TYPE your message (in 25 words or less). Photographs also are welcome.
- * Be sure your greeting is in the holiday spirit.
- * Do not send more than three entries per person. (This form may be reproduced.)
- * Send your entries to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. You also may fax copies directly to the LOG at (301) 702-4407 or send them by e-mail to dhirtes@seafarers.org. If sending by e-mail, please include your phone number.

Additionally, forms may be filled out in any SIU hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff. **All entries must be received by Friday, November 16, 2001.**

HOLIDAY MESSAGE (Please Print)

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

- Active Seafarer Family Member/Friend of Active Seafarer
 Retired Seafarer Family Member/Friend of Retired Seafarer

10/01

Other: _____

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman (including simulator steering assessments)	October 20 November 17	November 16 December 14
Lifeboatman/Water Survival	October 6 November 3	October 20 November 17
Radar (simulator)	October 6 November 3	October 19 November 16
Radar (one-day renewal)	October 19 November 16	
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	October 20 November 17	October 26 November 23
GMDSS (simulator)	October 27 November 24	November 10 December 8
Bridge Resource Management	October 27 November 24	November 2 November 30

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.

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 14
Welding	October 13 November 24	November 2 December 14

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Government Vessels	October 13 October 27 November 10 November 24	November 2 November 16 November 30 December 14
STCW Medical Care Provider	October 20	October 27
Basic Fire Fighting/STCW Basic Safety	October 20 October 27 November 10 November 17 November 24 December 1 December 8 December 15	October 26 November 3 November 16 November 23 November 30 December 7 December 14 December 21
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	October 13 October 28	October 27 November 10
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 6	October 13

Academic Department Courses

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

Be prepared for the future . . .

**Upgrade your skills NOW
at the Paul Hall Center.**

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

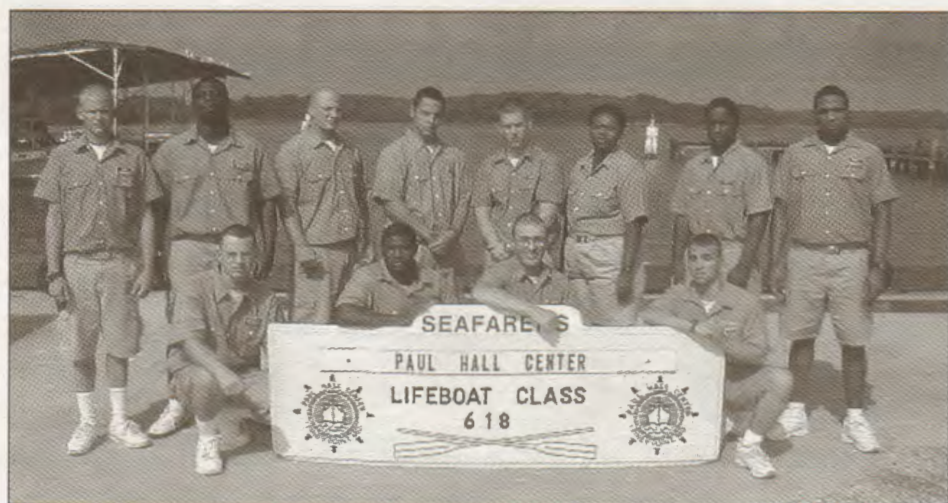
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

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

10/01

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 618 — Unlicensed apprentices from class 618 who graduated from the water survival course are (from left, kneeling) Felipe Zepeda, Shaddrick Barrington, Clinton Lough, North Bremicker, (second row) James Martin, Christopher Cash, Joseph Manning, Justin Yettou, Jordan Cuddy, Christin Cross, Frank Irby II and Gerald Rogers Jr.



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistant cargo (DL) course Aug. 17 are (from left, front row) Raymond Johnson, Michael Johnson Sr., Andrew Van Bourg, Stephen Castle, Ronald Ammar, Elliott Rhodes, Jim Shaffer (instructor), (second row) Antonio Simon, Herman Best, Timothy Perry, Odilio Evora, John Davis, Albert Alexander, Eric Berry, Samuel Lampshire and Vlado Lazarevski.



