



The

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Seafarers Log

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Maritime Trades Dept. Message



Representatives of the U.S. military and the domestic and international labor movements emphasized the ongoing need for a strong U.S. Merchant Marine when they addressed the biennial convention of the AFL-CIO Maritime Trades Department (MTD) Nov. 29-30 in Las Vegas. Among those voicing support for the U.S. fleet was AFL-CIO President John Sweeney (left photo, being welcomed by MTD and SIU President Michael Sacco). Delegates and guests also remembered the victims of Sept. 11 and examined the attacks' aftermath. Kicking off the convention were the Clark County (Nev.) Firefighters Honor Guard, consisting of IAFF Local 1908 members (pictured at right). Pages 3, 11-14.



America's National Security Requires Strong U.S. Fleet!

SIU Welcomes 2 Ships

Mary Sears, Pitsenbarger Join MSC Fleet



Seafarers are crewing two new vessels for the U.S. Military Sealift Command (MSC). In mid-December, MSC took delivery of its newest oceanographic survey ship, the *USNS Mary Sears* (left). Additionally, in late November, the former foreign-flag containership *Therese Delmas*—now flying the Stars and Stripes—was renamed the *MV A1C William H. Pitsenbarger* (above) in honor of a Vietnam War Medal of Honor recipient. Page 3.

Patriotic Celebration in San Francisco



Patriotism was plentiful during the annual Thanksgiving feast at the SIU hall in San Francisco, which attracted local dignitaries, Seafarers and their families, SIU retirees, friends and guests. Seafarers warmly welcomed members of a Marine Corps color guard. Pictured from left to right are OMU Steve Biles, Sgt. Michael Bundsen, AB Willie Aluata, Staff Sgt. James Beach, OMU Kevin Cooper, Sgt. David Harmon, SIU Asst. VP Nick Celona and Cpl. Marc Pensul. Page 9.

**Schubert Confirmed
As MarAd Chief**

Page 2

**Port Security
Still Prominent**

Page 5

**CIVMAR
News**

Page 6

**SIU's Year
In Review**

Page 24

President's Report

Success and Challenges

Looking back on the year 2001, it's obvious that the events of September 11 dwarf anything else that happened. To call it the year's "defining moment" simply wouldn't capture the magnitude of the terrorist attacks or the ensuing changes that have taken place in the United States and around the world.



Michael Sacco

Certainly, we in the SIU are very much affected by the attacks and their aftermath—and we're doing our part to help this great nation fight back. As you know, our members were a key part of the evacuation of New York right after the assault on the World Trade Center. Members of our Government Services Division also were on the scene a few days later, providing valuable relief for many of the rescue workers from "ground zero."

Since then, Seafarers have crewed ships for the U.S. Military Sealift Command that are supporting Operation Enduring Freedom. All indications are that America's war against terrorism is just beginning, and I believe that sealift will continue to serve as an important component in this fight.

We've been impacted in other ways, too. Port security has been tightened, with new regulations likely on the horizon. Our contracted cruise-ship company, American Classic Voyages, is reorganizing through a Chapter 11 filing that directly stemmed from the attacks' major impact on travel, tourism and entertainment.

Activities that used to be unremarkable, such as opening one's mail or flying out to catch a ship, now are viewed in a whole new context.

While fully appreciating the enormity of September 11, I think it's important for all of us in the SIU not to overlook some of the other key moments for our union from 2001. Topping that list is the long-anticipated merger of the National Maritime Union into the SIU, which culminated last summer. The memberships of both unions recognized that the time finally was right for the merger, which had been discussed from time to time since the 1950s.

Believe me, there were those who thought it never would happen. It took patience, hard work—and the smart support of the membership. The results already have been positive for our union and our industry, and they're only going to get better.

We made other gains in 2001. Members approved the new standard freightship and tanker agreements—five-year contracts that spell out numerous improvements. Those contracts in particular addressed the things identified by our members as the most important, including broader coverage for dependents, wage increases and improvements in the pension plan.

SIU members welcomed a number of new vessels, including MSC support ships, bulk carriers, Z-drive tugs and the unique "rocket ship," the *Delta Mariner*.

With the deadline looming for compliance with the amended STCW convention, Seafarers flocked to the Paul Hall Center for Maritime Training and Education in numbers not seen since the Persian Gulf War. Most went for STCW Basic Safety Training, a widespread requirement of the updated convention.

The school has done a great job handling the crush of students, even while moving forward on other projects. Last summer our facility in Piney Point opened a new simulator building that features second-to-none equipment. Construction is ongoing on the hotel annex that will house single-occupancy rooms, and students continue to praise the center's fire fighting and safety school, which has become central to many of the courses.

We achieved other improvements as well in 2001, and I encourage you to read about them on the back page of this month's *LOG*. They reflect a strong union that constantly is working to secure new ship-board jobs, better contracts, the best training tools and whatever else the membership needs.

As we head into the new year, we remain ready to answer whatever challenges come our way. We will continue to lead the push to revitalize the U.S. fleet, to ensure it will be there, whatever crisis is thrown at our country. We will continue doing whatever it takes to help our nation, our citizens, our union and our members to succeed.

Capt. Schubert Confirmed As Maritime Administrator

Capt. William G. Schubert is the nation's new maritime administrator.

Schubert unanimously was endorsed by the U.S. Senate and was confirmed as the next head of the Maritime Administration (MarAd) Nov. 30.

