

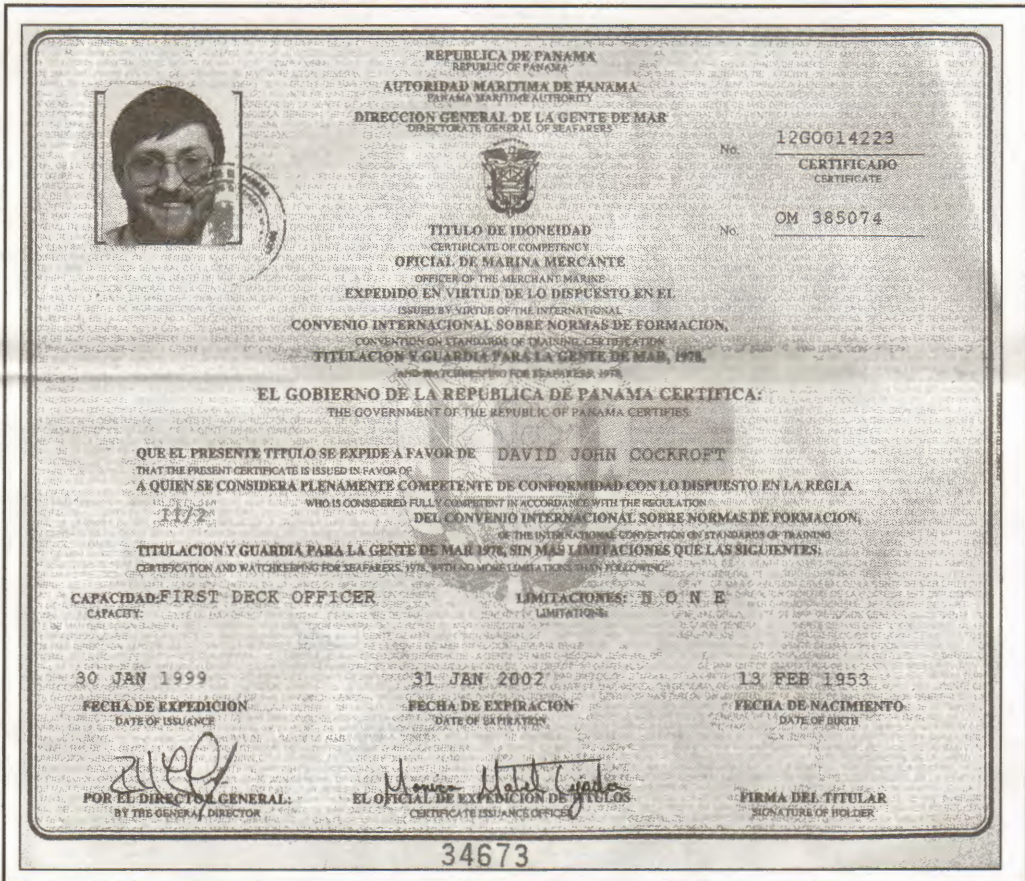
The

Seafarers Log

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

Runaway-Flag Scam Hits Another Low

Panama Sells Mariner's License To ITF General Secretary Cockroft



In one of the most blatant examples of the fraud that is runaway-flag shipping, the Republic of Panama last month sold a first officer's certificate and "sea book" to the head of the International Transport Workers' Federation (ITF)—a respected official, but one with no shipboard training or experience. Despite that greenness, ITF General Secretary David Cockroft now possesses paperwork authorizing him to navigate a vessel, thanks to Panama. Page 2.

Merger Agreement Presented

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



SIU Crews Cable Ship

Baltimore-Based Wave Sentinel Joins Seafarers-Contracted Fleet

Recertified Bosun Dave Kalm and other SIU members are the first Seafarers to sail aboard the newly contracted *Wave Sentinel*, a cable ship based in Baltimore. Page 24.



President's Report

History on the Horizon

Can you believe it?

After more than 60 years of sailing toward the same port, the members of the SIU and NMU are almost there.



Michael Sacco

We are all gathered on the bridge, looking past the bow, and we don't need binoculars! The dock is in sight! We are coming home.

Next month, Seafarers and their counterparts in the National Maritime Union will have an opportunity to finalize a truly historic event: the merger of the NMU into the SIU. Details, including the full text of the proposed agreement, are printed on page 3 of this issue of the *Seafarers LOG*.

As the formal merger agreement is presented to both memberships, I am more convinced than ever that this unification is the right move at the right time, for all concerned.

Members already are benefiting because our respective unions no longer work against each other, as we often did throughout the past six decades. As one union, we can concentrate on more job security aboard new ships built in U.S. yards. We can fight for better benefits and safer working conditions.

The rest of the industry will gain from this merger, too. First and foremost, the merger will help build a bigger, more qualified manpower pool. In fact, those benefits already have begun materializing since we first welcomed our NMU brothers and sisters at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Another advantage—less obvious but very important—is that instead of consuming our respective resources while battling each other, the SIU and NMU instead will be better-equipped to take on the enemies of the American-flag fleet. We will settle for nothing less than the true revitalization of our merchant marine.

I have been overwhelmed by the positive responses from SIU and NMU members since we started working together. The good news has come from the school as well as the vessels on which SIU and NMU members have sailed together. Seafarers have accepted and welcomed the NMU because we are all mariners, dedicated to the same task.

Such camaraderie and cooperation is refreshing. As many of you know, merger talks between our two unions date back all the way to the 1960s, but none of those discussions produced an alliance. Conflicts between us date back even further, to the late 1930s. It's an interesting history that has been told many times.

But now, a new chapter is being written. Throughout the multi-step process involved in this merger, the great majority of our members (and those of the NMU) have made it clear that now is the time to come together.

I couldn't agree more. The merger means increased security and stability for both memberships. It means we'll be better equipped to meet the changing times that inevitably lie ahead. It will help set a solid foundation for us in this new century.

The merger is an exciting, overdue step. I thank the members of both unions for their foresight and support throughout the process. Let's bring the ship safely into our home port by approving the proposed formal agreement next month.

Meet '1st Officer Cockcroft' Panama Sells Phony Credentials; ITF Further Exposes FOC Scam

For sheer size, the International Transport Workers' Federation (ITF) exhibition ship *Global Mariner* may have been the ultimate visual aid in the fight against runaway-flag shipping. The converted cargo vessel early last year concluded a 20-month, worldwide voyage that attracted nearly three-quarters of a million visitors to its shipboard presentation on runaway flags.

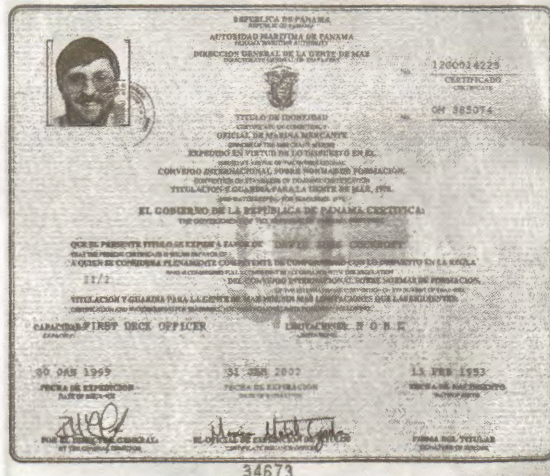
Last month, however, the ITF dramatically further exposed the flag-of-convenience (FOC) rip-off with a single sheet of paper. The federation's general secretary, David Cockcroft, bought a first officer's certificate (and "sea book") issued by the Republic of Panama.

The paperwork authorizes Cockcroft to navigate a vessel and "deputize for its captain, despite his complete lack of marine training and skills," the ITF noted.

"This is one of those situations where you don't know whether to laugh or cry," said SIU Secretary-Treasurer David Heindel, who serves as second vice chair of the ITF Seafarers' Section. "Obviously, it's ridiculous that anyone could buy an officer's license. Yet, that's the reality of runaway-flag shipping."

Cockcroft's documentation didn't come cheap. It reportedly took about \$4,000 to secure his paperwork.

"This just proves—if more proof is needed—that it is time to eliminate the culture of greed and corruption rooted in the FOC system," Cockcroft stated. "However good international conventions look on paper, they will never guarantee standards until ship registers which exist solely to make money are driven out of business."



Panama issued this first officer's certificate to ITF General Secretary David Cockcroft, despite his complete absence of marine training and skills.



Cockcroft displays his newly bought mariner's credentials. "It is time to eliminate the culture of greed and corruption rooted in the FOC system," he says.

He further described runaway-flag shipping as "an under-policed system that encourages bad operators to undercut good ones.... It is courting human and environmental disaster."

The SIU is one of 570 unions affiliated with the London-based ITF. Altogether, those affiliates represent more than 5 million members.

For more than a half-century, the ITF has fought against runaway-flag or FOC shipping. An FOC vessel is one that flies the flag of a country other than the country of ownership. Shipowners who participate in the runaway-flag scam typically do so to avoid taxes and regulations while employing cheap, often unqualified labor.

Panama is the world's largest shipping register as well as "one of 29 FOC countries that flag ships owned by foreign businesses purely for profit," the ITF reported. "Almost none of the 6,000-plus ships registered in Panama are owned by genuine Panamanian companies, staffed by Panamanian crews or commanded by Panamanian officers. Its ship registry has nothing to do with assuring safety and responsible shipping, and everything to do with making money."

Although Cockcroft's licensing escapade contains humorous undertones, it mainly highlights the potential dangers of FOCs. Cockcroft likened the incongruous issuance of his officer's certificate by Panama to "awarding a good-conduct medal to Attila the Hun.... Do you want someone like me, with no practical seafaring experience, steering a ship full of dangerous chemicals or radioactive materials off your coast, or plowing through the same sea lanes as oil supertankers and crowded passenger ferries?"

The Seafarers' International Research Center at the University of Wales is investigating the issuance of fraudulent qualifications worldwide. Preliminary findings revealed more than 12,000 cases of forgery, the federation pointed out.

'Slavery' at Sea?

Year-Long Research Yields Grim Evidence

A new report by the International Commission on Shipping (ICONS) describes "slave conditions" faced by thousands of mariners worldwide.

Titled "Ships, Slaves and Competition," the report is based on a year-long, global investigation in which virtually every component of the maritime industry had input, noted ICONS Chairman Peter Morris, former Australian transport minister.

"The obscenity is that the beneficiaries of the suffering include some of the wealthiest individuals and corporations on earth," Morris said in a news report. "They need to be held accountable for the way their cargoes are transported just as every other industry is."

The commission said it gathered evidence that "tens of thousands of seafarers in 10 to 15 percent of the world's ships work in slave conditions, with minimal safety, long hours for little or no pay, starvation diets, rape and beatings. [ICONS] has been told of crew who have disappeared after complaints to officers, and employer practices of blacklisting sailors who complain to unions."

Substandard shipping "operates because of a veil of secrecy on ship ownership and support from cargo owners seeking lower freight rates at the expense of the majority of quality ship operators," the commission stated.

Along those lines, Morris cited studies by the Organization for Economic Cooperation and De-

velopment (OECD) which indicate that a given vessel's annual operating costs can be slashed by 16 percent by dodging international safety requirements.

The commission offered numerous recommendations, including stronger supervision of classification societies by the European Commission and tougher policy application by the societies to their clients; tighter port state controls and implementation of reward systems for quality ships; severe penalties for charterers and major shippers using sub-standard ships; improved flag state performance, and many others.

Morris said those proposals won't increase prices for most shippers and consumers. "In fact there is considerable evidence to suggest that best practice will result in cheaper prices through reduced insurance costs, simplified port inspections and shorter turnaround times," he observed.

The full report is available via the internet at www.icons.org.au.

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

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SIU-NMU Merger Pact Presented

May Votes Slated for Both Unions

The SIU-NMU merger agreement will be presented for votes at the May membership meetings of the respective unions, following the document's completion in late February.

If the agreement is approved, then this will be the final step in merging the NMU into the SIU's Atlantic, Gulf, Lakes and Inland Waters District. In that event, it is anticipated that the merger's effective date will be sometime in late spring or early summer.

If the agreement is not approved, then a new one will be negotiated and presented to the memberships.

The full text of the agreement is printed on this page of the *Seafarers LOG*.

The May votes—which will include NMU members voting on whether to accept the SIU constitution—represent the third step in the merger process, as previously detailed in several issues of the *LOG*. The process being used is

similar to the one implemented during 1977-78 when the Marine Cooks & Stewards (MC&S) merged into the SIU. Like the MC&S was in 1977, the NMU is an autonomous union within the Seafarers International Union of

North America.

From Dec. 1, 1999 through Jan. 31, 2000, SIU and NMU members voted by secret ballot on whether the unions should proceed with merging. SIU members approved the resolution with 86 percent voting in favor of full merger talks; in the NMU, 93 percent of those voting approved the resolution.

During the most recent SIU general election, from Nov. 1-Dec. 30, 2000, Seafarers ap-

proved two constitutional amendments related to the proposed merger. Eighty-four percent of those voting, approved the amendment adding "NMU" to the union's full name; 87 percent approved the amendment calling for the addition of two executive board slots. Those results were affirmed by the SIU's rank-and-file tallying committee, whose report in turn was approved last month at SIU halls throughout the country.

Text of SIU-NMU Merger Agreement to Be Voted on by the Memberships

AGREEMENT OF MERGER

WHEREAS, the Seafarers International Union, AGLIWD (hereinafter referred to as "SIU") and the National Maritime Union (hereinafter referred to as "NMU") both represent unlicensed seamen working aboard merchant vessels on the seas, the lakes and inland waterways; and

WHEREAS, over the last several decades, the commercial maritime industry in the United States has been in a state of flux which has impacted upon the employment opportunities of the collective membership of the SIU and the NMU; and

WHEREAS, due to the unique nature of the maritime industry, both the SIU and the NMU have, over the years, maintained separate union/hiring hall facilities at various locations in the United States, some of which are located in the same geographical areas, and have negotiated separate and distinct collective bargaining agreements with the employers for whom their respective memberships are employed, to enable each union to represent its members;

WHEREAS, such a duplication of resources and efforts does not efficiently serve the needs of either membership; and

WHEREAS, as a result, the Executive Boards of both the SIU and the NMU met on several occasions to discuss the possibility of merging and/or consolidating operations and reached agreement to pursue the matter; and

WHEREAS, the concept of merger was presented, via referendum votes, to the membership of both unions; and

WHEREAS, the membership of both unions voted overwhelmingly in favor of such a merger and authorized their respective Executive Boards to negotiate a merger agreement which would set forth the proposed terms and conditions of a merger between these two unions; and

WHEREAS, the Executive Boards of these unions have met and have reached agreement on the essential terms of a merger and now wish to codify and formalize such agreement into a document for the purpose of presenting such document to the respective memberships of the SIU and the NMU for their action;

NOW THEREFORE BE IT RESOLVED THAT, UPON MEMBERSHIP APPROVAL, THE FOLLOWING TERMS AND CONDITIONS WILL BE INCORPORATED INTO AND APPLIED TO THE MERGER OF THE SIU AND NMU AND WILL GOVERN THE NEW MERGED ENTITY:

1. NMU shall merge into and become an integral part of the SIU.

2. The name of the merged entity shall be the Seafarers International Union, AGLIWD/National Maritime Union (hereinafter referred to as "SIU/NMU").

3. The terms and provisions of such merger and of the continued existence of the SIU/NMU, except as specifically elaborated herein, shall be as set forth in the Constitution of the SIU, as amended by membership vote effective March 2001, and which shall be the Constitution of the merged organization and shall be in the name of the SIU/NMU. A complete and accurate copy of the Constitution of the SIU, to be submitted for approval to the membership of SIU in March, 2001, has been

provided to the Executive Board of the NMU prior to the signing of this Agreement of Merger and shall be published to the membership of the NMU in connection with their vote to approve and accept this Merger Agreement.

4. The Constitution of the SIU/NMU, as amended, shall govern and set forth rights and obligations to all such members. All NMU full book members in good standing, possessing such status under the pre-merger NMU Constitution shall, subsequent to the merger, become full book members of the SIU/NMU. [Editor's note: Full book membership has nothing to do with seniority. They are separate issues. For an explanation of the proposed seniority system, see No. 8, in the next column.] All SIU full book members in good standing, possessing such status under the pre-merger SIU Constitution shall, subsequent to the merger, become full book members of the SIU/NMU. Non-full book members of the SIU/NMU who are not eligible to become full book members as of the date of the merger shall have their membership rights subsequently determined by the provisions of the SIU/NMU Constitution, provided, however, that such non-full book members shall receive credit toward full book membership for all days of service which they have accrued prior to the effective date of this Merger Agreement. Any and all moneys paid to NMU or to SIU by non-full book members towards the payment of the Constitutionally mandated initiation fees as set forth in the respective Constitutions of both unions, shall be credited to such person's initiation fee obligation to the SIU/NMU as provided in the SIU/NMU Constitution.

5. For all purposes of the SIU/NMU Constitution, the terms "good standing or continuous good standing in the Union" shall include such status of members in the SIU and the NMU prior to this merger.

6. Subsequent to the merger, the SIU/NMU will commence a procedure by which they will gain recognition for the SIU/NMU from their various signatory employers as the exclusive bargaining representative for all SIU and NMU collective bargaining units existing as of the effective date of this Merger Agreement. However, the pre-merger job and seniority rights of SIU and NMU members will not be affected by the merger prior to the expiration of the existing NMU Collective Bargaining Agreement. (see paragraph 8 herein). The terms and conditions of all SIU and NMU collective bargaining agreements in effect on the effective date of this Merger Agreement shall remain in full force and effect until their expiration dates. Subject to Article X of the SIU/NMU Constitution, contract enforcement with respect to collective bargaining agreements possessed by NMU prior to the merger shall be, for the duration of said contracts, under the direction and supervision of the Vice-Presidents at Large referenced in Paragraph 19 hereof.

7. The SIU/NMU shall, upon approval of this Merger Agreement, succeed to any and all SIU and NMU rights in and to all NLRB certifications and shall become the exclusive bargaining representative of all individuals employed on former NMU and former SIU contracted equipment. If deemed necessary, motions will be submitted to

the NLRB for amendment of certification to reflect the merger of these unions.

8. The job and seniority rights of both SIU and NMU members are currently contained in the shipping rules of each union and are incorporated in the aforementioned collective bargaining agreements. Until such time that the Executive Board of the newly formed SIU/NMU decides otherwise, but no sooner than the expiration dates of the existing NMU collective bargaining agreements, both sets of such shipping rules shall continue to be maintained and shall continue to be applied to employment aboard the same vessels as they were prior to the merger. Accordingly, the job rights of all SIU members as presently contained in the SIU shipping rules shall, subject to the provisions of such rules, continue in full force and effect. Likewise, the job rights of all NMU members as presently contained in the NMU shipping rules shall, subject to the provisions of such rules, continue in full force and effect. The SIU's current contracted employers shall constitute a separate unit for purposes of determining job or shipping rights and the NMU's current contracted employers shall constitute a separate unit for purposes of determining job or shipping rights. Former NMU members, who by virtue of the merger become SIU/NMU members, may register for employment aboard former SIU contracted vessels and will be treated as any other individual possessing C seniority under the existing SIU shipping rules. Likewise, former SIU members, who by virtue of the merger become SIU/NMU members, may register for employment aboard former NMU contracted vessels and shall be treated as any other individual possessing Class 3 seniority under the existing NMU shipping rules. Seniority shall then accrue in accordance with the particular shipping rules under which the individual works.

9. The parties agree that, subsequent to the merger, they will recommend to the respective Boards of Trustees of their existing pension, welfare and vacation benefit plans that such plans shall not be merged or combined in a manner that would have an adverse impact on the present participants of these plans (the "Plans") prior to June 15, 2007. The parties further agree to recommend to these Boards of Trustees to expeditiously initiate a study to determine the feasibility of establishing and implementing reciprocity agreements between the respective Plans to enable individuals working under SIU/NMU contracts to accumulate and combine credits received under these Plans regardless of their particular job assignment.

10. The parties also agree that, subsequent to the merger, they will recommend to the respective Boards of Trustees of their existing "hiring hall organizations" that such Trustees should act towards merging these funds to reduce and/or eliminate duplication of expense and effort and to more effectively serve the needs and interests of the combined membership of the newly created SIU/NMU. In no event, however, shall such merger take place prior to

the expiration dates of the existing NMU collective bargaining agreements. Upon the effective date of this Merger Agreement all funds transmitted to the NMU by the NMU Joint Employment Committee will be transmitted to SIU/NMU.

11. The parties agree that subsequent to the effective date of this Merger Agreement, they will work toward coordinating and combining the activities of the Transportation Institute and Labor-Management Maritime Committee.

12. The parties agree that subsequent to the effective date of this Merger Agreement, they will work towards merging SPAD and NMU PLOW.