Able Seaman — Upgrading Seafarers who earned their AB ratings Aug. 24 are (from left, front row) John Fisher, Kyle Bailey, Alvin Clark, Randy Senatore (instructor), (second row) Louis Holder, David Evans, Joseph Borys, Rudy Garrido and Jerry Fanning.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement Aug. 17 are (from left) Michael Zoabi, Pablo Flores, Allen Ward, James Francis, Jonathan Newhouse, Cristino Williams, Brenda Gray, Kervin Velazquez, Robert Beckwith, Ben Cusic (instructor) and Edward Tully.



Tankerman (PIC) Barge

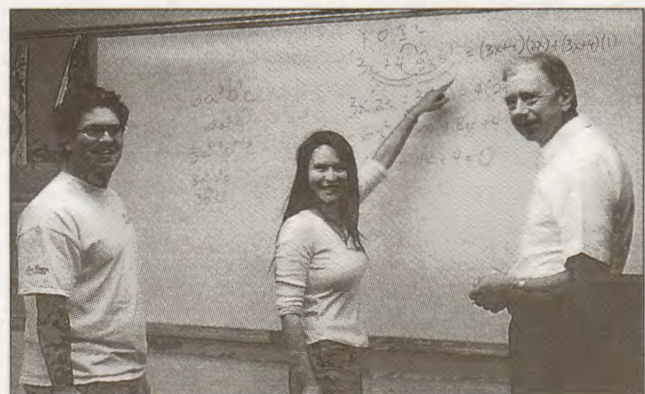
— Graduating from a recent tankerman (PIC) barge course are (in no specific order) Willie Carter, David Heindel Jr., Quintin Herrera, Albert Bodden, Keithley Andrew, Raymond Brumback, Michael Williams, Mark Sawin, Ron Cobb, Etienne Vidal, James Bond III, Michael DiAngelo, Clyde Evans, Brian Teixeira and Matthew Pellicano.

Computer Lab Classes



Daniel Borden displays his certificates for achieving mastery over Windows 95 and beginning and intermediate Excel. Looking on is instructor Rick Prucha.

Academic Endeavors



Above: Taking advantage of college courses offered at the Paul Hall Center are Andrew Linares (left) and Ramona Gayton. Both sail from the port of Wilmington, Calif. They are studying Math 101—College Algebra with instructor Rick Prucha.

At the cert membership meeting, Gayton was presented with a certificate and congratulations from SIU President Michael Sacco for completing all the upgrading credits she needs to earn her associate's degree. She is now working on the academic portion of that degree. Gayton, who began her SIU career as a member of class 511 (in 1993), sails as an electrician.



DEU — Unlicensed apprentices in the third phase of the training program completed the DEU course June 22. They are (from left, first row) Darrick Johnson, David Johnson, Anjwar Brooks, Justin Armstrong, Jessie Caston, (second row) Maurice Chambers (instructor), Bryan Wells, Adrian Moore, Jesse Hale, (last row) Jeffrey Edwards and Grady Mason.



SIU members Alexander "Steve" Campbell, left, and Donald Bridenstine Jr. display the certificates they earned for learning computer basics and the Windows 95 operating system. Campbell, who sails from the port of Mobile, and Bridenstine, from Piney Point, both are deck department members. With them is instructor Rick Prucha.

Paul Hall Center Classes



Alexander Banky III, Egbert Campbell, Abdo Ahmed, Pablo Flores, Anthony Bonin, Robert Beckwith, Dionce Bright, Mark Bissonnette, Mian Ahmad, Mark Adams, Michael Borders, Charlfred Autrey, Mohamed Ali, Alex Caneda, Ursula Canci, Geoffrey Bell and William Byrne.

Basic Safety Training Classes Held at Paul Hall Center



(From left, kneeling) Andrzej Tlalka, John McLean, Sean Walker, William Steele, Francisco Zuniga, Alexander Stamatelaky, (second row) Davon McMillan, Eddy Usmany, Joseph Thielman, Mary Lou Smith, John Yates, Rudolph Xatruch, Ennis Gomez, Mike Daras (instructor), (third row) M.J. White, John Hoskins, Elmo Davis and John Shivers.