13. During the discussions leading up to this merger agreement, the parties acknowledge that they have each submitted to the other certified statements of their assets and liabilities, current as of December 31, 1999 and that both parties now represent that for the period of time following such date, to the date of execution of this Agreement, there have been no appreciable changes in their assets and liabilities; except as otherwise previously disclosed. In addition, the NMU represents that it has no contractual liabilities except as set forth in the aforementioned certified statements or as listed in Schedule A to be provided and attached hereto.

14. The NMU further agrees that it will not incur any liabilities or make any expenditure without the SIU's consent, except those that are necessary to continue the routine and ordinary business of the NMU during the period of the vote on this Merger Agreement. The term "routine and ordinary business of the NMU" shall include the following items of expenses and any other items similar thereto:

- Salaries, withholding taxes and employee fringe benefits
- Reimbursement of travel and other legitimate business expenses
- Rent
- Telephone
- Per capita (SIU, AFL-CIO Maritime Committee, SMART and ITF)
- Real estate and personal property taxes
- Utilities
- Building maintenance
- Office supplies and postage
- Office equipment, supplies and stationary, maintenance and repair
- Automobile
- Reproduction and printing
- Subscription and periodicals
- Interest expenses
- Newsletter publication costs
- Professional expenses including, but not limited to legal and accounting
- Leases of office equipment
- Office furnishings
- Conference, seminar, convention and meeting expenses

15. In the event of approval of this Merger Agreement, the NMU agrees that such approval will constitute an assignment to the SIU/NMU of all of its right, title and interest in and to all of its assets (both real and personal property) including but not limited to accounts

receivable and union monetary obligations due from members and that the NMU will act as soon as is practical subsequent to the merger to take any and all necessary actions to transfer such rights and title to the SIU/NMU. Upon approval of this Merger Agreement, SIU/NMU shall assume full responsibility for all financial obligations of NMU including, but not limited to, all expenses associated with the administration and enforcement of all NMU collective bargaining agreements in effect on the effective date of this Merger Agreement.

16. For the purpose of executing any and all documents on behalf of the NMU which may be required by any person, firm, association, corporation or governmental agency subsequent to the effectuation of this merger for all NMU acts and matters prior to such merger, the authorized signators for NMU shall be two current NMU officers as designated by the present NMU President.

17. For the purpose of executing any and all documents on behalf of the SIU which may be required by any person, firm, association, corporation or governmental agency subsequent to the effectuation of this merger for all SIU acts and matters prior to such merger, John Fay and David Heindel, current SIU officers, or the survivor, shall be and are so authorized.

18. This Merger Agreement shall not become effective unless and until a majority of those SIU members so voting and a majority of those NMU members so voting, vote to approve and accept this Merger Agreement. In the event that such approval is not granted by a majority of each of the respective voting members of the two unions, then this Merger Agreement shall be deemed cancelled, null and void and of no force and effect.

19. The Constitution of the SIU/NMU shall create two Vice-Presidential positions to be known as 'Vice-Presidents at Large'. Upon approval of this Merger Agreement, as specified in Paragraph 18 hereof, the SIU/NMU National President shall appoint two current elected NMU officers, as recommended by the present NMU President, to fill the newly created NMU Vice-President positions. Thereafter, such individuals, or their successors, shall continue to serve in such capacity until the regularly scheduled election of SIU/NMU officers held in 2004. All other current elected NMU officers shall continue to be employed by SIU/NMU, in such capacity as the General Executive Board shall determine, for the balance of their current NMU term of office.

20. It is hereby agreed and understood that all parties to this Merger Agreement have negotiated its terms in good faith with every intention to fully comply with all provisions herein.

IN WITNESS WHEREOF, we have made and executed this Agreement this 21 day of February 2001.

National Maritime Union Seafarers International Union, AGLIWD

¹ The terms "existing pension, welfare, vacation and training and education plans" or "the Plans" refers to the following entities: NMU Pension Trust (NMU Pension Plan); NMU Welfare Trust (NMU Welfare Plan); NMU Vacation Trust (NMU Vacation Plan); NMU Rivers Pension Trust (NMU Rivers Pension Plan); NMU Rivers Welfare Trust (NMU Rivers Welfare Plan); NMU Upgrading and Training Plan; Seafarers Health and Benefits Plan; Seafarers Pension Plan; Seafarers Money Purchase Pension Plan; Seafarers Vacation Plan; Seafarers Harry Lundeberg School of Seamanship

² The term "hiring hall organizations" refers to the following entities: NMU Joint Employment Committee; Seafarers Joint Employment Fund.



Senior members of the *Page's* SIU crew were on hand for the ceremony. Pictured from left to right are Chief Steward James Okidd Jr., Bosun Michael M. Moore and Chief Cook McKennly Jones.

Newark Bay Renamed Ammunition Ship Conversion Complete

The U.S. Military Sealift Command (MSC), during ceremonies Feb. 21 at the Norfolk Shipbuilding and Drydock Company in Norfolk, Va., renamed the SIU-crewed *Newark Bay* to the *Lt. Col. John U.D. Page*, in honor of a Korean War hero.

The vessel has been undergoing conversion from a commercial container ship to a self-sustaining ammunition transporter at the shipyard since October 2000. With all required modifications complete, it was delivered to MSC March 1.

Patricia T. Holder, wife of MSC Commander Vice Adm. Gordon S. Holder, was the ship's sponsor. She broke the ceremonial bottle of champagne on the vessel's hull, officially naming it. Adm. Holder was the keynote speaker.

As previously reported, the conversion was part of a transaction in which the SIU is gaining two ships.

Col. Page, an Army officer, posthumously was awarded the Medal of Honor for his actions from Nov. 29 to Dec. 10, 1950, near Chosin Reservoir, Korea. The colonel received the mission of establishing traffic control on the main supply route to the Chosin Reservoir Plateau. After completing his mission, he had two opportunities to vacate the combat zone. But rather than leave, he remained in the area to assist an isolated signal station, which had been cut off from a U.S. Marine division.

Col. Page trained a reserve force of assorted troops—Army and Marines—to defend an improvised airstrip. He continued to fight courageously until he was mortally wounded.

"Today, we again honor that heroism, that patriotism, as we name this great ship," said Adm.

Holder during his keynote address. "I am sure she will live up to her name, going in harm's way if necessary, to deliver the ammunition the Army needs to carry out its worldwide mission."

The *Page* and its sister ship, the SIU-crewed *Sgt. Edward A. Carter Jr.*—scheduled for delivery to MSC in June—will carry all of the Army's containerized prepositioned ammunition by the end of this year. Each vessel will carry a total of 2,500 20-foot containers—2,230 under deck and 270 in a cocoon above deck. Both cargo areas will be air conditioned and dehumidified to protect the ammunition.

The *Page* has four cranes on deck that allow the vessel to load and off-load ammunition without shoreside cranes. According to MSC, this critical feature gives the *Page* the flexibility to off-load in undeveloped ports.

The 949.8-foot vessel is owned and operated by Maersk Lines Ltd. of Norfolk, Va. under a five-year charter to MSC. The *Page* will operate from the Diego Garcia area in the Indian Ocean.

The *Page* was one of two foreign-flag cargo vessels which were reflagged under the Stars and Stripes in mid-2000 and tagged for conversion to use as ammunition ships under a five-year operating agreement to Maersk by MSC. The *OOCL Innovation* was the second vessel. After being reflagged, the *Innovation* initially (Aug. 6, 2000) was renamed the *Sealand Oregon*. Today it is the *Sgt. Edward A. Carter Jr.*

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



The remaining SIU crewmembers joined Bosun Michael M. Moore, left, following the ceremony. Pictured with Moore (from left) are AB Carlos Perrilla, AB George Mareo, AB Ed Jaynes, AB Steve Westfall and AB Don Manrick.

Tacoma Hall Withstands Earthquake

While many residents of the Pacific Northwest were being shaken into a frenzy by a Feb. 21 earthquake, which sent debris crashing to the ground in some areas, it was pretty much business as usual at the SIU hall in Tacoma, Wash.

"We did evacuate our building," said Jamie Overby, safety director at the West Coast hall. "But we did not experience any damage at all to our facility, and no one was injured."

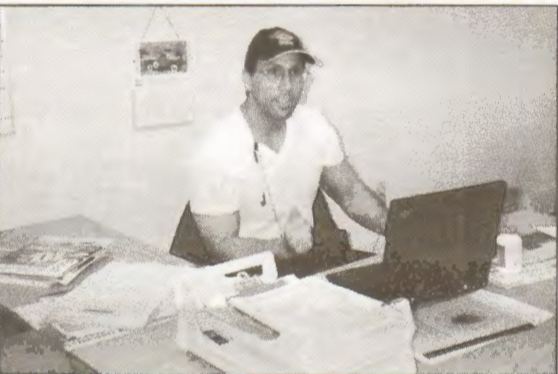
"We were fully staffed that day, and I think we actually were pretty fortunate because our building is not located around any high-rise structures," Overby continued. "The other thing is that everyone responded very well. They all got out of the building and assembled in the parking lot just like they were supposed to. They all knew exactly what to do."

The SIU's Tacoma hall is located at 3411 South Union Ave. It opened in 1996. Previously, the union operated a hall in Seattle.

The February quake hit at 10:55 a.m. and measured a 6.8 magnitude, officials at the U.S. Geological Survey said. The rumble's epicenter was 35 miles southwest of Seattle, according to data released by the West Coast and Alaska Tsunami Warning Center in Palmer, Alaska, and was felt as far away as Portland, Ore. Published reports say following the quake, a crack was visible in a column at the capitol dome in Olympia, about 10 miles from the epicenter.

"We are located about 15 miles from Olympia," said Overby. "But still it shook us around pretty good, the whole building was shaking. To me it felt like the bow of a ship hitting a big wave and shaking the house."

Brenda Belia, an administrative specialist at the



Seafarer Brian Burchett completes paperwork at the SIU Hall in Tacoma, Wash., shortly after the Feb. 21 earthquake.



The SIU Hall in Tacoma, Wash. withstood the fury of the Feb. 21 earthquake, which measured 6.8 in magnitude.

hall, shared Overby's appraisal of the event and added, "It scared the living daylight out of me! I was born and raised here and have always felt the small tremors, but this one really was bad. It kept going and going—it lasted for about 20-30 seconds."

"But the building held up great," she continued. "The pictures on the wall were crooked, but other than that, we had no problems."

A pair of aftershocks agitated Olympia and Tacoma twice more Feb. 22. The first—a 3.4 magnitude quake—occurred at about 1:10 a.m., while the second came around 6:23 a.m. The latter aftershock was a 2.7-magnitude rumble. Both were centered near the location of the original quake.

While no one was killed during the original quake or aftershocks, Washington state officials say the underground eruptions were responsible for 300 injuries, some serious. Utility officials estimated that 17,000 of its 350,000 customers in Seattle were without power. Damage to property in the Seattle-Tacoma-Olympia area was estimated in the billions.

Health Plan ID Cards Slated for Distribution

New identification cards soon will be in the hands of Seafarers Health and Benefits Plan participants.

Intended to better serve the needs of eligible members and their families, the cards will be made of a high-quality plastic composite. They will be packaged and mailed out in much the same fashion as credit cards, according to Plan Administrator Lou Delma.

The new forms of identification will contain routine data such as bearers' names, Social Security numbers, and insurance contacts. Health providers typically require such information to verify coverage.

The cards were scheduled to be mailed in early April.

The Seafarers Health and Benefits Plans is the new name for the Seafarers Welfare Plan. The name change was announced last year by the plan's board of trustees.

Eligible SIU members will receive medical identification cards like the one pictured at right for themselves and their families.

Seafarers Health & Benefits Plan
P.O. Box 380
Piney Point, MD 20674
1-800-252-4674

Medical Benefit ID Card



Issued by Lou Delma - Administrator

This card does not guarantee coverage or confirm eligibility.

Members and dependents are eligible to receive benefits of the Plan when the member maintains eligibility. In order to maintain eligibility, the member must have credit for at least 20 days of covered employment in the calendar year before the claim accrues and also have credit for a least one day of covered employment in the six calendar months before the claim accrues.

Verify current status of the coverage by contacting the Claims Department at 1-800-252-4674.

Member's Signature

Member's Name Printed

Member's SSN

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Dangerous Mexican Trucks Threaten U.S. Road Safety

Texas Safety Official: 'We Only Inspect The Ones That Look Really, Really Bad'

Yet another regrettable aspect of the so-called North American Free Trade Agreement (NAFTA) is at the fore as Mexico presses for complete access to United States highways.

The U.S. did not meet the NAFTA-imposed March 8 deadline for opening all U.S. roads to Mexican trucks, but U.S. officials reportedly are working toward a policy on the issue.

The AFL-CIO executive council (on which SIU President Michael Sacco serves) recently spelled out the myriad safety issues related to Mexican cross-border trucking. The federation insisted that American lives will be imperiled by completely opening U.S. borders.

As Teamsters President James P. Hoffa wrote March 13 in a nationally published op-ed piece, "With 4 million (Mexican) trucks crossing the border with sub-par equipment, overworked drivers struggling to support families on often-meager wages, and the U.S. able to inspect fewer than 1 percent (of those trucks), it won't be long before an unsafe Mexican truck kills a U.S. family."

On Feb. 6, a NAFTA dispute resolution panel ruled that the United States must end its current moratorium on considering Mexican applications for cross-border trucking privileges and must consider these applications

on a case-by-case basis. Failure to do so could result in compensating Mexico through higher tariffs on goods or services going there.

However, as pointed out by the labor federation, Mexican truck, bus and driver safety standards are still significantly below those in the United States, and U.S. inspection and enforcement programs are not adequate to assure the safety of American highways.

A report last month by the Associated Press highlighted the problem's scope. For the past six years, Mexican rigs have had access to U.S. border states, up to 20 miles. Millions of foreign trucks enter the country each year, with the vast majority completely uninspected.

A spokeswoman for the Texas Department of Public Safety told an AP reporter, "We only inspect the ones that look really, really bad. Like, 'Oh my God, how's that gonna stay together?' We're only taking the worst of the worst."

The newspaper story further states that only one of every 100 rigs is checked. Nearly half of the vehicles inspected last year were removed from service because of various mechanical flaws, unsecured loads and other safety issues.

Hoffa noted that cross-border trucking carries numerous concerns, starting with drivers'

rights. "Mexican drivers have no basic worker protections," he wrote. "U.S. drivers keep log books and are limited to driving 10 hours a day. Mexicans have no such rules and often pull shifts of 18 hours or more. U.S. drivers are also subject to Department of Transportation (DOT) physicals and random drug tests, while employers in Mexico offer no such protection for workers or the public."

Another key facet of this issue is drug trafficking, the Teamsters president asserted. "Drug lords are salivating with anticipation of an open border, buying up Mexican truck firms and dreaming of tractor-trailers full of heroin and cocaine making deliveries across our heartland."

In a resolution issued in February, the AFL-CIO executive council cited studies by the DOT and the U.S. General Accounting Office (GAO) which "concluded that far too many safety hazards

remain unresolved, and that the United States is ill prepared to handle the massive influx of foreign traffic that would result from opening the border. A substantial majority in Congress has publicly expressed serious concerns over safety and strong opposition to implementing the NAFTA cross-border transportation provisions until these safety concerns have been effectively addressed."

The 1998 DOT report concluded that the agency lacks a consistent enforcement program that provides reasonable assurance of the safety of Mexican trucks entering the United States. There are numerous problems across the border, too. The report also stated that Mexico did not have in place: regulations or practices for hours of service; a drug and alcohol testing program; a program to conduct safety inspections of commercial vehicles at the roadside and on carrier property; a carrier/driver database with economic and vehicle licensing information; a drivers' licensing module with driver licensing data; and a safety module with accident, infraction and inspection data. Further, Mexico had not announced a time frame for implementation of a safety management oversight program for Mexican motor carriers with U.S. operating authority.

The federation concluded by calling on the Bush administra-



Teamsters President James P. Hoffa warns that the combination of inadequate inspections and unsafe Mexican trucks entering the United States threatens the safety of U.S. citizens.

tion and Congress "to keep the border closed to unsafe truck and bus traffic until comprehensive safety standards are agreed to and enforced by both nations, comprehensive and adequately tested enforcement programs are in place, and financial resources have been committed to establish dedicated border inspection facilities and to staff them adequately with full-time personnel.... The safety of American highways should take precedence.... Whatever sanctions the United States may face as a result will be a small cost to protect American lives on our highways."

Legislation Introduced in House To Rescue U.S. Steel Industry

In an effort to stem the tide on foreign-subsidized steel exports to the U.S., which already have sent 16 steel firms into bankruptcy and threaten other firms and more than 200,000 American jobs, a steel rescue package has been introduced in the House of Representatives, where it has been referred to the House Ways and Means Committee.

The legislation (H.R. 808), introduced March 1 by Reps. Peter Visclosky (D-Ind.), Jack Quinn (R-N.Y.) and other members of the Congressional Steel Caucus, is aimed at providing certain safeguards for the domestic steel industry, including rolling back the high levels of foreign-subsidized steel that are being imported—and dumped—into this country.

"The steel industry and its workers have been fighting for their lives for the past three years," stated new United Steelworkers of America (USWA) President Leo Gerard at a recent press conference with lawmakers. He demanded that President George W. Bush, a staunch advocate of free trade, take the necessary steps to impose quotas, tariff surcharges and other necessary actions to alleviate some of the more damaging effects of the govern-

ment's trade policies allowing "offshore dumping" of steel. He stated that a "comprehensive policy to prevent the industry's collapse and ensure its future in a global economy" is needed, and named his immediate predecessor, George Becker, to head the lobbying effort.

Labor productivity in steel has increased by 174 percent since 1980, Becker noted, while real wages have remained the same.

The package, backed by more than 80 House Republicans and Democrats, is designed to:

- Limit steel imports for five years, setting them at pre-1998 levels;
- Establish a trust fund, paid for by a 2 percent surcharge on all steel sold in the U.S., to pay retiree health benefits;
- Establish a \$10 billion loan fund, with government loan guarantees, to let the industry revitalize; and
- Provide grants to pay for environmental compliance costs for plants that maintain target levels of employment and production.

Not Over Yet

Steelworkers Steadfast In NAFTA Court Battle

The United Steelworkers of America (USWA) on March 2 vowed to take their federal court fight against the constitutionality of the so-called North American Free Trade Agreement (NAFTA) all the way to the U.S. Supreme Court.

Their pledge followed a ruling by the 11th U.S. Circuit Court of Appeals in Atlanta rejecting the union's suit against the pact. The court described NAFTA as "a non-justiciable political question" that courts should not manage.

The USWA, which first challenged NAFTA in court in the summer of 1998, contends that the agreement's ratification didn't meet the United States Constitutional requirement of two-thirds support by the U.S. Senate. Article II, Section 2 requires that "two thirds of the Senators present [must] concur" with any treaty negotiated by the executive branch of government.

President Clinton formally labeled NAFTA an "executive agreement."

According to the most recent data available from the U.S. Department of Labor, more than a half-million U.S. workers have been certified under one NAFTA unemployment program — meaning they lost their jobs due to NAFTA. Those workers represent only a fraction of the total U.S. jobs lost because of NAFTA.

Merchant Marine Panel Named

Chairman Bob Stump (R-Ariz.) and ranking member Ike Skelton (D-Mo.) of the House Armed Services Committee last month announced the members of the Special Oversight Panel on Merchant Marine.

Chairing the panel in the 107th Congress is Rep. Duncan Hunter (R-Calif.). Other Republican members are Reps. Curt

Weldon (Pa.), Jim Saxton (N.J.), Walter B. Jones Jr. (N.C.), Andrew Crenshaw (Fla.) and Jo Ann Davis (Va.).

Rep. Tom Allen (D-Maine) is the panel's ranking member. Other Democrats serving on the panel are Gene Taylor (Miss.), Adam Smith (Wash.), and James Maloney (Conn.).

On Paper, MarAd Tests RRF Crewing

Personnel from the SIU's manpower office and union halls will participate this month in a drill conducted by the U.S. Maritime Administration (MarAd) to test the procedures, people and communications equipment involved in Ready Reserve Force (RRF) activations.

MarAd's "Command Post Exercise Breakout 01" is scheduled for April 16-27. In a letter to SIU President Michael Sacco requesting the union's "strong support" for the experiment, Acting Deputy Maritime Administrator Bruce J. Carlton noted, "As in the past, this will be a paper exercise only and mariners will not be required to actually report to their ships."

Carlton indicated the overall objective of the exercise is "to

test the procedures and coordination necessary to activate the RRF to meet strategic sealift requirements.... Using their existing collective bargaining agreements and manning scales based on the current contract, MarAd's RRF ship managers will call out full crews to be assigned to specific RRF ships during the exercise period.... It is my desire that Breakout 01 will once again serve to confirm the effectiveness of civilian

crewing of reserve sealift assets."

This is the ninth in a series of similar exercises conducted by MarAd. For the SIU, the task means frequent contact between the manpower office and the union halls.

For MarAd employees, the assignment will provide refresher training (for experienced staff members) or orientation (for newcomers) for activation procedures.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, May 28, 2001 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.

Seafarers Seek Good-Faith Negotiations With ITT Navy Base Unit



Seafarers working for ITT at the U.S. Naval Station Roosevelt Roads in Puerto Rico are joined by other SIU members in a peaceful, informational picket line. ITT has refused to honor the workers' contract or to negotiate a new one. One of the signs reads "ITT: The Grinch That Stole Christmas," referring to the fact that the company did not give the employees their Christmas bonus.

Informational picket lines went up around the U.S. Naval Station Roosevelt Roads last month as Seafarers showed their support for SIU members working for ITT on that base, located at the eastern edge of Puerto Rico. ITT is refusing to renegotiate their contract.

The 48 MOE (Marine Ocean Engineering) Seafarers at the ITT unit work on torpedo recovery vessels. They set the targets for naval exercises and, after the Navy has fired at the targets, reset them. They also perform maintenance on the vessels.

ITT is refusing to honor the present contract, which has already been extended several times, nor will they pay a Christmas bonus or negotiate a new agreement.



Helping distribute informational materials pertaining to ITT's refusal to negotiate a new contract for the MOE Seafarers are (clockwise from top left) AB Joseph Hubert, Pensioner Luis Roman, OMU Orlando Herrera and AB Victor Pacheco, SIU Port Agent Victor Nuñez and AB Noel Otero.

Scholarships Announced for ASC Mariners In SIU's Unlicensed Apprentice Program

In an effort to recruit well trained and highly qualified mariners to serve aboard the vessels operated by SIU-contracted American Steamship Co. (ASC) on the Great Lakes, the company has set up a new scholarship program.

The scholarships are designed to help disadvantaged, worthy candidates attend the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

While there is no tuition for

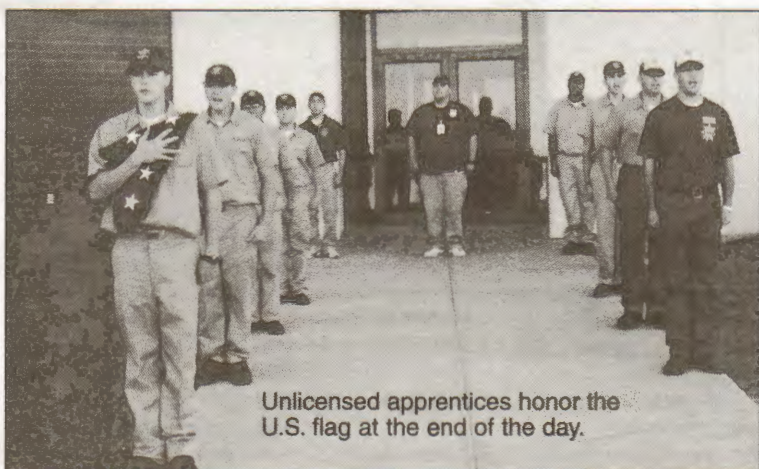
this program, and room and board are free, other expenses (transportation to and from the school, clothing costs, the U.S. Coast Guard fee and routine pre-entry medical screenings) typically amount to around \$1,000. These are the costs that will be covered (up to 80 percent) for each selected applicant.

For ASC, the scholarship program is an important recruitment and retention tool. ASC's scholarship will cover students in all three phases of the program. The

company additionally will help the SIU in recruiting candidates for the program, but ASC will select the scholarship recipients. ASC's direct involvement increases the likelihood that the scholarship recipients will eventually work aboard ASC vessels.

The unlicensed apprentice program includes an initial 12-week training session at the school covering the basics, followed by a 90-day practical training and assessment period that takes place aboard a U.S.-flag ship (aboard an ASC vessel in the case of the scholarship recipients). Finally, students return to the center for department-specific training that prepares them to begin sailing aboard SIU-contracted vessels.

In a letter from ASC Senior Vice President David A. Schultz to SIU President Michael Sacco, the vice president notes that this program is a "joint company/union partnership leading to a continued developing workforce where labor and management are working hard together for our combined futures."



Unlicensed apprentices honor the U.S. flag at the end of the day.

Great Lakes 2001 Season Off to an Early Start

Thawing out from a frigid winter, the Great Lakes are once again seeing the start of a new shipping season as SIU members begin boarding the vessels and readying them for their loads—a process known as fitout.

Inland Lakes, a company that manages a fleet of bulk cement carriers hauling products for the LaFarge Corp., notes that the *Alpena* came out of winter layup March 1 and already is carrying cement from Alpena to South Chicago. Another Inland Lakes vessel, the *J.A.W. Iglehart*, is expected to sail April 1, and the *Paul H. Townsend*, which wrapped up its season last November, will sail shortly thereafter.

The early starting dates for the 2001 season are due to higher customer demand, according to Walter Watkins, fleet captain from Inland Lakes.

The tug *Susan W. Hannah* and barge *Southdown Conquest* were upbound in the St. Clair River early last month, and four of American Steamship Co.'s (ASC) boats scheduled their fitouts in early March as well: the *Indiana Harbor*, *Walter J. McCarthy*, *John J. Boland* and *American Republic*.

Other ASC vessels (*H. Lee White*, *Buffalo*, *A.E. Cornelius*, *American Mariner*, *Sam Laud* and *St. Clair*) have tentatively scheduled their fitouts later in the month. (By the time this issue of the *LOG* has been printed and mailed, most of these boats will already have started sailing.)

According to SIU Algonac Port Agent Don Thornton, the ice covering the lakes dissipated quickly. He noted that Lake Erie, which was frozen in January, was ice-free by early March.

Last summer saw low water levels on the lakes, and this year is not going to be any better, experts say, even though the snowpack around the Great Lakes is thicker this winter than a year ago. Thornton noted that the water level is already 15 inches lower outside the union hall on the St. Clair River than it was this time last year.

Right: OS Robert Said and AB James Werda tie up the *Alpena* in Detroit.



Left: Securing the self-unloading system on board the *Alpena* are Assistant Conveyorman Fred Hart, AB Dan Hart and AB Roland Lindemuth. Right: AB Dan Hart, Conveyorman Josh MacNicol and Assistant Conveyorman Fred Hart connect the self-unloading system at the LaFarge Cement Terminal in Detroit.

Stewards: Upgrading Is Essential

The SIU's newest class of recertified stewards graduated last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Each of the dozen Seafarers in the class offered strong praise for the school, with several describing it as vital to the long-term success of fellow members.

Graduating at the March membership meeting were **Pablo Alvarez, Stephen Avallone, Joseph Birke, Joseph Gallo Jr., Carlton Griffin, Michael Kozak, Stanley Krystosiak, Robert Mensching, Susan Moe, Benedict Opaon, Scott Opsahl and Robert Wilcox.**

The month-long course is considered the Paul Hall Center's top curriculum for steward department Seafarers. Among other studies, it includes fire fighting and basic safety training, various lessons in the galley labs, a trip to AFL-CIO headquarters in Washington, D.C. and meetings with SIU department representatives at the union's headquarters.

Alvarez, who sails from the port of Houston, said he appreciates the opportunities he has enjoyed in the SIU. The native of Honduras told the audience, "If you work, it doesn't matter where you come from—you're welcome in the SIU."

Like his classmates, Avallone has upgraded numerous times at Piney Point. "The advantage we have as a union involves our training and professionalism," he said. "We must continue to meet and exceed the training [requirements] of the global market."

"My hat is off to our instructors and officials for the stand-up job they have done," added Avallone, whose home port is

Wilmington, Calif. "Their visionary path has given us as members, choices in our careers."

Birke, from New Orleans, encouraged the unlicensed apprentices in attendance. He said that, by utilizing the school and doing a good job aboard ship, they can enjoy bright careers as Seafarers.

Gallo delivered heartfelt and impassioned remarks describing his feelings about the union. "There's no greater love than a man who will lay down his life for his brother. That is the SIU," said Gallo, who sails from the port of New York.

On behalf of the entire class, Gallo also presented Paul Hall Center Executive Chef Romeo Lupinacci with an honorary plaque, thanking him for his guidance.

A Seafarer for more than 20 years who sails from the port of San Francisco, Griffin said he recommends upgrading because "the more information we have, the better we'll be able to do our jobs aboard ships."

He said the fire fighting and water survival training were the most interesting parts of the recertification class. "My overall experience was very informative and enjoyable."

Kozak, whose home port is New York, said he is "very proud to be a part" of the union and the school. "The level of education in our industry is soaring. It's important to keep up," he added.

Another class member who sails from New York, Krystosiak, said he particularly enjoyed "learning about the inner functions of the union and the various plans."



Recertified stewards and SIU officials meet on stage after last month's membership meeting in Piney Point, Md. Pictured from left to right are Robert Wilcox, Scott Opsahl, SIU Plans Administrator Lou Delma, Stephen Avallone, Benedict Opaon, Michael Kozak, SIU VP Contracts Augie Tellez, Joseph Gallo Jr., SIU Asst. VP Contracts George Tricker, SIU President Michael Sacco, Paul Hall Center VP Don Nolan, Joseph Birke, Susan Moe, Pablo Alvarez, SIU Secretary-Treasurer David Heindel, Carlton Griffin, and Stanley Krystosiak. Not pictured is Robert Mensching.

He described the school as "the best training facility in the world. The classes were helpful and the instructors were great... Upgrading is no longer optional. We must continue to hone our skills in order to maintain a competitive edge in the shipping industry."

From the port of Honolulu, Mensching said, "I always seem to learn something new at the school. And I recommend upgrading to my fellow Seafarers, to further their careers as well as their education."

He added, "I was pleased to find out there are so many people working behind the scenes to benefit the maritime industry. It looks like they are succeeding, as the potential for growth is great."

Moe, also from Honolulu, said the curriculums as well as instructors greatly have improved during the past 10 years. "I'm sure in the coming years, it will just get better and better... Upgrading at Piney Point is essential to the industry to better yourself and keep abreast of new industry standards."

Opaon, whose home port is Wilmington, said that hearing about the upgrading programs at Piney Point encouraged him to join the SIU in 1984. Now, having upgraded four times at the school, "I am very confident and ready to face the challenges of the future."

"I strongly suggest and recommend these courses to all my brothers and sisters, for their personal improvement," he continued. "Take advantage of the good intention of the SIU leadership."

Opsahl, who sails from the port of Tacoma, Wash., said he "enjoyed coming back and seeing the progress the school has gone through, and its plans for the future."

He said there is ample motivation for upgrading. "You have to keep current with your endorsement or you'll be left behind, especially with STCW. You also increase your opportunity to ship out on ships that require certain endorsements. And, while upgrading, you have a chance to bump into an old friend and maybe collect that \$20!"



Joseph Gallo Jr. says he strongly believes in the Brotherhood of the Sea.

From Jacksonville, Fla., Wilcox said the course contained numerous highlights, including menu planning, CPR and first aid, sanitation, and computer training.

"I'm proud to be a member of the SIU," he said. "Our school is state-of-the-art with its training facilities and staff. I am thankful that our leadership has had the foresight to keep expanding our training facilities."



Ready for the next hands-on lesson in fire fighting training are (from left) Scott Opsahl, Robert Wilcox and Stanley Krystosiak.



Students participate in, and observe, CPR and first aid training.

'Mysterious' Cook-Off Unfolds at Piney Point

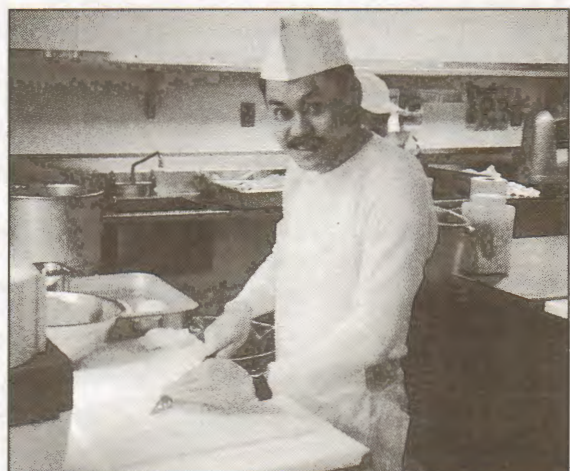
During their stay at the Paul Hall Center, the recertified stewards took part in a "mystery basket cook-off" Feb. 9 designed to test and enhance their respective skills.

According to the guidelines for the friendly contest, a mystery basket is "a container of set ingredients from which each team will be writing a menu and preparing a meal. Everyone receives the same ingredients and has the same amount of time to work, so this is a true test of your creativity, skill and teamwork."

The Seafarers divided into six teams of two apiece. They each had three hours to prepare a menu and full-course meal. Judging was based on finishing time, flavor, appearance and originality.

"Any of the dishes would make you proud of our people's abilities and creativity," said one observer. "This is what makes the steward department the main source of a happy crew."

The team of Joseph Gallo Jr. and Michael Kozak won the extremely close competition.



Recertified Stewards Benedict Opaon (above) and Susan Moe (below) enjoy participating in the cook-off.



With the ingredients they were given, the team of Stanley Krystosiak and Pablo Alvarez begins work on their four-course meal.



'Thanks, Seafarers!'

Longtime SIU Member Credits SARC For 'Tremendous Boost, New Life'

Editor's note: This article was written by an SIU member who joined the union in the early 1970s. In keeping with the spirit of recovery, it is anonymous.

The Seafarers Addiction Rehabilitation Center (SARC) formally began operating in early 1976. Any SIU member who meets the eligibility requirements for the Seafarers Health and Benefits Plan (formerly named the Seafarers Welfare Plan) also is eligible for treatment—at no cost—at the SARC.

The first step is to contact your port agent. Your confidentiality will be respected.

An estimated 2,000 SIU members have participated in the SARC program.

It is with total gratitude that I write this open letter to both the leadership, and as importantly, the membership of the Seafarers International Union. In an effort to say thank you to the union for what they have given me, I've decided to reflect back over the past 25 years and take an honest look at the changes that have come over me.

On April 12, 1976, I reached out to the Seafarers for help with my drinking problem. I had finally reached such a low that there really was no other way for me to go. My days were filled with a constant effort to stay under the influence of alcohol primarily, but on occasion any other drug that was available to help me escape.

No one has asked me or told me that I should share with all of you my story, but I feel compelled to do so. There's a very good chance that some of the people that started to read this letter have already turned the page and moved on to something else. Some people just aren't interested. Then, there are those other folks that just don't want to hear about it. They are my kind of people. That's exactly what I would have done. It's also the most natural reaction to have if you have the disease that I have. The most common symptom of the disease is the denial of the disease. Believe it or not, I was the last one to know that I had a drinking problem.

My behavior at times was very unpredictable, and I frequently discovered that I was in one kind of trouble or another. At age 18, a judge suggested very strongly that I get help with my drinking

problem and he recommended that attendance at Alcoholics Anonymous might be a good place to start. His suggestion came in the form of a court order, so I figured maybe I should check it out.

I surely was relieved to learn that I wasn't as bad as those folks. I mean I had never lost a wife, or a home, or a business. I had never even gotten fired from a job because of my drinking (I'd quit before they could fire me).

After listening to all their tales of woe, I felt a tremendous sense

"There is no shame in needing and asking for help. The real shame is in needing help and not asking for it."

of relief. I mentioned to one gent on my way out the door that, fortunately, I wasn't as bad as they were, and how my drinking problems were very minor compared to the people I had just listened to. His response to me wasn't quite what I was expecting. He suggested that if I was in fact an alcoholic, all that I needed to do was keep on drinking and all the things that hadn't happened to me yet, would in the course of time. Less than two years later, I had arrived.

At that point in my life, my biggest consequences from drinking were an occasional night in jail, a car accident, or a break-up with a girlfriend if she nagged me about my drinking (I'd dump her before she could dump me). I always focused on the problems other people had with their drinking, minimizing my own. This allowed me to justify a continuance, and shifted the focus away from me.

I heard some time ago that over 2,000 people have had the opportunity to go through the Seafarers Addiction Rehabilitation Center (SARC) since its inception. I've often wondered if I was the only beneficiary of this wonderful facility who was lucky enough to have received the gift of a fresh start. I know better. Without the strong foundation, and the education about my

addictive personality, coupled with the active involvement with area AA groups, my chances of continued sobriety would have been significantly reduced.

I can't emphasize enough the tremendous boost the SARC gave to me when it was time for me to start my new life. The professionalism of the staff, the comfortable and peaceful facilities, and the first class support of the union officials are benefits and luxuries only offered to a small percentage of people contending with the disease of alcoholism. Most people don't have the opportunity to receive treatment.

The SIU has, in my opinion, settled for nothing less than the best in the administration and staffing of the SARC. The devotion to the whole person, and the utilization of all the important resources, substantially boosted my ability to make the needed changes in my lifestyle. Also, I know how important confidentiality is to the continued success of this treatment center and that is precisely the reason I am choosing to remain anonymous in my letter.

I don't think I'm any better than anybody else, I don't think I'm any worse either. I do believe that I'm better than I used to be. In other words, I'm not the man I want to be, I'm not the man I ought to be, but best of all, I'm not the man I used to be.

I don't know how many people I have heard speak over the years about their alcoholism. Many talk about the effect their occupations had on its severity. I always chuckle to myself and wonder if they would believe me if I told them some sailors have also been rumored to drink a bit more than their fair share....

Washer-Dryer School, Spin Dry, The Farm—no matter what the uninformed people call this wonderful facility, the SARC, I know the percentage of people that go through a treatment facility and remain clean and sober for any length of time is very small. When you add to this the fact that a merchant mariner is, by the very nature of his/her job, required to be in an almost constant state of motion, it can also serve to erode the odds.

When you are given a good base to build on, and you walk out the door with your dignity restored, your chances of success are greatly increased. With AA spread all over the world, contin-



ued involvement at meetings greatly increases the likelihood of a sober life.

At 21 years of age, the thought of not drinking for the rest of my life seemed to me quite impossible. I couldn't imagine how I would fill such a void. Drinking consumed a significant amount of time. The reality was that the way I was heading, my life probably wasn't going to be much longer anyway. I was taught to just live one day at a time and worry about tomorrow if I woke up. Now it seems that I never have enough time, and believe me, I'm always up to something.

A short time ago, I watched one of my shipmates go down the ladder because he didn't pass a drug test. I can only imagine the emptiness he must have felt inside. How do you explain the loss of your very livelihood? How do you convince the people depending on you that it was worth it? How do you convince yourself?

The SARC taught me more than about my addictive personality. They showed me where I needed to go in order to maintain some semblance of sanity in my life. There is no shame in needing and asking for help. The real shame is in needing help and not asking for it. They gave me the tools, now it's up to me whether or not I use them.

Time and space won't allow me to describe accurately enough

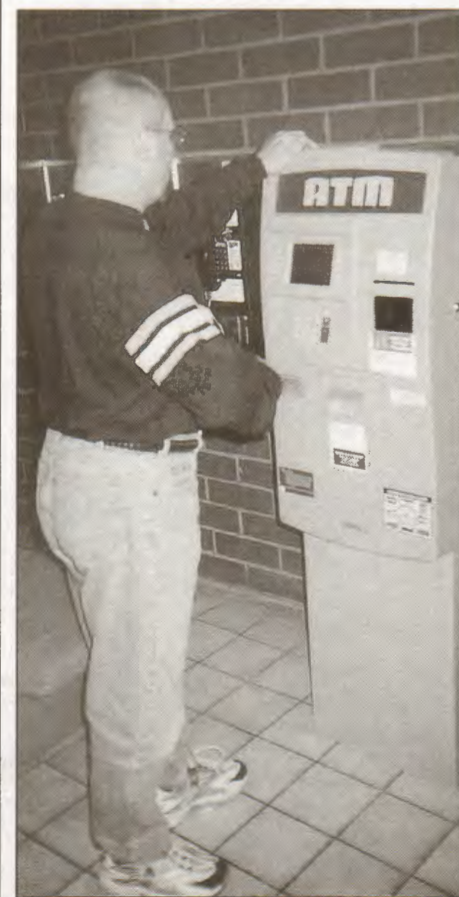
the wonderful friendships that I have developed in sobriety, all around the Great Lakes, or the relationships that I enjoy with each and every member of my family. I've been blessed with a very supportive and beautiful woman that I'll celebrate a silver wedding anniversary with in October. We have three healthy and great children that have never seen me drink. Because of that, the first and second born have been put through college, and the youngest only has a couple more years before she will graduate.

By no means do I wish to imply or suggest that my life has become perfect. What I have now are the tools to help me cope with life as it keeps coming at me. I've dealt with the loss of both my parents and a younger sister to cancer. At no time did I feel that a drink was needed to help me get through it.

Sobriety is the single greatest gift that I have ever received, because without it, everything else would have only been temporary.

By keeping it my #1 priority, I am able to make rational decisions and choices in all aspects of my life, minimizing problems that can be avoided. It's not so important how far away I get from my last drink; the only thing that really matters is how close am I to the next one? That's what I have to think about.