Herbert Davis, Leopoldo Fernandez, Michael Gallagher, Louis Gregoire, Rene Gil, Marco Cayetano, Edwin Fuller, Brenda Gray, Ramadan Elmobdy, John Davis, Mitchell French, Jose Constantino, Anthony Grant, Barry Freeman, Derek Fye, Alfredo Cuevas, Ruben Gamboa and Troy Fleming.



Torry Kidd, Vicki Holloway, Kenneth Koch, Samuel Lampshire, Eugenio Lopez, Stanley Jandora, Calvin James, James Kidd Jr., Kenneth Long, David James, Joseph Jones, Kjell Liadal, John Jubert, Roy Honeycutt, Anselmo Lopez, Michael Kaye, Vincent Knight, Thomas Haney, Nasir Isa and Jim Liu.



Timothy Perry, Ronnie Makowiecki, Edwin Ortega, Joe Riccio, Gerald Payne, Pedro Mena, Lemuel Robinson Jr., Jorge Mora, Ronald Pattiasina, Konstantinos Prokovas, John Meyers, Jonathan Newhouse, Kenneth McLamb, Albert Monson, Chester Preston, Paublito Ramos-Ortiz, Lisa Mitchell, Gilbert Louis and Wilfredo Rodriguez.

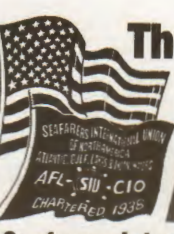
Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.



STCW Medical Care Provider — Completing the STCW medical care provider course recently under the instruction of Julie Lankford (left) are (from left) Steve Votta, Steve Campbell and Stuart Miller.



Andrew Vanbourg, Yussuf Ussi, Kirk Willis, Cristino Williams, Richard Volkart, Mark Somes, Jerome Smith, James White, Stavros Manousarides, Wayne Webb, Sidney Wallace, Rodney Wilson, Corrie Stockton, Edward Tully, Ernest Smith, George Santiago, Mohamed Shireh, Curtis Williams, Jeremy Thigpen, Luis Vanderrama, Donald Williams, Benjamin Sivells and George Vorise.



The

www.seafarers.org

Volume 63 Number 10

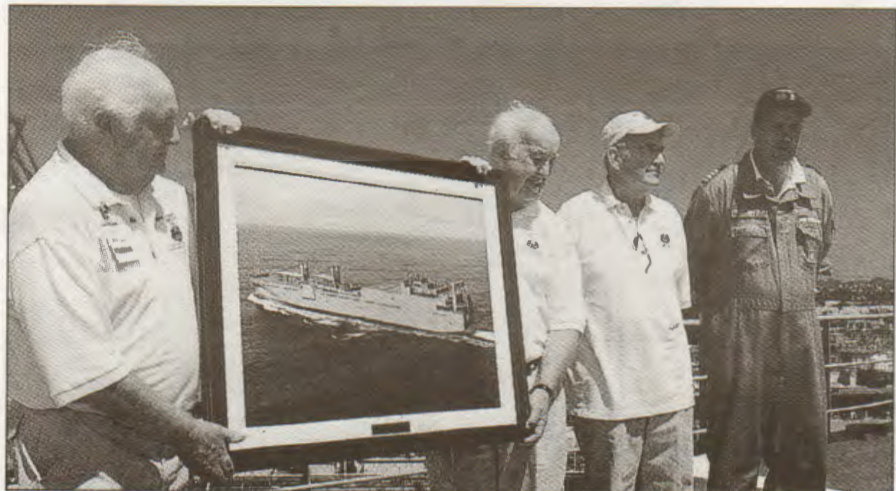
October 2001

Seafarers Log

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

SIU SCHOLARSHIPS FOR 2002

Now is the time to start thinking about applying for a college scholarship for yourself or a family member. See page 11 for additional information.