School Gets New ATM



An upgrader makes a withdrawal from the new ATM machine in the lobby area of the Training & Recreation Center Hotel at the Paul Hall Center in Piney Point, Md. The apparatus was installed Feb. 9 to meet the needs of students and staff members alike at the facility. The machine accepts ATM cards from all major banks, and customers using it may withdraw up to \$300 per transaction. Officials at the school say the machine is very popular so far and users seem pleased to have it on board.



Red Cross Honors Hanson

The American Red Cross' Clara Barton Volunteer Leadership Honor Award has been bestowed upon Jim Hanson, safety director at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Hanson received the award Feb. 15 during a luncheon at the school.

Given by the St. Mary's County, Md. Chapter of the American Red Cross, the award recognized Hanson for his more than 36 years of volunteer service to the organization. He also received a pin in acknowledgment of his contributions.

Hanson began working as a volunteer with the Red Cross in 1963. In that capacity, he trained several thousand individuals through the years. In addition to other subjects, he has trained people in basic and advanced first aid, CPR, swimming and life guarding.

Hanson currently chairs the local chapter's health and safety committee.

He also serves as an advisor to the chapter staff in health and safety matters. According to the citation, which accompanied his award, Hanson's expertise, guidance and leadership enabled the chapter to make valuable service contributions to the citizens of St. Mary's County.

The citation reads in part: "Jimmy's [Hanson's] advice, counsel, dedication and efforts have enhanced volunteer performance and Chapter success. His cooperation and guidance with the staff and volunteers has resulted in the development and implementation of effective solutions in a resourceful and productive manner to all health and safety challenges encountered by the Chapter."

Despite his many contributions to the Red Cross, Hanson never considered formal recognition. "It was kind of a shock for me because I don't do it [volunteering] for that," said Hanson



Jim Hanson, right, receives the American Red Cross' Clara Barton Volunteer Honor Award from John L. Zimmerman. Hanson is the safety director at the Paul Hall Center. Zimmerman is chairman of the St. Mary's County Chapter of the Red Cross.

in reaction to receiving the award. "I do it because I enjoy working with different people.

"Still, it was a surprise," he continued, "And a very nice one. It made me feel really good that other people appreciate my efforts and realize that I have been volunteering so long."

At 16, Hanson became certified in first aid and CPR. He received his instructor certification a year later, and by his 18th birthday was teaching classes for the Red Cross and Heart Association. He has been teaching ever since.

"My family members have always been involved in volunteer fire departments and rescue squads," he shared. "So when I turned 16, I was old enough to get in. The reason I stick to it [after so many years] is because I still like doing it."

Hanson has been employed at the Paul Hall Center since 1968, shortly after it first opened. During his tenure at the school, he has served in many capacities including fire chief, instructor, and supervisor of health and safety. Currently, he serves as

director for both the Joseph Sacco Fire Fighting and Safety School and the school's farm facility.

The Clara Barton Volunteer Leadership Honor Award may be given to a volunteer for service in a number of leadership positions maintained through a period of years. It may be presented at any level of the organization and by any sector to a volunteer meeting the following criteria:

- Service in a number of leadership positions and personal expertise that has enabled the Red Cross to contribute valuable service to the community.

- Leadership in identifying and assessing volunteer performance and organizational concerns. Cooperation with other paid and volunteer staff in developing and implementing effective solutions in a resourceful and proactive manner.

- Constructive guidance to co-workers in the efficient performance of assignments.

A volunteer can receive the award only once in a unit, but may receive it from more than one unit.



This photo of the first group from Guam to enroll at the Paul Hall Center includes recent unlicensed apprentice graduates Ryan Legario (fourth from left) and Joe Benavente Jr. (second from right), plus new GED owner Jerald Martinez (third from right). Others in the group are enrolled in the program's final phase and are scheduled to graduate soon.

Trio from Guam Achieves Goals

Less than a year after first arriving at the Paul Hall Center for Maritime Training and Education, three unlicensed apprentices (Class 603) from Guam have earned a proud place in the territory's history.

In late February, Joe Benavente Jr. and Ryan Legario became the first students from Guam to complete the unlicensed apprentice program. Around that same time, their classmate Jerald Martinez earned the distinction of being the first student from the territory to earn a GED at the Paul Hall Center.



Jerald Martinez is all smiles shortly after receiving his GED at the March membership meeting in Piney Point, Md.

The school is located in Piney Point, Md.

"I had a lot of fun," said Benavente, who plans to sail in the engine department. "It's something I wanted to do—go to a school that's mostly hands-on. I really enjoyed the classes and I have nothing bad to say about this program."

The unlicensed apprentice program begins with a 12-week segment in Piney Point covering the basics. From there, students embark on a 90-day shipboard stint (known as phase 2) during which they rotate through each department. Finally, the apprentices return to the Paul Hall Center for department-specific training.

Benavente said the school's first-rate facilities and instructors helped prepare him for the second component of the program. "When we went out for phase 2, we realized we were well-prepared in phase 1," he recalled. "People (on the ship) were really into safety. The whole experience was fun."

He quickly noted one exception: "I was scared I would get seasick, and I did once, in a storm. But others have, too, so I didn't feel so bad."

SMPPP Statements Mailed in March

Annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) were mailed to Plan participants during the last week of March, according to SMPPP Administrator Lou Delma.

Based on year-end reports received from Morgan Stanley Dean Witter, SMPPP investment manager, the Plan continues to perform well despite recent and ongoing market volatility. Since its inception through year-end 2000, the Plan has earned 43.85 percent of its original value for an average annual earning rate of 11.14 percent. The year-end 2000 earnings checked in at 9.31 percent.

The SMPPP originated in 1996, as the SIU successfully negotiated the new benefit into standard freightship and tanker agreements. The SMPPP subsequently has been included in other SIU contracts.

Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members may make voluntary contributions to their respective accounts through a vacation plan deduction.

The SMPPP is completely separate from a member's defined benefit pension. Under the SMPPP, a Seafarer is immediately vested from the first day money is

received on his or her behalf. Unlike the Seafarers Pension Plan, there is no minimum amount of seetime needed to receive the money from an SMPPP account. Seafarers can collect the funds from their SMPPP account when they reach retirement age, become totally and permanently disabled, or leave the industry. Widows/widowers may collect the funds in the event of their spouse's death.

The annual statement includes the following information:

- Member's name, address and Social Security number (which is also the participant's account number);
- Statement date;
- The opening balance for 2000 (which was the year-end 1999 closing balance);
- Contributions received through Dec. 31, 2000 (listed individually and in total);
- Interest earned and administrative expenses charged;
- Any payouts made to the member in 2000; and
- The closing balance for 2000 (which will appear as the opening balance on next year's annual statement).

Members who have questions about their accounts may call 1-800-485-3703.

Crusader Safety: 3 Years and Counting

Seafarers and officers aboard the CSX *Crusader* in late February celebrated a milestone, as the vessel surpassed three years of accident-free sailing.

"Safety is something we take seriously," stated Recertified Steward Joe Emidy, who joined the SIU in 1980. "At every safety meeting, which we have every two weeks, we discuss any safety issues that may exist aboard the vessel. If there are ever any unsafe conditions, they're report-

ed immediately. Every once in a while, our record is discussed, too."

In recognition of the three-year achievement, CSX supplied company jackets for everyone

aboard.

The *Crusader*, a container-ship, sails on the Gulf-Atlantic express run, calling on the ports of Houston; San Juan, P.R.; and New Orleans.



SIU members pictured in Houston aboard the CSX *Crusader*, along with officers, are Bosun Robert Diaz, ABs Frank Caceras, Jose Osorio, Jose Canales, John Walsh and Ken Baker, Electrician Tom Prisco, Engine Utility Everett Henry, Oilers Joel Encarnacion, Valentine Martinez and Norman Barbosa, DEU Eusebio Zapata, Recertified Steward Joe Emidy, Chief Cook Bill Bles, SA Tom McCurdy and Unlicensed Apprentices Shawn Waring and Robert Stellan.

Left: *Crusader* crew members are proud of their safety record, as shown by this sign.

Survivor

Torpedo Sank SS Lehigh, But Not Pete Bartlett's Spirit

Although he spends a lot of time on the golf course these days, National Maritime Union (NMU) retiree Pete Bartlett, 85, has plenty of memories from his adventurous days at sea.

None, however, can rival a chilling and now historic episode which occurred Oct. 19, 1941.

"I'll never forget that day," shared Bartlett, who started his career with the Marine Cooks and Stewards in 1936. "I'll remember it for the rest of my life."

On that fateful date, the then-24-year-old Bartlett and two of his shipmates aboard the SS *Lehigh* were wounded during the dawn of World War II. Their vessel, which sailed out of New York and was operated by United States Lines, was torpedoed and sunk by a German submarine some 75 miles northwest of Freetown, Sierra Leone.

"I was an ordinary seaman at the time and had been going to sea for about four years," Bartlett recalled. "It was only the second time I had made that particular run."

"We were sailing empty down to West Africa," he continued. "We had already taken a full cargo of grain over to Spain and were headed to West Africa to pick up a load of ore to take it back to Philadelphia."

The *Lehigh* departed port for what would be its last time during the week commencing Oct. 12, 1941. "We left port probably in the middle of the week," Bartlett said. "I remember because about three days at sea on a Saturday morning, we were down cleaning the hold. The bosun came down and shouted for us to get out of there because German planes were flying overhead."

The next day, the Germans struck the vessel—but not from the air. "We had just finished breakfast and I was on deck pulling the 8 to 12 watch," said Bartlett. "Me and another guy were on the stern just shooting the breeze and all of a sudden we got hit [torpedoed]."

"I don't really remember what it felt like," Bartlett noted. "I must have been in some kind of shock because when I finally realized what was happening, the guy that was sitting opposite me was already gone. His reflexes were faster than mine were because he got the hell out of there in a hurry."

"Everybody was scurrying all over the ship," he continued. "They knew it was time to grab their valuables and get off the ship."

The *Lehigh* was torpedoed at about 8:55 a.m., Bartlett said. Surprisingly, no lives were lost. The attack, however, left Bartlett devoid of the four smaller toes on his right foot. The vessel's bosun and third engineer also sustained injuries, but not nearly as serious as Bartlett's.

After the initial pandemonium subsided, crew members scrambled to save themselves and whatever rations they could.

"We launched all four of our lifeboats," Bartlett said. "There were about 11 or 12 people in the boat with me; the other crew members were pretty evenly distributed in the rest of the lifeboats. After getting off, we all got roped together just before the ship sunk," Bartlett said.

The *Lehigh* sank at 10:15 a.m. "It was one hell of an empty feeling to see her go," Bartlett stated. "You just felt like there goes everything.... It was almost like losing your house. It's not there anymore and all of your possessions are gone."

The torpedo's impact prevented the crew from sending an SOS.

"It was basically us, the ocean and no place to go," Bartlett said. "We pretty much had an idea where we were because we shot the sun earlier to determine our position. But, it did not really matter, because we could not row against the currents. We tried for a while but it did no good. We basically just drifted for three days."

The only provisions they had were water and hard flour biscuits called "hard tacks" Bartlett said.

"The biscuits were so hard that you could not bite them," he said. "You just sucked on them until your saliva softened them up so you could bite them."

The water situation was even worse. "I believe we got maybe a little more than a thimbleful at a time," recalled Bartlett, "you'd get another thimbleful a little later on in the day."

He and his shipmates were picked up the following Tuesday evening. "An observation plane spotted us in the morning three days after our ship sank," he said. "A boat was sent out in the morning, but it did not get to us until late that afternoon. The vessel that picked us was something like a PT or patrol boat."

After being rescued, Bartlett and his shipmates were quartered aboard a British hospital ship berthed in Freetown. "I was aboard that ship approximately three weeks. We later were picked up by the *Octavia*, a coastal passenger ship that usually ran between Boston and New York."

Bartlett subsequently was hospitalized for two months, primarily in Baltimore. He had multiple surgeries on his injured foot.

Following a long recovery, Bartlett stayed on shore for a while, but soon found himself yearning to rejoin the war effort. "Back in those days, they had those big recruiting posters wherever you went," he said. "They all encouraged people to get involved and support the country. 'I especially remember one that had an old merchant seaman on it

with the sea bag over his shoulder. It said 'You Bet I'm Going Back to Sea.' They had to be in every bar throughout the country."

"Seeing those posters probably had something to do with my going back to sea," he added. "I really did not have to go back because I was classified 4-F after getting my foot injured."

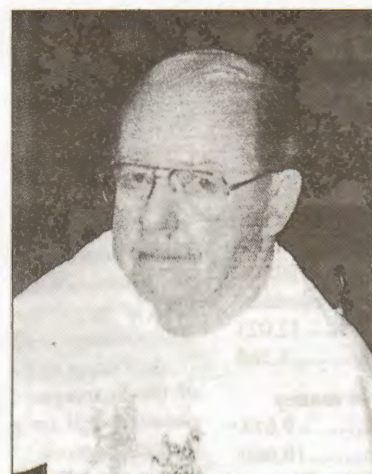
Bartlett returned to sea in the late summer of 1942. He contin-

ued to sail through World War II.

"I finally quit and got married in 1951," he said. These days, he spends a lot of time on the golf course when the weather permits. When it rains, he stays indoors and reads.

His home in Columbia City, Ore. sits on the shores of the picturesque Columbia River.

"I can look out of my kitchen window and see three miles up



Pete Bartlett

river towards St. Helen's and Portland," he said. My dining room is the same and my living room gives me even more of a view of the river.

"The only sad part is that most of the ships I see go by are foreign flagged," he concluded.

The *Lehigh* sinks after being destroyed by a German torpedo as Pete Bartlett and his fellow crew members watch from their lifeboats.



Instructor Casey Taylor Dies of Heart Failure at 53

Kenneth "Casey" Taylor, a highly regarded instructor at the Paul Hall Center for Maritime Training and Education, passed away March 11 in Lexington Park, Md. following a long illness. Taylor, who died of heart failure, was 53.

A decorated veteran (U.S. Navy) of the Vietnam War, Taylor sailed as an AB and uninspected towboat operator, mainly with Crowley.

Beginning in 1987, he taught a wide range of classes at the Paul Hall Center, located in Piney Point, Md. A partial list includes oil spill containment

and other hazardous-materials classes, bridge management, AB, limited license, and lifeboat/ water survival. Taylor also worked as a technical writer at the school.

"He was very well-liked, very dedicated, and he was deck department through and through," stated Paul Hall Center Vice President Don Nolan. "He wants his ashes sprinkled off the back of a Crowley tug, which tells you much he was into this industry."

Eric Malzkahn, engine department instructor at the Paul Hall Center and a very close friend of Taylor's, remembered him as totally committed to whatever task he tackled. "Anything he did in life, he did with gusto and gave it his all," recalled Malzkahn. "One of the things that made him special here was, he was a former merchant seaman. He connected and bonded with the students so well

because he was one of them."

Malzkahn added a point that anyone who knew Taylor surely realized. "His intellect was awesome. If you looked at his personal library, you'd be astounded at the breadth and depth. Yet, he could have a rapport with anybody."

A native of Glen Cove, N.Y., Taylor earned numerous teaching certificates and also was a nationally published writer, on topics ranging from the environment to the internet. He was an ally of the SIU communications staff, and his behind-the-scenes support helped the union establish its on-line presence beginning in 1997.

Paul Gelrud, another of Taylor's longtime friends and a steward department instructor in Piney Point, noted that Taylor enjoyed playing golf, following the New York Yankees and reading about the Civil War. "He had that gravelly voice and the big moustache, and he was as ornery as could be when he got into an argument with you," Gelrud recalled with a chuckle. "But everybody loved him. He was an extremely intelligent man, he had a good way of getting lessons across to the students, and he could go from one component of society to another without missing a beat. Really, he was loved throughout the county."

In an anonymous evaluation of a course taught by Taylor in 1996, one student summed up the instructor's skill by writing, "If Casey Taylor could teach all small children, we wouldn't have a dumb adult in the world. Personally, I think he's the best."

A memorial service took place March 20 at the Paul Hall Center.



Casey Taylor (standing at right in both photos) taught at the Paul Hall Center since 1987.



STCW

Mariners sailing aboard deep sea or near-coastal vessels must comply with the amended STCW convention as of Feb. 1, 2002. If a mariner doesn't complete STCW Basic Safety Training (BST) or acquire the 1995 STCW certificate, if required, by Feb. 1, 2002, then that mariner cannot sail aboard deep sea or near-coastal ships.

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 an STCW certificate.

The clock is ticking!



***Don't let it
run out
on you!***

Aboard SIU-Crewed Tankers

A good mix of seasoned professionals and old friends makes sailing aboard the SIU-crewed tankers *HMI Diamond Shoals*, *Blue Ridge* and *Coast Range* a safe and enjoyable experience, according to crew members.

In addition to the pride and professionalism that abounds in all departments of each vessel, the scenic splendor of the great Northwest

adds to the experience.

The three vessels currently shuttle between the loading port of Cherry Point, Wash. and the discharge port of Portland, Ore. Interocean Uglund Management operates the *HMI Diamond Shoals*. Both the *Blue Ridge* and *Coast Range* are operated by Crowley Petroleum Transport.



AB Steve Kastel, left, OMU member Sam Montana, right front, AB Don DeFlorio and AB Eddie Martinez enjoy a meal in the galley.



Recertified Chief Steward Laura Lee, right, joins Chief Mate Kimberly Borges during a Halloween outing.



Recertified Bosun Ramon Castro services a lifeboat during the annual U.S. Coast Guard inspection in Portland, Ore.



OMU Michael Snow, left, helps a fellow crew member repair equipment.



Chief Cook Bagio S. Wibisono, left, poses for a photo with Dee Poitenien while sailing through the Columbia River.



Crew members perform fire fighting drills during an annual U.S. Coast Guard inspection in Portland, Ore.



Capt. Warford Calls It A Career

An SIU tug captain recently came ashore for the last time following nearly 40 years at the helm of inland waterway vessels.

Capt. Steve Warford, who began sailing in 1961, called it quits Feb. 28 after spending his entire career with Crowley Towing and Transportation in Wilmington, Calif. A U.S. Army veteran and Arkansas native, he joined the Seafarers Aug. 1, 1978.

"There's no way that I won't miss going out on the waterways again," he said. "After doing it every day for 39 years, it becomes a part of your normal routine, a part of you."

His first contact with the maritime profession came in the Pacific Northwest while living with his brother. "When I got out of high school in Arkansas, nothing much was happening there so I came out here to visit my brother who lived in Washington State," Warford said. "I liked it up there so I stayed."

He worked in various capacities on dredges while living in Washington. "When I came down here [to Wilmington], I worked for about one year on a fishing boat," Warford said. "I decided then that the fishing industry was not for me, but I still wanted to be around the water."

Warford became an inland deckhand and sailed on boats that traveled up and down the Pacific Coast from North Alaska to Mexico.

As the years passed, Warford honed and expanded his skills. He worked his way up to captain in the late 1960s. "I've had my license for about 30 years now," he said, "so as best I can remember, I became a captain in 1966 or 1967."

"I have done all different types of towing during my career," he continued. "I even towed parts and cargoes associated with the production of the stealth bomber. I had to have top-secret clearance to work on the vessel at the time."

Warford's final voyage was aboard Crowley's *Sea Robin* in February. Looking back over his career, he is amazed at how much has changed in his profession. "You can't compare the life of merchant mariner today versus what it is used to be like when I started," he said. "To begin with, vessels have gotten bigger and more powerful than they used to be." Warford said his first vessel had about 1,500 horsepower. Another on which he sailed topped out at 1,600 — and these were the most powerful vessels on the coast at the time, he shared.

"The other thing is that training is much easier to come by these days," he said. "Unless you were an able bodied seaman, you got very little work back in them days."

"Before the SIU school (Warford attended the Paul Hall Center in Piney Point, Md. for radar training), you learned



Captain Steve Warford, right, retired Feb. 28. Warford was a captain for Crowley Towing for more than 30 years.

your skills on your own while you were working," he said. "You either learned it on your own or you did not learn it at all. You either sank or swam if you wanted to go higher."

Warford concluded by describing unions as essential for today's mariners. "I don't know what they'd do if it were not for unions.... You've got to have them regardless of where you work or the business you are in. Without them, the companies would do what they damn well please to you. It's [a union is] the only way that workers can get backing and have their voices heard."



Pictured at a party for Capt. Warford in Wilmington Feb. 17 are Engineer Jim Gray, Mate John Zarolli, Engineer Deso Haboka, AB Henry Salles, Engineer Dave Walblom, Engineer Hugh Wain, Capt. Jim McNutt, Mate Ed Brooks, Capt. John Rakyta, Capt. Warford, AB Mike Privette, Capt. Rick Cavallier, Port Agent John Cox, Cook Larry Jamieson, Pilot Levi Levinson, Mate Chad Macauley, Pilot Alan Reid, AB Dragi Odak, AB Hernam Moningka, Engineer Willie Gardner and AB Vladimir Salamon.

USNS Watkins Delivered to MSC



A look up the stern ramp of the *USNS Watkins* is evidence of the large tanks and tractor-trailers it can accommodate. In inset is a display about Army Master Sgt. Travis E. Watkins, for whom the ship is named.



The SIU-crewed *USNS Watkins* (T-AKR 315) was delivered to the U.S. Navy's Military Sealift Command (MSC) last month—ahead of schedule—from the National Steel and Shipbuilding Company (NASSCO) in San Diego, where it was constructed.

Representing the SIU at the March 5 delivery ceremonies were SIU President Michael Sacco, Executive Vice President John Fay, Vice President Contracts Augie Tellez and SIU Wilmington Port Agent John Cox.

The 950-foot prepositioning ship, a roll-on/roll-off (RO/RO) vessel, was launched July 28, 2000. Seafarers climbed aboard the gangway in December and, following some additional work to the ship, assisted in sea trials.

The vessel is named in honor of Army Master Sgt. Travis E. Watkins,

who was awarded the Medal of Honor posthumously for his heroic actions in the Korean War.

The *Watkins* is one of 14 new builds and six converted vessels comprising a government-mandated initiative known as the Strategic Sealift Program. It is the sixth new construction ship completed by NASSCO under the program. The seventh, the *USNS Pomeroy* was launched March 10.

The ships in the prepositioning fleet carry U.S. Army tanks, armored personnel carriers, tractor-trailers and other equipment and supplies to potential areas of conflict around the world. They also provide surge sealift support of remote military actions. Their multi-use capabilities make these cargo ships among the most flexible ever built.



Capt. Kurt Kleinschmidt (left) receives a framed photo of the ship from Steve Eckberg, the project manager at NASSCO.



Ready for the cutting of the ceremonial cake are (from left) SIU Wilmington Port Agent John Cox, Steward/Baker Chris Hale and Capt. Kurt Kleinschmidt.



Relief Steward James Harper (center) greets SIU Exec. VP John Fay (left) and President Michael Sacco aboard ship.



Posing on deck are (from left) SIU Exec. VP John Fay, VP Contract Augie Tellez, AB Robert Stenehem and SIU President Michael Sacco.



Recertified Bosun Edward Cain meets with SIU President Michael Sacco.

Left: With VP Contracts Augie Tellez (left) and SIU President Michael Sacco is QMED Charles H. Kennedy.



Chief Cook Claudia Kammeyer shows off a slice of freshly baked salmon.

Notice to SIU Civil Service Mariners

In September 2000, representatives of the Afloat Personnel Management Center (APMC) and the union met to discuss a number of items affecting the working conditions of civil service mariners sailing aboard MSC vessels.

The agency wanted to implement a new policy concerning mariners who report for duty with expired Coast Guard documents. Initially, the APMC intended to implement this policy in November 2000. After lengthy negotiations in which the union sought a number of protections and certain administrative assistance for mariners, it was determined that beginning July 1, 2001, mariners who report to duty with expired Coast Guard documents will be ineligible to receive subsistence and quarters payments. Please take the necessary steps to renew your documents early.

The ship's purser has all the forms and will send your paperwork to the Coast Guard for renewal. Please keep proof of mailing your documents for renewal. Home of record must be the United States. If you renew early enough, your documents should be waiting for you when you complete your tour of duty. The APMC and the union also have information to help you. Do not hesitate to ask for assistance. Remember to renew early to remain eligible for subsistence and quarter payments.

Membership Approves Tally Committee Report

During the March membership meetings, Seafarers approved the report of the rank-and-file tallying committee, which detailed the results of the recently concluded SIU general election.

The report noted that there were two or more candidates in each of the following five races for office: president, secretary-treasurer, vice president contracts, vice president West Coast, and vice president Great Lakes and inland waters.

In those respective elections, the committee reported the following results from eligible votes cast:

- President—Michael Sacco received 91 percent of votes cast. Robert J. Clinton III received 6.5 percent; Charles Burdette Collins received 2.4 percent.

- Secretary-Treasurer—David Heindel received 81 percent of votes cast. Michael D. Murphy received 12 percent; William Parker received 7 percent.

- Vice president contracts—Augie Tellez received 89 percent of votes cast. Larry Frank Phillips received 11 percent.

- Vice president West Coast—Nick Marrone

received 88 percent of votes cast. Kevin Bertel received 12 percent.

- Vice president Great Lakes and inland waters—Thomas Orzechowski received 82 percent of votes cast. Woodrow Shelton received 18 percent.

The committee also reported that the membership approved each of the five proposed constitutional amendments appearing on the ballot. In order, the amendments pertained to a dues increase; an increase in officials' working dues; membership meeting quorums; a name change to reflect the merger of the National Maritime Union (NMU) into the SIU; and the addition of two executive board slots, also in consideration of the SIU-NMU merger.

In that same order, the amendments were approved with the majority of eligible votes accounting for 76, 77, 84, 87 and 91 percent, respectively.

As reported in previous issues of the *Seafarers LOG*, voting took place via secret ballot from Nov. 1 through Dec. 30, 2000.

The tallying committee was composed of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls).

PINEY POINT . . .

The essential piece to your family vacation puzzle!

Here it is . . . already April. The kids will be out of school within the next couple of months, and they are busy thinking of things they would like to do this summer. You are probably thinking of ways you would like to spend your vacation, too. How to solve the problem of satisfying each member of the family? Everyone can do the activities they enjoy most by taking advantage of the Paul Hall Center in Piney Point, Md. Let the facilities at Piney Point be the final piece to a memorable summer vacation.

Ideally situated on the banks of the St. George's Creek in Southern Maryland, all the ingredients for a fun-filled holiday can be found on the grounds or within driving distance of the center. Entertaining day trips throughout historic Maryland and the Washington, DC, metropolitan area can fill time between fishing trips or tennis matches right on the center's facilities.

The Paul Hall Center, which houses the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States, is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of the rooms in the training and recreation center are set aside during the summer months for vacationing SIU members and their families.

The rooms are comfortable and well equipped, and in the lobby is the Sea Chest, where personal items, magazines, snacks and SIU souvenirs are sold. Your stay at Piney Point, which can last up to two weeks per family, also includes three delicious meals each day.

At the center are a picnic area with grills and tables, outdoor tennis and basketball courts, an Olympic-size swimming pool, a health spa (including Nautilus,

free weights, universal gym, sauna and steamroom) and plenty of space for walks or jogs on the beautifully landscaped grounds.

This peaceful setting provides the opportunity for both water- and land-based expeditions. The center has a marina where vacationers may take a boat out for the day to sail around the region or look for a good fishing spot. With

400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

But there is plenty to do outside the gates of the Paul Hall Center as well.

In Southern Maryland alone are lots of places of historical significance as well as other attractions, including seafood festivals, art exhibitions, antique and craft shows and theater productions.

A drive of less than two hours will bring you into the nation's capital. The Washington Monument reopened late last summer after a 30-month, \$9.4 million restoration and affords a great view of the city. And at the National Zoo are two pandas, recently brought over from China, as well as a baby giraffe—not to mention hundreds of other rare animals, living in their natural

habitats.

Or you can catch an Orioles' ball game at Camden Yards in Baltimore.

The choices are unlimited, depending on your interests. And the Paul Hall Center is the link to all of them.

To take advantage of this unique benefit to SIU members and their families, send in your reservation form now.



UNION MEMBER VACATION RATES

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

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

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

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

4/01

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
(Stay is limited to a maximum of two weeks)

Date of departure: _____

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

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 2001

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| Algonac | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 2 |
| Baltimore | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 4 | 3 | 1 |
| Guam | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 |
| Honolulu | 10 | 6 | 3 | 8 | 4 | 1 | 0 | 17 | 11 | 3 |
| Houston | 24 | 16 | 4 | 19 | 11 | 3 | 8 | 54 | 18 | 6 |
| Jacksonville | 26 | 16 | 9 | 18 | 9 | 4 | 10 | 55 | 25 | 15 |
| Mobile | 20 | 10 | 4 | 9 | 2 | 1 | 2 | 22 | 16 | 8 |
| New Orleans | 12 | 17 | 7 | 21 | 8 | 5 | 3 | 25 | 24 | 14 |
| New York | 25 | 13 | 5 | 9 | 7 | 1 | 3 | 54 | 22 | 10 |
| Norfolk | 16 | 14 | 5 | 9 | 20 | 7 | 3 | 29 | 19 | 6 |
| Philadelphia | 10 | 2 | 2 | 4 | 1 | 0 | 0 | 15 | 4 | 2 |
| Piney Point | 3 | 2 | 3 | 0 | 2 | 0 | 0 | 4 | 4 | 4 |
| Puerto Rico | 7 | 4 | 3 | 6 | 5 | 2 | 3 | 13 | 3 | 3 |
| San Francisco | 22 | 6 | 1 | 18 | 6 | 1 | 8 | 36 | 8 | 2 |
| St. Louis | 3 | 3 | 3 | 2 | 1 | 2 | 0 | 5 | 6 | 5 |
| Tacoma | 19 | 11 | 10 | 23 | 8 | 8 | 8 | 46 | 17 | 13 |
| Wilmington | 30 | 12 | 9 | 28 | 9 | 5 | 3 | 34 | 12 | 16 |
| Totals | 230 | 133 | 68 | 179 | 95 | 41 | 53 | 414 | 197 | 110 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Baltimore | 2 | 3 | 1 | 3 | 2 | 0 | 0 | 6 | 6 | 3 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honolulu | 5 | 7 | 1 | 4 | 4 | 1 | 0 | 7 | 12 | 4 |
| Houston | 18 | 2 | 2 | 12 | 3 | 0 | 3 | 26 | 6 | 7 |
| Jacksonville | 17 | 10 | 2 | 20 | 8 | 3 | 7 | 28 | 16 | 4 |
| Mobile | 7 | 4 | 0 | 3 | 4 | 0 | 1 | 15 | 7 | 0 |
| New Orleans | 5 | 7 | 3 | 3 | 4 | 2 | 1 | 15 | 15 | 8 |
| New York | 15 | 10 | 2 | 7 | 10 | 2 | 1 | 24 | 13 | 1 |
| Norfolk | 4 | 7 | 2 | 4 | 2 | 2 | 1 | 12 | 11 | 4 |
| Philadelphia | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 6 | 6 | 1 |
| Piney Point | 2 | 2 | 0 | 3 | 2 | 1 | 1 | 4 | 5 | 2 |
| Puerto Rico | 6 | 1 | 3 | 3 | 1 | 0 | 1 | 6 | 3 | 3 |
| San Francisco | 10 | 7 | 3 | 8 | 7 | 1 | 0 | 11 | 6 | 6 |
| St. Louis | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 5 | 1 |
| Tacoma | 8 | 6 | 11 | 14 | 3 | 7 | 6 | 19 | 15 | 11 |
| Wilmington | 9 | 6 | 9 | 9 | 4 | 5 | 0 | 6 | 15 | 8 |
| Totals | 112 | 77 | 40 | 96 | 57 | 24 | 22 | 188 | 142 | 64 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Baltimore | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 3 | 1 | 0 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honolulu | 5 | 5 | 13 | 6 | 3 | 3 | 2 | 16 | 7 | 24 |
| Houston | 14 | 2 | 2 | 6 | 2 | 0 | 5 | 24 | 3 | 2 |
| Jacksonville | 19 | 5 | 2 | 13 | 6 | 3 | 11 | 23 | 8 | 4 |
| Mobile | 7 | 4 | 1 | 2 | 4 | 1 | 0 | 14 | 4 | 0 |
| New Orleans | 9 | 6 | 3 | 11 | 0 | 1 | 4 | 12 | 10 | 3 |
| New York | 11 | 7 | 0 | 12 | 2 | 0 | 4 | 30 | 10 | 0 |
| Norfolk | 6 | 2 | 3 | 4 | 4 | 1 | 1 | 10 | 8 | 4 |
| Philadelphia | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 |
| Piney Point | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 8 | 3 | 3 |
| Puerto Rico | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 |
| San Francisco | 18 | 1 | 0 | 17 | 2 | 0 | 6 | 43 | 4 | 0 |
| St. Louis | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 |
| Tacoma | 19 | 0 | 1 | 15 | 1 | 1 | 7 | 43 | 1 | 1 |
| Wilmington | 16 | 5 | 3 | 14 | 5 | 0 | 5 | 27 | 7 | 5 |
| Totals | 132 | 40 | 30 | 108 | 29 | 10 | 50 | 261 | 72 | 49 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| Baltimore | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 3 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Honolulu | 5 | 17 | 102 | 1 | 13 | 44 | 0 | 9 | 43 | 163 |
| Houston | 1 | 10 | 6 | 3 | 6 | 1 | 0 | 2 | 20 | 12 |
| Jacksonville | 4 | 7 | 9 | 1 | 10 | 9 | 0 | 10 | 18 | 21 |
| Mobile | 1 | 4 | 5 | 0 | 5 | 1 | 0 | 1 | 10 | 7 |
| New Orleans | 3 | 7 | 5 | 1 | 7 | 1 | 0 | 5 | 14 | 11 |
| New York | 6 | 19 | 18 | 5 | 10 | 9 | 0 | 10 | 40 | 28 |
| Norfolk | 2 | 11 | 17 | 0 | 2 | 5 | 0 | 3 | 21 | 27 |
| Philadelphia | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| Piney Point | 1 | 4 | 23 | 0 | 12 | 19 | 0 | 1 | 25 | 27 |
| Puerto Rico | 5 | 2 | 3 | 2 | 1 | 3 | 0 | 5 | 4 | 6 |
| San Francisco | 5 | 14 | 8 | 6 | 2 | 6 | 0 | 7 | 27 | 7 |
| St. Louis | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| Tacoma | 6 | 16 | 17 | 6 | 13 | 4 | 0 | 7 | 24 | 46 |
| Wilmington | 4 | 9 | 8 | 4 | 6 | 5 | 0 | 8 | 19 | 23 |
| Totals | 43 | 131 | 225 | 29 | 91 | 108 | 0 | 68 | 276 | 387 |
| Totals All Departments | 517 | 381 | 363 | 412 | 272 | 183 | 125 | 931 | 687 | 610 |

**"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.

May & June 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

| | |
|---------------|----------------------------|
| Piney Point | Monday, May 7, June 4 |
| Algonac | Friday: May 11, June 8 |
| Baltimore | Thursday: May 10, June 7 |
| Duluth | Wednesday: May 16, June 13 |
| Honolulu | Friday: May 18, June 15 |
| Houston | Monday: May 14, June 11 |
| Jacksonville | Thursday: May 10, June 7 |
| Jersey City | Wednesday: May 23, June 20 |
| Mobile | Wednesday: May 16, June 13 |
| New Bedford | Tuesday: May 22, June 19 |
| New Orleans | Tuesday: May 15, June 12 |
| New York | Tuesday: May 8, June 5 |
| Norfolk | Thursday: May 10, June 7 |
| Philadelphia | Wednesday: May 9, June 6 |
| San Francisco | Thursday: May 17, June 14 |
| San Juan | Thursday: May 10, June 7 |
| St. Louis | Friday: May 18, June 15 |
| Tacoma | Friday: May 25, June 22 |
| Wilmington | Monday: May 21, June 18 |

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

Personal

JACK SWEENEY

SIU Pensioner Eugene Soyryng would like to get in touch with 2nd Cook Jack Sweeney, a friend with whom he worked on the Great Lakes. Anyone with information about Brother Sweeney should contact Eugene Soyryng at 1625 Maryland Avenue, Superior, WI 54880.

Burial at Sea for Chief Cook Grant



The remains of Chief Cook Willie Grant were committed to the deep last December from aboard the CSX Hawaii. At latitude 27 degrees 14 minutes north, longitude 69 degrees 22 minutes west, the crew mustered on the stern of the vessel (top photo). Bosun Jim Hassan, far right, sent the photos to the LOG. The Lord's Prayer was read, followed by a moment of silence. His friend and



shipmate AB Roberto Feliciano (left) scattered the ashes over the sea. Others of the crew who knew and sailed with Chief Cook Grant, who died Dec. 9, 2000, were Ronald Bleacher, Anthony Rosa and Nevelle Hughes.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

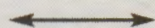
Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

FEBRUARY 16 — MARCH 15, 2001

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

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | **REGISTERED ON BEACH All Groups | | |
|---------------------------|---------------------------------|---------|----------|-----------------------------|---------|----------|-------------------------------------|---------|----------|
| | Class CL | Class L | Class NP | Class CL | Class L | Class NP | Class CL | Class L | Class NP |
| DECK DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 19 | 8 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 4 | 2 | 0 | 3 | 1 | 0 | 1 | 1 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 7 | 3 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 17 | 31 | 0 | 3 | 0 | 0 | 14 | 31 |

Totals All Depts 0 48 45 0 7 1 0 41 43

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

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

Dispatchers' Report for Inland Waters

FEBRUARY 16 — MARCH 15, 2001

| Region | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | **REGISTERED ON BEACH All Groups | | |
|---------------------------|---------------------------------|----------|----------|-----------------------------|----------|----------|-------------------------------------|----------|-----------|
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 1 | 0 | 4 | 0 | 2 | 3 | 1 | 1 | 22 |
| Totals | 3 | 0 | 7 | 0 | 2 | 3 | 1 | 1 | 27 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakes, Inland Waters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Totals All Depts 3 0 7 0 2 3 1 1 27

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

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

PIC-FROM-THE-PAST

The photo at right was sent to the LOG by Pensioner **Mike Carlin** of Ship Bottom, N.J.

It was taken in July 1956 aboard the *SS Steel Seafarer*, an Isthmian Steamship Co. vessel. The ship was en route to Saigon with a full load. "After two weeks we back-loaded for Kaohsiung," Carlin wrote in a note accompanying the photo. "Then to Yokohama and Hawaii to load for North Europe. We were the first 'Steel' ship to enter Antwerp since the old *Steel Traveler* hit a mine and sank in 1945. We were in Bremerhaven loading for the Persian Gulf when the Suez War broke out, closing the Canal and sending us back to the U.S."

From the left are AB Mike Carlin, AB Gunnar Hansen, OS Harold 'Knobby' Eustace, Bosun Horace 'Rudy' Mobley, AB Leo Doucette and (in front) AB Vic Carravello.

Brother Carlin joined the SIU in 1949, first sailing on the Liberty Ship *Irene Star*. He retired in 1997.

"Looking back," he wrote, the trip during which this photo was taken "was the best trip I ever made."





Five captains are among the 14 Seafarers announcing their retirements this month. Inland members Percy P. Doucet, James C. Hudgins, Herman L. Ireland Jr., Richard C. Morris, and Ernie E. Watson sailed the inland waterways at the helms of their respective vessels for a combined 134 years.

One of the retirees sailed in the deep sea division. Three plied the Great Lakes, and the remaining 10, which include the former captains, navigated the inland waterways. Eleven of the retirees worked in the deck department, two shipped in the engine department and one sailed in the steward department. On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



FAGALILO MALIGA, 58 started his SIU career in 1978, joining in the port of San Francisco. Brother

Maliga first sailed aboard Delta Steamship Lines' *Santa Magdalena*. Born in American Samoa, he shipped as a member of the steward department. Brother Maliga last worked aboard the *Sea-Land Innovator*. He lives in Long Beach, Calif.

GREAT LAKES

KENNETH GLASER, 61, joined the SIU in 1975 in the port of Detroit. Prior to starting his career with the Seafarers,



Brother Glaser served in the U.S. Air Force from 1956 to 1959. He was born in Monroe, Mich. and first sailed aboard an H&M Lake Transport vessel. Brother Glaser shipped in the deck department, upgrading his skills at the SIU's training school in Piney Point, Md. in 1978, 1986, 1988, 1992, 1993 and 1994. Brother Glaser last sailed aboard a Luedtke Engineering Co. vessel. He lives in Unionville, Mich.



HOWARD HEROLD, 57, joined the SIU in 1968. Brother Herold first sailed aboard the *Huron Portland*

Cement, operated by Inland Lakes Management, Inc. He shipped as a member of the deck department. Brother Herold upgraded his skills in 1978 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He last sailed aboard American Steamship Co.'s *American Republic*. Brother Herold calls Evergreen Park, Ill. home.

MOHAMED A. OMER, 64, hails from Yemen. Brother Omer joined the SIU in 1987 in the port of Algonac, Mich. He first sailed aboard the *Southdown Challenger*, operated by Cement Transit Co. Brother Omer shipped as a member of the engine department. He last sailed aboard American Steamship Co.'s *Walter J. McCarthy*. Brother Omer resides in Dearborn, Mich.

INLAND

CHARLES COLLINGS, 62, hails from Philadelphia. Boatman Collings started his SIU career in 1960 in New York.



He sailed as a member of the deck department. Boatman Collings sailed primarily aboard Crowley Liner Services, Inc. (Crowley TMT) vessels. He lives in Philadelphia.



PERCY P. DOUCET, 62, started his career with the SIU in 1967, joining in Port Arthur, Texas. Born in Louisiana,

Boatman Doucet shipped as a captain. He worked primarily aboard Hvide Marine Towing Co.

vessels. Boatman Doucet calls Welsh, La. home.