Helping celebrate the August delivery of the *USNS Pomeroy* to the MSC are (from left) Korean War veterans Robert Dalton, Bill Helton, John Finnigan and Captain Mike Finnigan.



John Finnigan—former SIU member, Korean War veteran and father of the *USNS Pomeroy's* master—points to a picture of himself taken 50 years ago in Korea. Finnigan donated some of his personal war photos for the vessel's permanent display.

Remembering the Man Behind the Pomeroy

When the SIU-crewed *USNS Pomeroy* was delivered from the NASSCO shipyard in San Diego to the U.S. Military Sealift Command (MSC), on hand for the August ceremony were three Korean War veterans who accepted the ship on behalf of the crew.

The vessel was named in memory of U.S. Army Pvt. First Class Ralph E. Pomeroy, who posthumously was awarded the Medal of Honor for his brave actions in Korea in October 1952.

Captain Mike Finnigan, himself an SIU hawsepiper, noted in a letter accompanying the photos on this page, that among the three veterans was his father, John Finnigan, who was in Korea the same year that Ralph Pomeroy served there. The elder Finnigan also donated some personal

photos to the vessel's display on the 01 deck. The other two guests were Bill Helton, who was in *Pomeroy's* unit in Korea, and Robert Dalton, a medic in *Pomeroy's* unit.

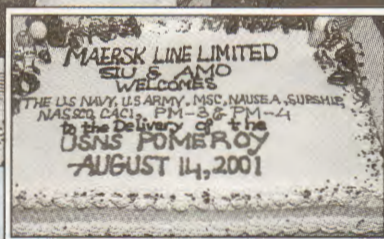
The *USNS Pomeroy* is the seventh largest, medium-speed, roll-on/roll-off vessel (LMSR) built at NASSCO through a government-initiated directive known as the Strategic Sealift Program. The 950-foot long vessel will be loaded with tanks, vehicles and other U.S. Army equipment in mid-December. It will then depart the United States for Diego Garcia in the Indian Ocean, where it will spend approximately 30 months on station, prepositioning its Army cargo.



Enjoying lunch aboard the *USNS Pomeroy* are ABs James Alston (left) and Nathaniel Carr.



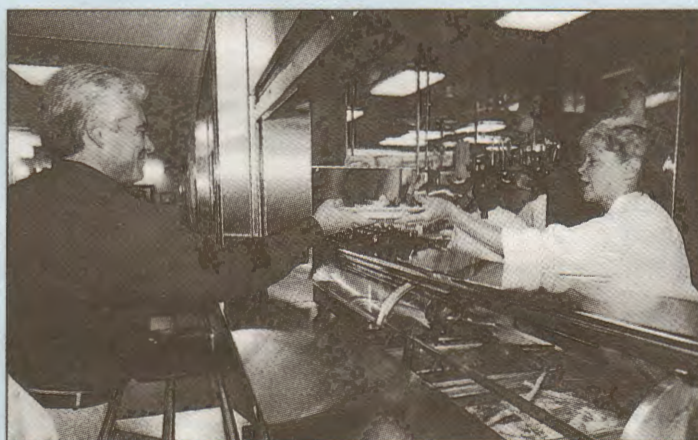
Captain Mike Finnigan (center) and Chief Steward Christopher Hale (second from right) join NASSCO representatives for the cutting of a cake that was specially baked for the turnover of the vessel from the NASSCO shipyard to the MSC.



Wanda Cokley, SA aboard the *USNS Pomeroy*, refills the salad bar.



Taking part in the luncheon reception following the delivery ceremony are (from left) Bosun Mark Coleman, AB Michael Mayo and AB Brian Carroll.



SIU West Coast VP Nick Marrone is served from behind the counter by Chief Cook Claudia Kammeyer.



SA Connie Tarplin keeps the hot food coming.



Helping celebrate new jobs aboard the *USNS Pomeroy* are (above, from left) AB Ferdinand Viniegra and OS Larito Sason; (center photo, from left) QMED Keith McIntosh, QMED Richard Abbott and OS Willie Harrington; and (right photo, from left) GUDE Jermaine McIntosh and QMED Robert Brown.