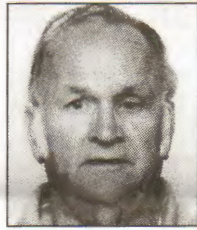
WILLIAM M. HOEY, 68, started his SIU career in 1982, joining in the port of Philadelphia. A member of the deck department, Boatman Hoey sailed primarily aboard Crowley Liner Services, Inc. vessels. A native of Philadelphia, he now calls Wilmington, Del. home.



JAMES C. HUDGINS, 62, began his SIU career in 1961, joining in the port of Norfolk, Va. Born in Virginia, Captain

Hudgins first sailed aboard the *Steel Architect*, operated by Isco Inc. He last shipped on an Allied Towing Co. vessel. The captain calls New Point, Va. home.

HERMAN L. IRELAND JR., 61, joined the SIU in 1970 in the port of Piney Point, Md.



Born in Lowland, N.C., Boatman Ireland first sailed aboard an Express Marine Inc. vessel. A member of the deck department, he shipped as a master. He last sailed aboard a

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.

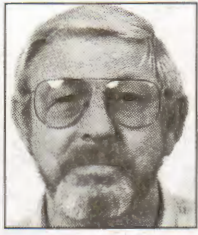
Mariner Towing (Maritrans) vessel. Boatman Ireland lives in Bayboro, N.C.



ROBERSON F. IRELAND, 45, hails from Fairfield, N.C. Boatman Ireland began his SIU career in 1974 in Norfolk, Va.

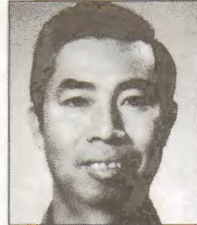
He first sailed aboard a Stuart Transportation Co. vessel. Boatman Ireland shipped as a member of the deck department. He upgraded his skills at the SIU's training school in Piney Point, Md. in 1978 and 1998. Boatman Ireland last sailed aboard the *Diplomat*, operated by Maritrans. He resides in Engelhard, N.C.

RICHARD C. MORRIS, 57, was born in Giles County, Va. He started his SIU career in 1966, joining in the port of Norfolk, Va.



A captain, Boatman Morris sailed primarily aboard Allied Towing Co. vessels. He upgraded his skills in 1993 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Captain Morris lives in Morehead, N.C.

JIMMY NGUYEN, 62, hails from Vietnam. Boatman Nguyen joined the SIU in 1989 in the port of Wilmington, Calif. He worked



in the engine department. Boatman Nguyen sailed primarily aboard Crowley Towing and Transportation

Co. vessels. He lives in Huntington Beach, Calif.

ERNIE N. WATSON, 62, joined the SIU in 1968 in the port of Philadelphia.



Prior to becoming a Seafarer, the North Carolina native served in the U.S. Marine Corps from 1956 to 1959. A captain, Boatman Watson sailed primarily aboard Mariner Towing Co. vessels. He resides in Pantego, N.C.



EARNEST E. WYATT, 58, hails from Hopewell, Va. Boatman Wyatt began his SIU career in 1960, joining in the port

of Norfolk, Va. He sailed in the deck department, first working aboard a Gulf Atlantic Transport Corp. vessel. Boatman Wyatt upgraded his skills at the SIU's training school in Piney Point, Md. in 1992, 1994 and 1997. He last sailed aboard an Allied Towing Co. vessel. Boatman Wyatt lives in Prince George, Va.

Reprinted from past issues of the *Seafarers LOG*

1946

Voting on the ships of the Isthmian Steamship Company in the National Labor Relations Board election commenced on March 29. The first ship to be voted was the *SS Mobile City* in New Orleans, on

Saturday, March 29. Within a few days, ballots were cast on the *Wm. N. Byers* in Galveston, the *Nicaragua Victory* and the *Mandan Victory* in Baltimore, the *Thomas Cresap* in New York and the *Marine Fox* in Seattle. All reports indicate a favorable SIU vote. (Editor's note: The NLRB later certified the SIU as the bargaining representative of the company's unlicensed mariners.)

1957

The Seafarers Welfare Plan medical center, the first seamen's health center in maritime, was officially opened in Brooklyn on April 16. The next morning the center was functioning, giving complete physical examinations to Seafarers and recommending treatment where necessary by private physicians or the Public Health Service. Dedication of the center,

the Peter Larsen Memorial Clinic, drew an audience of more than 500 guests from the industry, various government agencies including the U.S. Public Health Service and the Coast Guard, the medical profession and the trade union movement, plus Seafarers. The Brooklyn center is the first of four planned. The other three will be

located in Baltimore, New Orleans and Mobile.

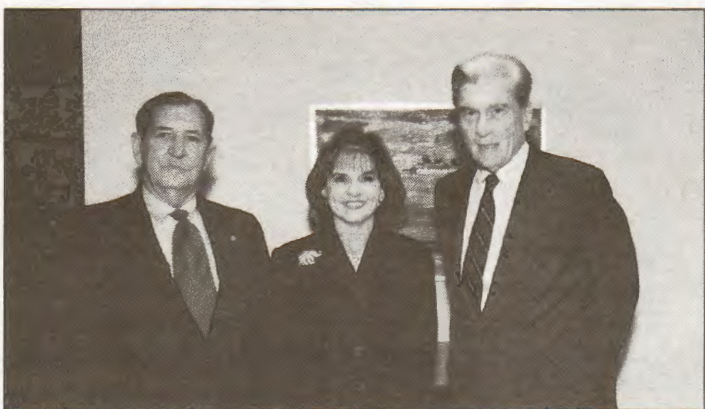
THIS MONTH IN SIU HISTORY

1965

The SIU sharply protested another effort by the Secretary of

Agriculture, Orville L. Freeman, to undermine the 50-50 laws by attempting to end the requirement on the use of American-flag vessels in the export of farm products to Soviet bloc countries. Under federal regulations in effect since the first wheat sales to Russia were negotiated by the Kennedy administration in 1963, at least half of these cargoes must be carried in U.S. ships. SIU's criticism was voiced in a letter signed by SIUNA President Paul Hall, and sent to members of the President's Maritime Advisory Committee as well as to the chairmen of the appropriate House and Senate committees.

Politically Active in Virginia



Supporting pro-maritime political candidates is a constant endeavor for retired Seafarer Max Simerly (left), an officer in the Hampton Roads, Va. chapter of the American Merchant Marine Veterans. He is pictured during a campaign event last year in Williamsburg, Va. with U.S. Rep. Jo Ann Davis (R), whose district includes Newport News Shipbuilding, and U.S. Sen. John Warner (R), who cosponsored the Maritime Security Program.

Final Departures

DEEP SEA

CHESTER ALLEN



Pensioner Chester Allen, 81, died Dec. 12, 2000. Brother Allen started his career with the SIU in 1953 in the port of Baltimore. A member of the engine department, he first sailed aboard the *Oremar*. Brother Allen, a native of Illinois, last shipped aboard Puerto Rico Marine Management, Inc.'s *Bayamon*. He served in the U.S. Coast Guard from 1941 to 1942 and began receiving his pension in 1982. Brother Allen lived in Baltimore.

PERRY BURNETTE



Pensioner Perry Burnette, 78, died Nov. 14, 2000. Brother Burnette started his SIU career in 1969 in Tampa. Born in New Port Richey, Fla., he sailed as a member of the deck department. Brother Burnette first shipped aboard a Waterman Steamship Corp. vessel. He last sailed on Crowley American Transport's *Diplomat*. Brother Burnette served in the U.S. Army from 1940 to 1943 and began receiving his pension in 1982. Lake Panasoffkee, Fla. was his home.

LESLIE COVERT



Pensioner Leslie Covert, 72, passed away Dec. 12, 2000. Brother Covert began his career with the SIU in 1967, joining in the port of Seattle. Born in Pennsylvania, he first sailed aboard the *Inger*, a Reynolds Metals Co. vessel. Brother Covert shipped in the deck department. He last sailed aboard the *Great Land*, operated by Interocean Uglund Management Corp. Brother Covert served in the U.S. Navy from 1950 to 1954. He began receiving his pension in 1994. Brother Covert lived in Seattle.

LOUIS DURACHER



Pensioner Louis Duracher, 66, died Oct. 21, 2000. Brother Duracher began his SIU career in 1951, joining in the port of New Orleans. A member of the deck department, he first sailed aboard the *Alcoa Partner*. The Louisiana native last worked on a Waterman Steamship Corp. vessel. Brother Duracher began receiving his pension in 1984. He resided in Metairie, La.

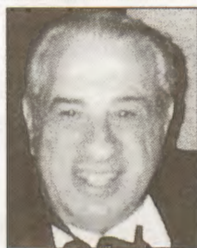
RICHARD GUERIN



Pensioner Richard Guerin, 77, passed away Dec. 19, 2000. Brother Guerin began his career with the SIU in 1953, joining in the port of New York. The New York native shipped in the deck department. He last sailed aboard the *Sea-Land Oregon*. Brother Guerin served in the U.S. Navy from 1941 to 1945 and began receiving his pension in 1991. He lived in Las Vegas.

ANTHONY GUILIANO

Pensioner Anthony Guiliano, 76,



died Nov. 21, 2000. Brother Guiliano started his SIU career in 1947 in the port of New York. Born in Elizabeth, N.J., he sailed in the deck department. Brother Guiliano served in the U.S. Army from 1942 to 1945. He began receiving his pension in 1969 at his home in New Jersey.

LUCIEN GUMM



Pensioner Lucien Gumm, 65, passed away Dec. 16, 2000. Brother Gumm began his career with the SIU in 1967 in the port of Seattle. He first sailed aboard the *Seatrail New Jersey*. Born in Washington state, Brother Gumm shipped in the deck department. Brother Gumm served in the U.S. Navy from 1952 to 1972. He began receiving his pension in 1994. Brother Gumm resided in Tacoma, Wash.

FLOYD JENKINS



Pensioner Floyd Jenkins, 72, died Dec. 13, 2000. He joined the SIU in 1951 in the port of New York. Born in Florida, Brother Jenkins first shipped aboard a Waterman Steamship Corp. vessel. The engine department member last shipped aboard the *Overseas Washington*. He began receiving his pension in 1984. Brother Jenkins resided in Shelbyville, Texas.

RICHARD KOCH



Pensioner Richard Koch, 84, died Nov. 3, 2000. Brother Koch joined the SIU in 1951 in the port of New York. Born in Newark, N.J., he sailed in the engine department. Brother Koch's first ship was the *Chiwawa*, operated by Interocean Uglund Management Corp. He last sailed on the *Connecticut*. Brother Koch began receiving his pension in 1978. He called Piney Point, Md. home.

ROBERT MACKEEEN



Pensioner Robert Mackeeen, 72, passed away Nov. 11, 2000. Brother Mackeeen joined the Marine Cooks and Stewards (MC&S) in 1953 in Portland, Ore. Born in Boston, he shipped as a member of the steward department. He first sailed aboard the *President Jefferson*, and his last ship was the *President Pierce*, both American President Lines vessels. Brother Mackeeen served in the U.S. Army from 1950 to 1952. He began receiving his pension in 1989. Brother Mackeeen resided in Oregon.

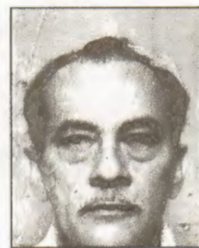
DOMINGO MILLA



Pensioner Domingo Milla, 77, died Dec. 2, 2000. He started his SIU career in 1968 in the port of Seattle. Brother Milla first

sailed on the *Enid Victory*, operated by Columbia Steamship Co. Born in Hawaii, he shipped as a member of the steward department. Brother Milla last sailed aboard the *Sea-Land Express*. He started receiving his pension in 1994. Bay Point, Calif. was his home.

RUBEN NEGRON



Pensioner Ruben Negron, 79, passed away Dec. 16, 2000. Brother Negron joined the SIU in 1951 in Miami. He first sailed aboard the

Stonewall Jackson, operated by Waterman Steamship Corp. Born in Puerto Rico, Brother Negron worked in the steward department. He last sailed on Puerto Rico Marine Management, Inc.'s *Borinquen*. Brother Negron began receiving his pension in 1982. He lived in his native commonwealth.

MASAYUKI OHIRA



Pensioner Masayuki "Harry" Ohira, died Sept. 27, 2000. Born in Hawaii, Brother Ohira began his career with the SIU in 1956 in the port of San

Francisco. As a member of the steward department, he shipped primarily aboard American President Lines vessels including the *President Kennedy* and the *President Wilson*. He began receiving his pension in 1985. Brother Ohira resided in San Francisco.

AUBREY RANKIN



Pensioner Aubrey Rankin, 78, passed away Dec. 12, 2000. He began his SIU career in 1942, joining in the port of Mobile, Ala. Born in Alabama, he shipped in the steward department. Brother Rankin first sailed aboard the *Alcoa Runner*. He last worked on the *Cove Navigator*. Brother Rankin, who lived in Mobile, began receiving his pension in 1984.

WILLIAM SMITH



Pensioner William Smith, 88, passed away Nov. 17, 2000. He started his SIU career in 1951, joining in the port of New York. Brother Smith first sailed on the *Yorkmar*. Born in Apoka, Fla., he shipped as a member of the steward department. Brother Smith last sailed aboard a Cove Shipping Co. vessel. He served in the U.S. Navy from 1943 to 1945 and started receiving his pension in 1982. Brother Smith lived in Houston.

JOHN SULLIVAN



Pensioner John Sullivan, 77, passed away Nov. 18, 2000. Brother Sullivan started his SIU career in 1951 in the port of New York. Born in Massachusetts, he sailed in the engine department. Brother Sullivan last worked on the *Sea-Land Tacoma*. He began receiving his pension in 1986. Brother Sullivan lived in Shelton, Wash.

GLENN WINCHESTER



Pensioner Glenn Winchester, 65, passed away Aug. 29, 2000. Born in Colorado, he started his SIU career in 1963 in New York. A

member of the engine department, he first sailed aboard the *Beauregard*. Brother Winchester last worked aboard the *Sea-Land Hawaii*. He began receiving his pension in 1994. Brother Winchester lived in San Jose, Calif.

NORMAN WROTON



Pensioner Norman Wroton, 70, died Jan. 9. He began his SIU career in 1948, joining in the port of Norfolk, Va. Brother Wroton shipped

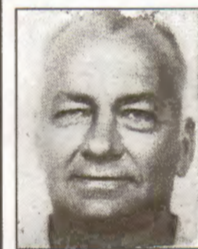
as a member of the engine department and sailed primarily aboard Waterman Steamship Corp. vessels. He served in the U.S. Marine Corps from 1950 to 1952 and began receiving his pension in 1985. Brother Wroton resided in Chesapeake, Va.

FERNANDO ZAVALA

Brother Fernando Zavala, 76, died Oct. 15, 2000. He joined the SIU in 1963 in the port of New York. Born in Puerto Rico, Brother Zavala sailed in the steward department. His first ship was an Intercontinental Transportation vessel. Brother Zavala last worked aboard the *San Juan*, operated by Puerto Rico Marine Management, Inc. He called Bronx, N.Y. home.

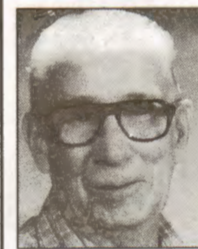
INLAND

JACK CHAPMAN



Pensioner Jack Chapman, 84, died Nov. 11, 2000. Born in North Carolina, he joined the SIU in 1957 in Philadelphia. A member of the deck department, he shipped as a tug captain. Boatman Chapman last worked aboard a McAllister Towing of Virginia vessel. He began receiving his pension in 1978. Boatman Chapman lived in Kitty Hawk, N.C.

IRVIN CUTRES



Pensioner Irvin Cutres, 83, passed away Oct. 9, 2000. Boatman Cutres began his career with the SIU in 1958, joining in the port of New Orleans. Born in Louisiana, he served in the U.S. Army from 1944 to 1947. The deck department member worked primarily aboard Dravo Basic Materials Co. vessels. Boatman Cutres began receiving his pension in 1982. He resided in Mammond, La.

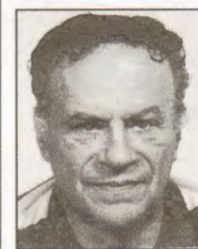
WAYNE KNAPP



Boatman Wayne Knapp, 74, passed away April 4, 2000. He joined the SIU in 1967 in the port of Detroit. Boatman Knapp served in the

U.S. Air Force from 1943 to 1947. A member of the deck department, he first shipped aboard an H&M Lake Transport vessel. Boatman Knapp last worked on a Bigane Vessel Fuel Co. of Chicago vessel. Manitowoc, Wis. was his home.

GIOVANNI MENNELLA



Pensioner Giovanni Mennella, 71, died Oct. 24, 2000. Boatman Mennella began his career with the SIU in 1980, joining in the port of

Wilmington, Calif. He served with the U.S. Army from 1947 to 1951. A member of the steward department, he worked primarily aboard Crowley Towing & Transportation vessels. Boatman Mennella started receiving his pension in 1997. He lived in Fontana, Calif.

LOUIS P. ROLLO



Pensioner Louis P. Rollo, 77, passed away Oct. 28, 2000. Boatman Rollo joined the SIU in 1961 in the port of Philadelphia. A member of the steward department, the New Jersey native worked primarily aboard Moran Towing of Philadelphia vessels. He began receiving his pension in 1992. Boatman Rollo lived in Philadelphia.

JOHN SHAW



Pensioner John Shaw, 88, died Nov. 18, 2000. He began his career with the SIU in 1961 in Philadelphia. Boatman Shaw shipped as a member of the steward department. The Pennsylvania native sailed primarily aboard Moran Towing of Philadelphia vessels. Boatman Shaw began receiving his pension in 1977. He resided in Tampa, Fla.

GREAT LAKES

JACOB HAJOSTEK



Pensioner Jacob Hajostek, 79, passed away Jan. 31. Brother Hajostek began his career with the SIU in 1962 in Cleveland. A member of the deck department, he worked primarily aboard Great Lakes Towing Co. vessels. Born in Cleveland, Brother Hajostek served in the U.S. Army from 1942 to 1945. He started receiving his pension in 1983. Brother Hajostek called Lakewood, Ohio home.

JOSEPH KEELAN



Pensioner Joseph Keelan, 88, died Jan. 22. Brother Keelan started his SIU career in 1947 in the port of Mobile, Ala. Born in Pennsylvania, Brother Keelan shipped as a member of the deck department. He started receiving his pension in 1977. He lived in Tampa, Fla.

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.

CONSUMER (CSX Lines), Jan. 24—Chairman **Redentor G. Borja**, Secretary **Terry L. Allen**, Educational Director **Ray L. Chapman**, Steward Delegate **John Bennett**. Chairman announced payoff Jan. 30 on arrival in Oakland, Calif. He led discussion of company policy against harassment and encouraged crew members to read policy and follow it carefully. Secretary announced vessel going into shipyard in Singapore for approximately 35 days beginning in February. Educational director advised everyone to check expiration dates on seamen's documents and be ready for Feb. 1, 2002 STCW compliance. No beefs reported. Some disputed OT noted by deck and engine delegates. Crew members in engine department listed repairs needed to pumps. Suggestion made for health plan to issue identification cards to family members and improve dental and optical coverage. Next ports: Tacoma, Wash.; Oakland; Honolulu.

DEFENDER (U.S. Ship Mgmt.), Jan. 31—Chairman **George B. Khan**, Secretary **Jasper Jackson Jr.** Ship to pay off Feb. 7 in Long Beach, Calif., according to chairman. Secretary noted smooth voyage. Educational director reminded crew members to keep STCW and Coast Guard documents up to date. Treasurer announced \$260 in ship's fund. Some beefs and disputed OT reported in engine department. Request made for second washing machine and repair of dryer. Suggestion made to check if company will supply summer or light-weight overalls.

HMI CAPE LOOKOUT SHOALS (IUM), Jan. 4—Chairman **Peter R. Hokenson**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Steward Delegate **Christopher Amigable**. Chairman noted washer and dryer received on board in Alaska and now waiting to be installed. Two new refrigerators also received and installed in each mess room. He thanked steward department for holding meals for deck department members who were docking vessel. Secretary thanked all engine and deck personnel for help given him since he returned from vacation. He also thanked DEU **Amin Ali** for fine job. Educational director informed crew about need to have STCW certificate by Feb. 1, 2002. He also suggested upgrading skills at Paul Hall Center in Piney Point, Md. as often as possible. Deck delegate reported problems with working hours in Alaska, and engine delegate requested water fountain for lower engine room. Recommendation made to have SA aboard ship to take heavy workload off steward. Suggestions made to increase dental coverage and reduce time needed for retirement. Clarification needed regarding pay raises. Next ports: Anacortes, Wash.; Valdez and Kenai, Alaska.

HMI DEFENDER (Hvide Marine), Jan. 29—Chairman **Juan Castillo**, Secretary **Steven R. Wagner**, Educational Director **George H. Bixby**, Deck Delegate **Frederick C.**

Meier, Engine Delegate **Robert Young**, Steward Delegate **Peter Crum**. Chairman announced ship payoff in Lake Charles, La. Everyone advised to use extra precaution on deck where work is being done. Secretary asked for help keeping pantry area clean at night. He also mentioned that crew should leave fresh linens in rooms for reliefs. Educational director stressed importance of going to Piney Point to upgrade skills and ratings. No beefs or disputed OT reported. Effective Jan. 1, 2001, IUM no longer in charge of personnel and transportation. Hvide Marine has their own personnel staff, and payroll will come from Texas. Vote of thanks given to steward department for job well done. Next ports: Lake Charles; Tampa, Fla.

ITB JACKSONVILLE (Sheridan Transportation Corp.), Jan. 30—Chairman **Timothy J. Jackson**, Secretary **Brenda M. Kamiya**, Educational Director **Stanley M. Sporna**, Deck Delegate **Allan C. Davis**, Engine Delegate **Gary Boyd**, Steward Delegate **Eugene N. Perez Jr.** Chairman has copy of Family and Medical Leave Act of 1993 for those interested in reading it. He announced payoff scheduled for Feb. 1 in Houston. Secretary thanked crew for helping keep mess hall clean and orderly and noted great crew aboard vessel. Educational director advised crew members to keep up with maritime industry by taking courses at Paul Hall Center. No beefs or disputed OT reported. Suggestions made for prescription and dental coverage for dependents and for one day off or extra day's pay for one month worked. Also requested that cost of living be added to pension benefit. Thanks given to steward department for extra food preparation and baking to help make voyage pleasant. Great job by DEU **Boyd** for keeping passageways in house spotless.

OVERSEAS JOYCE (OSG), Jan. 2—Chairman **Ralph G. Broadway**, Secretary **James E. Willey**, Educational Director **William E. Scott**, Deck Delegate **Richard L. Thomas**, Steward Delegate **Jack A. Hart**. Chairman advised everyone to read LOG to keep updated on union and maritime activities. He also reminded crew to be sure seamen's documents are current and of importance of contributing to SPAD for job security. Payoff scheduled in Long Beach, Calif. Educational director talked about SIU benefits to help individuals improve themselves: the scholarship for seafarers and their dependents and the facility at Piney Point for upgrading skills. No beefs or disputed OT reported. Suggestion made to increase vacation pay and raise dayman's wages. Crew thanked steward department for barbecues and spectacular holiday meals. Bosun said he had never seen anything like the the great food in all his years at sea. Next ports: Long Beach; Portland, Ore.

OVERSEAS JUNEAU (OSG), Jan. 12—Chairman **Benedict B. Born**, Secretary **Charles Atkins**, Educational Director **Vladimir**

Babenko. Chairman sent fax regarding transportation policies of OSG. He noted Captain **William T. Orr's** letters of commendation to crew and to chief cook for excellent jobs. "You have performed in a professional manner and in this you may be proud," the captain wrote. Educational director urged everyone to upgrade at Paul Hall Center and keep up with STCW rules and regulations. No beefs or disputed OT reported. Recommendation made for health plan to provide prescription coverage for family members. Request made for new water fountain for crew mess hall. Next port: Portland, Ore.

PETERSBURG (IUM), January 22—Chairman **Peter Funk**, Secretary **George J. Borromeo**, Educational Director **David Bodah**, Deck Delegate **Michael R. Merrell**, Engine Delegate **Jessie U. Ulibas**, Steward Delegate **Riyadh K. Shabi**. Chairman expressed gratitude to VP Contracts **Augie Tellez** for great contract. "It has fully enriched our lives and pockets." Also thanked Secretary-Treasurer **David Heindel** for visiting ship in Guam, where it is stationed. Secretary stressed need for crew to meet STCW requirements by Feb. 1, 2002. Beefs reported in all three departments. Request made for clarifications of vessel's manning scale and shipping rules. Suggestion made to use some of ship's fund to subscribe to several magazines. Crew also asked for status of retroactive pay, if any, and expressed need for new ice machine in crew's mess hall and additional dryer(s).

RELIANCE (CSX Lines), Jan. 7—Chairman **Timothy J. Fitzgerald**, Secretary **Thomas M. Wybo**, Educational Director **Orlando Cancel**, Deck Delegate **Norman Tourtellot**, Engine Delegate **Omar Sharif**, Steward Delegate **Abdulla M. Baabbad**. Chairman noted new mattress should arrive in Oakland Jan. 16. He asked for cooperation in putting trash in laundry room, not in small bags on deck. He also suggested everyone show consideration for others when doing laundry at night (e.g., items with metal buckles or large snaps create loud noise in washer and dryer). Secretary commended all for teamwork and for helping keep house clean. He requested that anyone departing ship see steward for clean linen for next person. Educational director advised crew members to take advantage of upgrading facilities at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to reduce time needed to receive vacation check. Request made for new VCR tape rewinder. Vote of thanks given to steward department for variety of good food and clean house. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu.

SAM HOUSTON (Waterman Steamship Corp.), Jan. 14—Chairman **Mark S. Downey**, Secretary **Roderick K. Bright**, Educational Director **Donnell C. Tagart**, Deck Delegate **Robert Stevenson**, Engine Delegate **Dominic V. Whitty**, Steward Delegate **Stanley J. Krystosiak**. Chairman noted toaster being replaced and new washer on order. He stated sickness and accident benefit now \$25 per day and new name for Seafarers Welfare Plan is Seafarers Health and Benefits Plan. He also advised everyone to be sure their sailing documents are updated and that they are STCW compliant by Feb. 1, 2002. No beefs or disputed OT reported. Recommendation made to increase manpower aboard ship for cargo operations. Suggestion also made for transportation after 180 days and increased vacation. Next ports: Morehead City, N.C.; New Orleans, La.

SPIRIT (CSX Lines), Jan. 28—Chairman **Edward J. Stoelzel**, Secretary **Edgardo G. Ombac**, Deck Delegate **Stanley W. Parker**, Steward Delegate **Blaine R. Amundson**. Chairman announced payoff in Tacoma, Wash., possibly sailing for Oakland, Calif. the next day. Everyone should check sailing board before going ashore. He advised crew not to go out on deck in bad weather. Educational director

James D. Palmquist, Engine Delegate **Warren H. Wright**, Steward Delegate **Thomas E. Kleine**. Chairman stated ship pulled into Okinawa, Japan Dec. 6 for four days, then again Dec. 24 for one day to put injured crew member ashore and pick up new member as well as fresh vegetables, fruit and ice cream. He recommended that new crew members be instructed at union hall what gear to bring with them—

Working on the Prince William Sound



Chief Cook **Christopher Amigable** (left) and Chief Steward **Alan W. Bartley** take time out to pose for a photo before serving dinner aboard the *HMI Cape Lookout Shoals*. The IUM vessel was on a stopover in Kenai, Alaska at the time, where crew members were waiting for a new washer and dryer to be installed.

advised crew members to upgrade at Piney Point and check out new courses. Treasurer stated \$165 in ship's fund to be used for purchase of movies in Taiwan and new VCR head cleaner. Some beefs reported in deck department. Clarification requested from patrolman on why transportation is taxed. Crew also would like new mattresses, bed sheets, pillows and pillow covers. Steward department given vote of thanks for good food and clean mess hall.

USNS ABLE (T-AGOS 20), (Maersk Line, Ltd.), Jan. 14—Chairman **Patrick A. Vandegrift**, Secretary **William F. Farmer**, Educational Director **Ken Carter**. Chairman led discussion on new contract and answered all questions. Educational director suggested unlicensed crew members take advantage of Paul Hall Center to upgrade skills and better themselves. No beefs or disputed OT reported. All members expressed gratitude for new contract and gave vote of thanks to SIU officials for job well done.

USNS BOWDITCH (Dyn Marine Services), Jan 7—Chairman **Ed Nelson**, Educational Director **Rahul Bagchi**, Deck Delegate **Donald L. Kelly**, Engine Delegate **David W. DeHart**, Steward **Harry Kimble**. Chairman announced vessel leaving Singapore for Okinawa, Japan and asked everyone to practice safety at all times. Educational director noted everyone needs STCW certificate by Feb. 1, 2002. Those without STCW basic safety and basic fire fighting endorsements should attend courses at Piney Point as soon as possible. Several beefs reported relating to lack of overtime. Requested clarification on shipping rules. Suggestion made for medical identification cards for members and their families as well as coverage for family members living outside U.S. and territories.

USNS EFFECTIVE (Maersk Line, Ltd.), Jan. 6—Chairman **Ronald H. Corgey**, Secretary **Howard G. Williams**, Educational Director **Paul E. Worthington**, Deck Delegate

including steel-toed shoes, buck knives, work clothes. Secretary thanked VP Contracts **Augie Tellez** for great job on contract and wage increase. He noted everyone very happy with results. Everything running smoothly with no beefs or disputed OT reported. Engine delegate stated "you can work all the overtime you like, if you want to." Request made for new gym equipment. Treadmill broken for several years and rest of equipment fairly old. Officers and unlicensed crew very pleased with great job by steward department.

USNS KANE (T-AGS 27) (Dyn Marine Services), Jan. 24—Chairman **Jay C. Dillon**, Secretary **Todd Easley**, Educational Director **Kenneth Koontz**, Deck Delegate **Kenneth H. Smith**, Engine Delegate **Curtis Thornton**, Steward Delegate **Jonn Noel**. Chairman announced NavOps should finish late Jan. 24 or early Jan. 25. Docking will be on the 29th with a draw after money arrives and is counted. Ship's turnover to foreign service still stands as briefed by captain. Educational director reminded everyone of benefits to upgrading skills at Paul Hall Center. Suggestion made that clarifications on all contracts be sent to company ships, faxed to union halls and printed in LOG. Next ports: Singapore; Istanbul, Turkey.

MAYAGUEZ (NPR, Inc.), Feb. 4—Chairman **Russell F. Barrack Jr.**, Secretary **Edward P. Dunn**, Educational Director **Kevin DeSue**, Deck Delegate **Charles Wright**, Steward Delegate **Jorge Mora**. Chairman announced Feb. 9 payoff in Philadelphia. Everything running smoothly. Secretary thanked crew for helping keep ship clean and orderly. Educational director urged crew members to practice safety at all times, especially on deck and around reefers. No beefs or disputed OT. Suggestion made to increase number of vacation days and raise monthly pension rate. Request made for more light bulbs, and all crew members were asked for ideas for new contract. Thanks given to steward department for good food. Next port: San Juan, P.R.

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.)

The Makings Of a Seafarer

What makes a member pick the sea for a career? Here are my reasons.

While growing up on the north side of Brooklyn, I—and others—would go down to the docks two blocks away with my homemade wagon in search of wood and coal for my apartment to burn in a belly stove for heat and cooking. There was no steam heat in those days.

In doing so, I'd stop and watch ships of all shapes and sizes pass by with sticks (booms) raised in the air and with foreign flags flying at the rear. Once home, I'd look in an atlas of the world and locate the flags I remembered and see what country they were from and think of how far the ships had come.

Sometimes I'd see crew members pass by talking a funny language and I'd wonder what it would be like in their country.

There was a long pier in which the Brooklyn Navy Yard could be seen—where Navy ships were built before and after WWII.

When the battleship *North Carolina* was launched before WWII, I saw it and wondered what it would be like to sail on it.

Once WWII had started and America joined in, my older brother, Steve, joined the maritime service and was trained at Sheepshead Bay in Brooklyn. He gave me and my brother, John, a sweatshirt with a logo of a shield and "U.S.M.S.T.S."—United States Maritime Service Training Station. We were so proud of him and showed it by wearing the shirts and telling everyone about him sailing in dangerous waters aboard the troopship *Thomas A. Berry*.

His letters would describe life aboard the ship and the ports he'd

been in. Once home, there were all his pictures to look at.

He continued sailing and would write from ports all over the world, causing me to decide to sail also. So I went to a city maritime high school (Metropolitan Voc.). My last year before graduating, the school was given the Liberty Ship *John W. Brown* aboard which we could study. Everyone had a real pride in the ship. We wore a khaki uniform with a logo on the collar—an anchor for the deck department and a propeller for the engine department.

The first day aboard, I got the feel of the deck under my feet. Entering the engine room, the smell of steam and oil convinced me that this was the life for me.

Graduating in 1948 with my seamen's papers, I'd go to steamship companies only to be refused a job because I had no rating. I tried countless times, going to the SIU at Beaver Street, never able to get past Pete Larson, the doorman.

I held odd jobs, but continued to go to the union hall until 1951. I guess Pete got tired of looking at me and sent me to the third floor, where I was given a trip card, meaning it was good for one foreign trip or 60 days coastwise. After the first trip on the *Greeley Victory* as a wiper going to the Persian Gulf, I was given a permit and sailed on it for eight years before getting a full book.

There is no better job in the world than with the SIU—seeing all parts of the world, getting paid for it and enjoying the best benefits.

To this day, I often dream of being on an SIU ship again.

Walter Karlak
Woodside, N.Y.



Chief Steward
Roslyn Nikita
Brooks (center)
enjoys working
aboard the *Fidelio*
with SA Eric
Hernandez (left)
and Chief Cook
Elizer Saintvil.



Kindness Doesn't Cost Anything

I recently was asked to fill the chief steward position aboard the *MV Fidelio*. It is always a wonderful experience to be able to work aboard different types of vessels.

I would like to thank Carl Peth for his encouragement during my time upgrading at Piney Point. I would also like to enclose a poem that I wrote while serving on the *Fidelio*. I have witnessed that positive changes always come about when kindness is present.

Kindness is like a precious flower, dripping from the morning rain.

Kindness is coming a long way from nowhere. Whenever we get lost, kindness is always there.

Kindness doesn't cost anything. Kindness is daring ourselves to dream, only to find peaches and cream.

Kindness is praying for, hoping for, and looking for that rainbow.

Kindness doesn't cost anything.

Every day, there is a broken heart, a tear is cried, a wish is made that never comes true, but kindness will always see us through.

The things we do, the things we say, are gentle rays of hope that touch us every day.

Kindness is a great big expression of happiness.

It is important to keep in our hearts.

Kindness doesn't cost anything.

Roslyn Nikita Brooks
Norfolk, Va.

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. The annual financial committee will be elected during the May 7, 2001 headquarters membership meeting to review the 2000 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

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

carry out this responsibility.

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

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

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

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

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

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

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

Indomitable Crew Assists All Denizens of the Sea

SIU crew members aboard the *USNS Indomitable* (T-AGOS 7) recently got involved in a couple tasks that were "a little out of the ordinary," according to the ship's captain, Bruce E. Sonn.

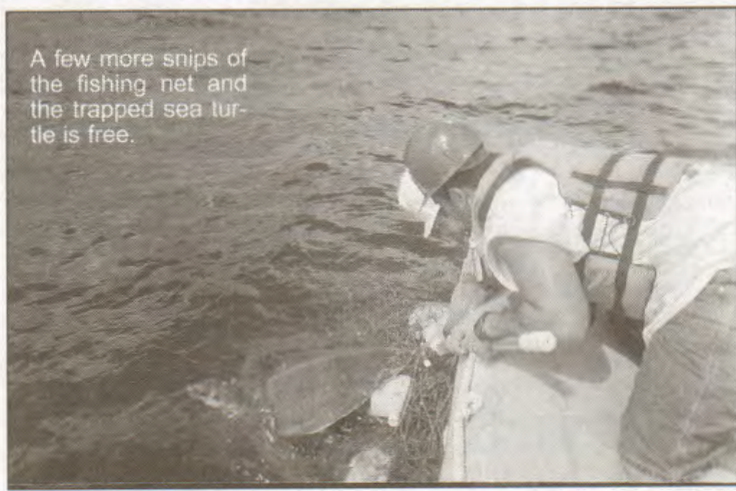
In a letter (with accompanying photo) to the *Seafarers LOG*, Sonn states, "During an afternoon watch, AB James Hornby spotted what turned out to be a tangled clump of discarded fishing nets.

"After maneuvering for a closer look, we noticed a loggerhead sea turtle hopelessly caught in the tangle. Bosun Robert Taylor, AB Adeeb Saleh and OS Clyde Wynne volunteered and launched the rescue boat to free the turtle. It took them about 40 minutes to cut away the nets.

"They mentioned that the turtle seemed to know that they were helping it and was actually cooperating. When Clyde unwrapped the last line from around the turtle's neck, it took off in a flash, obviously healthy and, I'm sure, quite happy."

The trio also recovered the nets and disposed of them ashore to prevent any similar problems from occurring.

This was not the first good deed performed by the Maersk ship's crew, according to Capt. Sonn. The day before, the same three men brought MDR *Martha "Ellen" Bye* over to a Costa Rican fishing boat where she treated the captain for a shark bite.



A few more snips of the fishing net and the trapped sea turtle is free.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the months of April through July 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) | April 7 | May 4 |
| | May 5 | June 1 |
| | June 2 | June 29 |
| | June 30 | July 27 |
| | July 28 | August 24 |
| Lifeboatman/Water Survival | April 21 | May 5 |
| | May 19 | June 2 |
| | June 16 | June 30 |
| | July 14 | July 28 |
| Radar (simulator) | April 7 | April 20 |
| Radar (one-day renewal) | July 6 | |
| | July 27 | |
| Radar (three-day renewal) | July 3 | July 5 |
| | July 23 | July 26 |
| Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited) | April 21 | April 27 |
| | June 16 | June 22 |
| | July 7 | July 13 |
| GMDSS (simulator) | April 14 | April 27 |
| | May 12 | May 25 |
| | June 9 | June 23 |
| | July 7 | July 21 |
| Bridge Resource Management | June 23 | June 29 |
| | July 14 | July 20 |

Engine Upgrading Courses

| Course | Arrival Date | Date of Completion |
|--------------------------------|--------------|--------------------|
| Fireman/Watertender & Oiler | May 19 | June 29 |
| | July 14 | August 24 |
| QMED - Any Rating | April 30 | July 20 |
| Welding | April 28 | May 18 |
| | June 9 | June 29 |
| | July 21 | August 10 |

Steward Upgrading Courses

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

Recertification

| | | |
|-------------------------|---------|----------|
| Bosun Recertification | April 7 | May 7 |
| Steward Recertification | July 7 | August 6 |

Safety Specialty Courses

| Course | Arrival Date | Date of Completion |
|--|--------------|--------------------|
| Basic Fire Fighting | April 14 | April 21 |
| | May 12 | May 19 |
| | June 9 | June 16 |
| Advanced Fire Fighting (one week) | May 5 | May 12 |
| Advanced Fire Fighting - First Aid | May 19 | June 2 |
| Government Vessels | April 14 | May 4 |
| | April 28 | May 18 |
| | May 12 | June 1 |
| | May 26 | June 15 |
| | June 9 | June 29 |
| STCW Basic Safety | June 23 | July 13 |
| | July 7 | July 27 |
| | July 21 | August 10 |
| STCW Medical Care Provider | April 21 | April 28 |
| | May 12 | May 19 |
| STCW Medical Care Provider | May 19 | May 26 |
| | June 9 | June 16 |
| Basic Fire Fighting/STCW Basic Safety | April 14 | April 27 |
| | April 28 | May 11 |
| | May 12 | May 25 |
| | May 26 | June 8 |
| | June 2 | June 8 |
| | June 9 | June 16 |
| | June 23 | June 29 |
| | June 30 | July 6 |
| | July 7 | July 14 |
| | July 21 | July 27 |
| July 28 | August 3 | |
| Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting) | April 28 | May 12 |
| | May 26 | June 9 |
| | June 23 | July 7 |
| | July 21 | August 4 |
| Tankerman (PIC) Barge* (*must have basic fire fighting) | June 16 | June 23 |

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.

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.

4/01

Paul Hall Center Classes



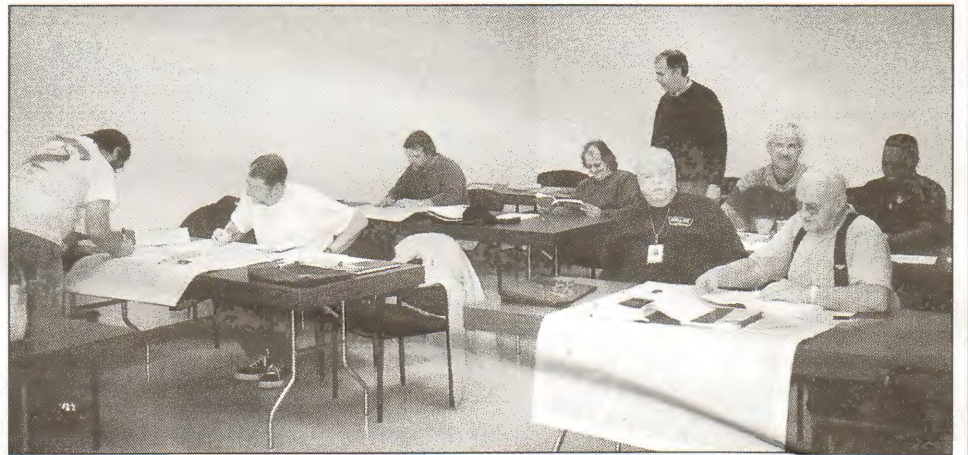
Phase III Unlicensed Apprentices — Unlicensed apprentices from classes 603, 604 and 605 are in the third phase of their training, having completed the government vessels course as well as the DEU and tanker assistant cargo classes in February and March. They are (in alphabetical order) Emilio Abreu, Christopher Dionio, Paul Gohs, Michael Herrera, Jason Hudkins, Kevin Ignacio, Haven Iussig, Justin Johnson, Roderic Kelly, Ralph Martin Jr., Jerald Martinez, William McIntyre, John Rochez, Darren Rollins, Timothy Squire Jr., Damion Straughter, Daryl Thomas and David Vaughn.



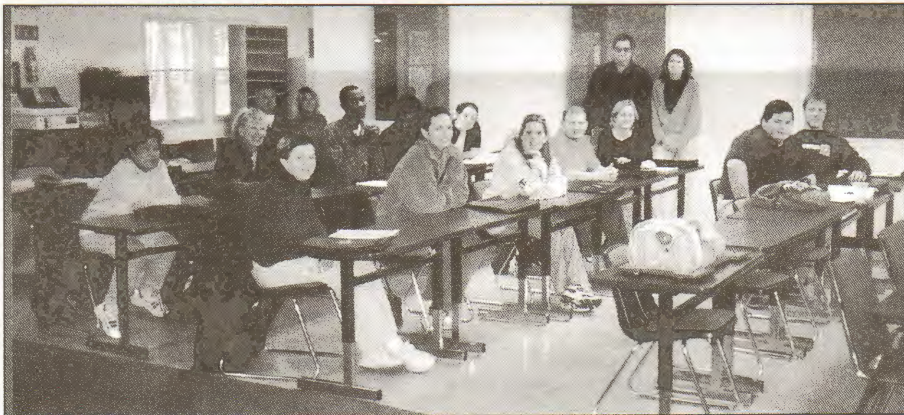
Limited License — Captain Brad Wheeler (left) helped prepare students to take the limited license exam. From the left are Wheeler, John Daunoras, William Schuppman and James Anderson III. Wheeler graduated from Piney Point and later sailed as a hawsepiper before getting his master's license.



Unlicensed Apprentice Class 612 — Completing the CPR portion of their training are members of class 612. The full class roster includes (in no particular order) Kareem Joseph, Ronald Carney Jr., Jermaine Williams, Machavellia Babsby, Justin Koger, Jason Frank, Paul Simpson, Tremaine Shamlee, Gary Martin, Melvin Espailat, Eugene Burke II, Maynor Castro, Lisa Harewood, Juanita Christia, Manolo Cruz, Marlene Cunningham, Angelo Bottoni, Harry Morales and Rafael Costas.



Bridge Resource Management — Captain Herb Walling instructs Crowley captains in the new bridge resource management course, which uses the school's full mission bridge simulator. Completing the course Feb. 16 are (in no specific order) James Tank, Roger Horton, Robert August Sr., Steven Mitchell, William Callahan, John Jackson, Ronnie Harrington and Kenneth Griggs.



Basic Fire Fighting/STCW Basic Safety — Crew members who will be working aboard American Classic Voyages' new cruise ships recently completed the basic fire fighting course required for STCW certification. They are (in alphabetical order) Paulina Bigting, Gustavo Bolanos, Richard Jackson, Cheri Johnstone, Ronnie Kirby, Jason Musmeci, Heidi Pehrson, Kenisha Talbert, Linda VanNieuwenhuysse, Kristi Wickline, Chad Wistey, Melissa Gaskill, Tracy Ciavarelli and Michelle Kavlitzke. Their instructors were Joseph Zienda and Jennifer Lankford.



Galley Operations — Completing one of the required two-week modules in the galley operations curriculum are (foreground, from left) Virginia Panocillo, Marlon Flores and Ronaldo Torres. Their instructors are (back, from left) Jeff Nelson, Anitra McCleod and Chef Ed White.

Chief Cook — Good food doesn't just happen! The efforts of SIU members like (from left) Marcus Rowe, Christopher Boronski, Louis Hyde Sr. and Jeanette Higgins, under the direction of the school chef/instructors, account for the healthy and tasty food served in the galley.



Basic Fire Fighting/STCW — This group of Seafarers who sail aboard NY Waterway vessels recently completed the STCW-required fire fighting course at the school. In no particular order are Dawn Burns, Tim Byam, Pepe Carumba, Tony Finn, Gabriel Joza, Keven Lohr, Mike Minnuies, Chris Mitchell, Tony Moyet, Anthony J. Rinkus III, Lenny Roman, Anthony Ryan, Mark Summers and Paul Ward.

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

Paul Hall Center Classes

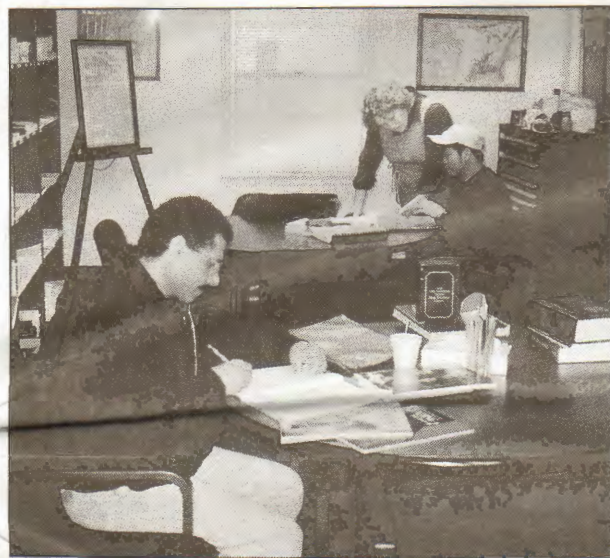


Army Corps of Engineers — Members of the U.S. Army Corps of Engineers recently took advantage of the facilities at the Paul Hall Center for training in fire fighting and water survival for STCW compliance. Those attending the course, which ended Jan. 18, include (in no specific order) Peter Sutton, Donald Brown, Wray Sweatt, Larry Watts, Lloyd Stock, Frank Gray, Kevin Combs, Lawrence Williams, Gualberto Salaria, Daniel McCready, James O'Connor, Douvall Smith, Bob Childs, Bill Birch, John Rank, Arthur Rubolino, Joseph Layden, Andre Black, Don Dilley, George Cruzen Jr., Mark Trepp, Kevin Penrose, Joseph Conlin and Sam March.

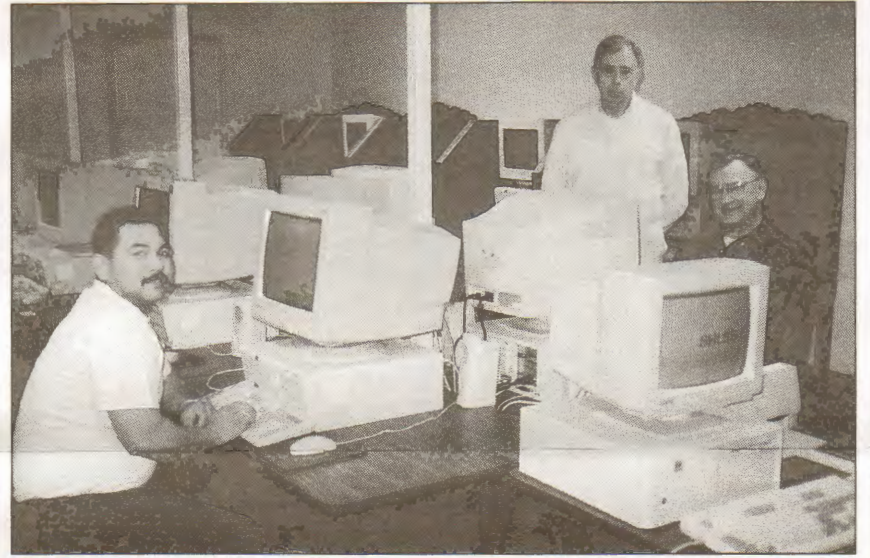
Breakfast, Anyone?



Unlicensed apprentices and staff members at the Paul Hall Center are the smiling faces who serve hundreds of meals to their SIU brothers and sisters and other staff and guests. The UAs rotate through the galley as part of their training. From the left are Matt Himes (class 613), staff member Chidi J. Ezeakolam and Michael King (class 613).



ESL — Instructor Peggy Densford (standing in photo at left) works with unlicensed apprentices and upgraders to significantly improve their English language skills. From the left are Ali Alhaddad and Raul Napoles.



Computer Class — Computer literacy is required in all departments on today's modern ships. In photo at right, Alex Aguinaldo (left) and Leon Pulley (right) receive help from instructor Richard Prucha.

First Group Completes Medical Training in New STCW Course

Nine SIU members on March 2 completed the Paul Hall Center's first-ever medical first aid provider course.

Conducted by instructors at the Joseph Sacco Fire Fighting and Safety School in Piney Point, Md., the three-day, 21-hour module is the second level of medical training required by the amended STCW convention. It is designed to enhance the medical first aid provider skills of SIU members.

"It's a very good course," offered AB Peter Nagowski, a graduate. "I have had prior first aid training during my career, but I learned quite a bit more this time around. My skills were especially enhanced in the areas of trauma care, splinting and critical patient care. I definitely think this training will benefit me in the future should the need arise."

Nagowski's first aid skills previously were put to task while at sea. The Buffalo, N.Y. native came to the aid of a shipmate who sustained major cuts aboard a vessel. "Thanks to my previous first aid training, I was able to stop the bleeding and provide care for him until we got him off the ship," recalled Nagowski, who joined the SIU in 1976. "Now that I have had this course, I will be able to provide better care to injured crew members while on ships. I would definitely recommend it for everyone in the mariner community."

"The instructor was very good," Nagowski concluded. "She (Jennifer Lankford) always listened to our questions and suggestions. I also think that the course time was adequate for the material presented."

Massachusetts native AB Brian Wynn shared a similar assessment of the course. "I have had first aid and CPR training in the past, but I definitely am more knowledgeable now," he said. "This course is perhaps the most informative for mariners where rescuer safety is concerned."

In addition to teaching what to do when injuries occur at sea, this training affords instruction on how to perform procedures safely so that victims and providers are not subjected to further injuries, Wynn said.

"Injuries are common on ships, but often people don't know what to do from a safety perspective while caring for the injured," he said. "Through this training, I'm now a lot more knowledgeable of what to look out for as well as well as what to do when injuries occur."

Wynn joined the SIU in 1987 and currently sails out of San Francisco. "We covered a lot of material in a short time during the course, but I think the instructor did an excellent job," he concluded.

QMED Dennis Keenan regards the course as a stepping-

stone in his career, and he looks forward to increased responsibility. "My mate is the medical person in charge on my vessel and he needed someone to assist him," the native New Yorker said. "This is one of the reasons why I took the course. I can now help him out as well as render assistance to other people aboard ship on the spot if needed."

Keenan began his Seafaring career in 1998, joining in California. "I think it's a very beneficial course," Keenan continued. "Although I previously had EMT, first aid and CPR training, my skills have been greatly improved since taking this course."

"Among many other things, I learned how to look up medications and their properties. This is very important if you are not sure about which medications to give," he said.

Keenan himself needed immediate medical attention while at sea earlier in his career. "I got hit in the back with a line and block," he said. "No one really knew what to do at the time."

As it turned out, his injuries were not life-threatening. Eventually, he received proper care and now is fine.

"When you are on watch and someone gets injured, you're supposed to get the mate before doing anything," Keenan said. "But now I can help someone

needing assistance while the mate is getting there. I definitely can use the new skills I have acquired."

In addition to Nagowski, Wynn and Keenan, the STCW medical first aid provider class was completed by ABs Albert Austin, James Hoffman, Jerry Martinsen, David Rankin, Carlton Richardson and Stella Zebrowski.

During the course, the nine mariners underwent a comprehensive review of the following topics:

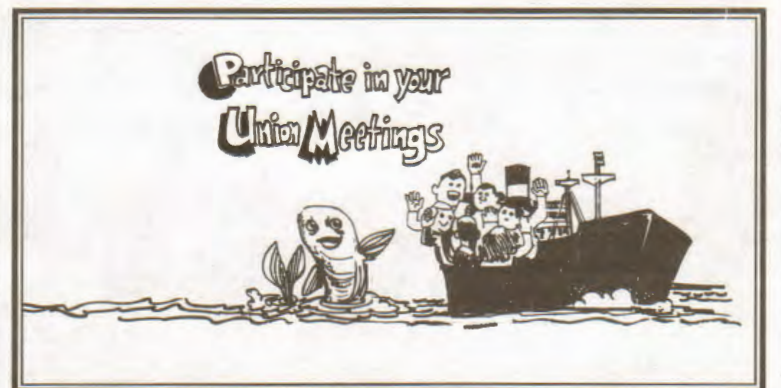
- Cardiac and airway management;
- Rescuer safety;
- Body structure;
- Examination of trauma victims and medical patients;
- Head and spinal injuries;
- Treatment of burns;
- Musculoskeletal injuries;

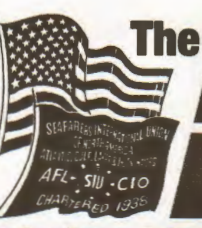
- Medical care of rescued persons;
- Obtaining radio medical advice;
- Medication administration, and
- Sterilization techniques.

Instructor Lankford was pleased with the efforts put forward by members of the class and expressed pride at their respective accomplishments.

"This was the first class, but it seemed to go great from my perspective," she said. "The students were genuinely interested in the materials we presented and they asked some very pointed questions."

"As a group, they had many good ideas on things we could do better the next time around, and we're always receptive to that. We appreciate the feedback," Lankford said.





The

www.seafarers.org

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Seafarers Log

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

Attention Seafarers:
Let the Paul Hall Center solve your vacation needs. See page 14 for additional information.



Cable Ship Wave Sentinel Goes SIU

Based in Baltimore, the *Wave Sentinel* signifies new shipboard job opportunities for the SIU.

The SIU recently gained new shipboard jobs when Seafarers climbed the gangway to the cable ship *Wave Sentinel*.

Built in 1995, the 415-foot vessel is based in Baltimore. It is owned by Global Marine Systems of Chelmsford, England, and flies the British flag.

U.S. immigration laws require the ship to utilize American citizens in the unlicensed positions and in some of the officers' posts.

"This was a case where the ship was going to carry American mariners in the unlicensed ranks, so we organized it," said SIU Vice President Contracts Augie Tellez. "It's a fairly unique situation and it's always gratifying to see a ship sail with a union crew instead of going non-union. We welcome the new jobs."

The contract covering wages and benefits on the *Wave Sentinel* basically parallels the agreements

covering other SIU-crewed cable ships.

Recertified Bosun Dave Kalm reported smooth operations since Seafarers first signed on to the vessel Dec. 18, including during the ship's most recent cable repair job—a three-week assignment off the Florida coast in February.

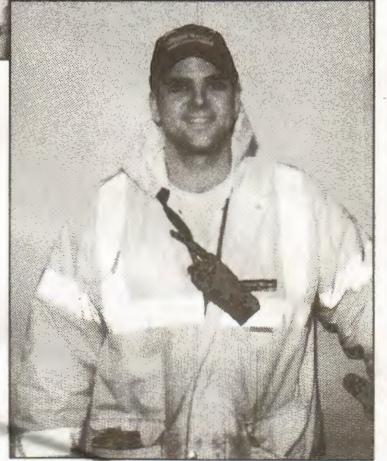
"The crew has done a tremendous job," stated Kalm. He added that SIU Baltimore Port Agent Dennis Metz "deserves recognition also, because he's been here quite often to help us make the adjustment to working aboard a newly contracted ship."

Kalm noted that the interaction between the vessel's senior officers, who are British, and the SIU crew has been positive. "The officers have been great. They're really pleasant and we've all gotten along well with them."

The *Wave Sentinel* has a top speed of 19 knots and can carry up to 2,600 tons of cable. It has a beam of 69 feet and a maximum draft of 20.6 feet.

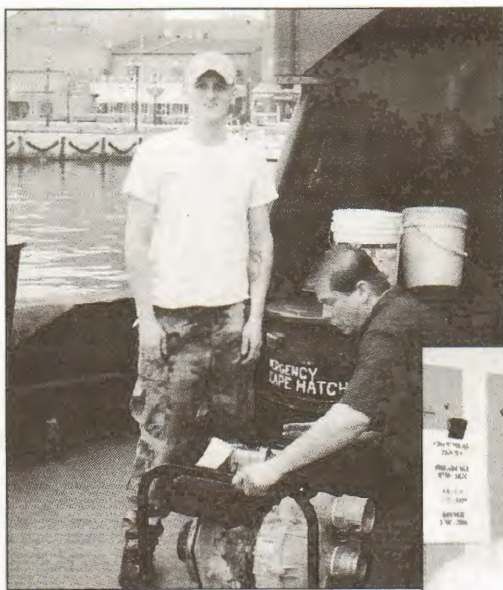


The steward department includes (from left) SAs Richard Jefferson and Justin Van Pelt along with Chief Cook Harry Galdeira.



Right: SIU hawsepiper Matthew Sandy recently began his first assignment as a third mate, on the *Wave Sentinel*.

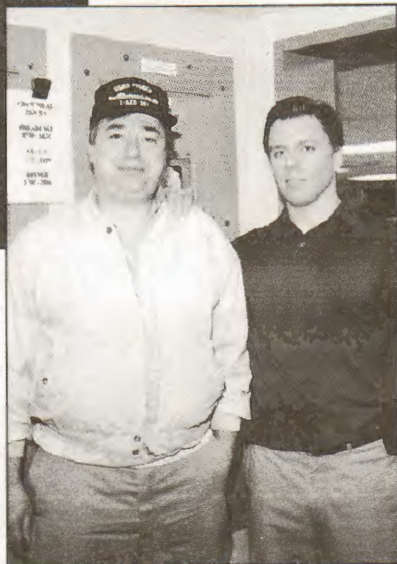
With Seafarers in Baltimore . . .



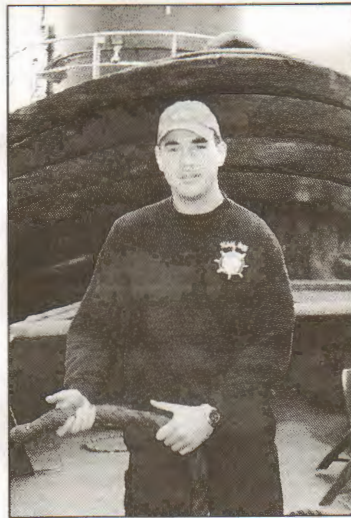
Deckhand Joe Schrack (standing) and Engineer Billy Epps are part of the crew on the tug *Cape Romain*.

Recent stops during a drizzly Friday in Baltimore found SIU members typically active aboard commercial ships, military support vessels, and tugboats. Also evident was the membership's continued enthusiasm for the new SIU hall on Essex Street, which opened last summer.

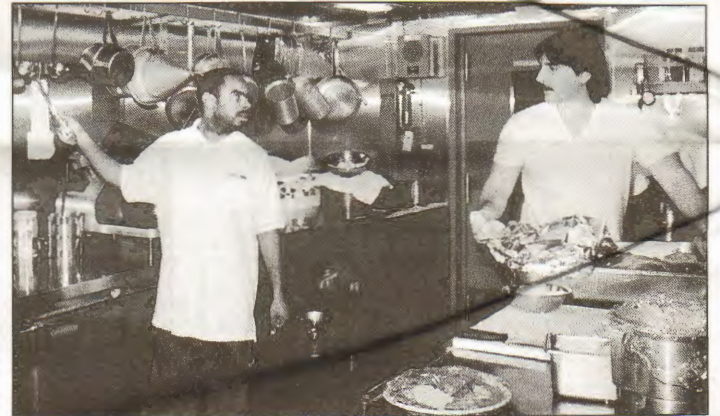
These photos were taken March 16.



Right: Storekeeper Joe Tegiacchi (left) welcomes SIU Port Agent Dennis Metz aboard the *USNS Fisher*.



Deckhand Dave Green is pictured on the tug *Mora Moran*.



Getting the job done aboard the *USNS Fisher* are Chief Cook James Kelly (left) and Chief Steward Robert Brown.



The Baltimore hall features modern décor (left) blended with historical furnishings from previous SIU halls (right) in that city.



SUPER CELEBRATION: Enjoying the spirit of the Baltimore Ravens' Super Bowl victory are (from left) Bosun Brian Fountain, Retired Bosun Roland "Snake" Williams, Lisa Clark and AB William Thomas.



Left: Changing a filter on the tug *Cape Romain* is Engineer Billy Epps.



FRIENDLY FACES: Retired Bosun Roland "Snake" Williams (top photo) and Administrative Assistant Lisa Clark (right) help keep the Baltimore hall operating smoothly.