"Now more than ever, it is crucial to have a strong, viable and commercially competitive merchant fleet to support our troops as the nation's fourth arm of defense," Schubert stated. "As maritime administrator, I will do all I can to assure the nation that our commercial fleet will continue to be the best in the world. Our citizens deserve no less."

A 1974 graduate of the U.S. Merchant Marine Academy, Schubert sailed as a licensed deck officer for 10 years. He later worked as master and installation manager at three offshore drilling platforms before starting a 10-year stint at MarAd. He served as a special assistant to former Maritime Administrator John Gaughan from 1986-90, then worked as the agency's regional representative for the southwest-

ern United States from 1990-95.

Prior to his confirmation, according to MarAd, Schubert was president of Houston-based International Trade and Transportation, Inc., a maritime consulting firm.

"During these extraordinary times, it is important to have someone like Bill Schubert on our team at the Department of Transportation," stated DOT Secretary Norman Mineta. "His years of experience, including his years at sea, government service, and expertise gained as a maritime consultant will be invaluable to us as we move forward to secure our nation in the months and years ahead."

Schubert said that all segments of the industry must be heard. "In view of our tremendous mission that lies ahead, it is important that the government, private industry and labor communicate on a regular basis and I thank President Bush for entrusting me with this crucial mission," he declared. "Everyone must do their part to ensure safe transportation as the U.S. moves forward with her



Newly confirmed Maritime Administrator Capt. William G. Schubert says America deserves the world's best merchant fleet.

allies."

Sworn in Dec. 6 in New Orleans aboard the Seafarers-crewed Ready Reserve Force vessel *Cape Kennedy*, Schubert said his goals include encouraging new U.S.-flag breakbulk tonnage to enter the commercial market, leveling the playing field for U.S.-flag carriers, and renewing the Maritime Security Program (MSP) so that it meets national security requirements.

AMO Reelects Mike McKay; MEBA Chooses Ron Davis

Two officers' unions last month announced the results of their respective elections for office.

Members of the American Maritime Officers (AMO) reelected Mike McKay for his third full term as president of the organization, while the Marine Engineers' Beneficial Association (MEBA) elected Ron Davis as president. Davis had been a regional vice president for the past six years; he defeated incumbent Larry O'Toole.

In a Dec. 10 letter to all AMO members, McKay said he is "pleased to know that division is behind us, and that a unified administration can now focus exclusively on the long-term interests of all AMO members and their families." McKay defeated three opponents in AMO's election, including his closest challenger, Jerry Joseph, who most recently had served as AMO's national executive vice president.

Other winners in the AMO balloting were Bob McKay, national secretary-treasurer; Tom Bethel, national executive vice president; Joe Gremels-backer, national vice president deep sea; Ed Kelly, national vice president at large; Leroy Tanner, national assistant vice president at large; and Bob Kiefer, national executive board member inland waters.

Reelected without opposition were Dan Smith, national vice president Great Lakes; Don Cree, national assistant vice president Great Lakes; Stan Barnes, national executive board member Great Lakes; J. D. Willard, Gus Guzelian and Paul Cates, national executive board members at large; and Don Nilsson, national executive board member deep sea.

The union noted that voting by secret mail ballot took place Oct. 1 through Dec. 1 of last year.



MEBA Pres. Ron Davis



AMO Pres. Mike McKay

MEBA's voting took place September through November. Besides Davis, the other winners were Cecil McIntyre, secretary-treasurer; Bud Jacque, executive vice president and San Francisco branch agent; Don Keefe, vice president Atlantic Coast; Marc Huber, vice president Gulf Coast; Bill Van Loo, Baltimore branch agent; Lou Marciello, Houston branch agent; Al Camelio, Los Angeles branch agent; John McCurdy, Seattle branch agent; and Bill McHugh, M.I. Mallini, Jon Anderson, Donn Reamer, Michael Nizetich and Mike Jewell, patrolmen.

In a sign of the times, MEBA's tallying committee wore protective gear because of the anthrax incidents in Washington, D.C. The union noted that its ballots had been processed through Washington's Brentwood postal facility, one of the contaminated sites.

From the Plans Administrator:

SIU Plans Administrator Lou Delma last month announced the following:

■ In November, the Seafarers Health and Benefits Plan and the Seafarers Pension Plan mailed the new enrollment beneficiary form to all Plan participants. Seafarers who received the form are urged to complete it, making certain it is witnessed by someone other than the beneficiary.

Also, please be sure that all dependents are listed on the form.

If an SIU member did not receive the form and accompanying letter, but participates in either or both Plans, please contact the

administrator's office by writing to 5201 Auth Way, Camp Springs, MD 20746.

As indicated in the letter dated Nov. 16, due to changes in the health care code, the Plans may be required to collect and verify certain information on participants and their families, which includes copies of marriage certificates, birth certificates and Social Security cards. Failure to provide the information requested in the letter may cause delays in processing dependent claims.

■ Delma also reminded Seafarers that, while the Plans continue to examine the best approach for benefit coverage as a result of the SIU/NMU merger, "those mem-

bers formerly covered under the NMU Plans will continue to be covered by the NMU, and SIU members will continue to be covered by the SIU Plan."

■ Delma further reported that, in light of recent national events that have severely impacted the U.S. economy, plans to initiate a one-year special equipment pilot program, which includes a hearing aid benefit for dependents of eligible Seafarers, was cut back to just three (3) months; November 2001 to January 2002. During these three months, the changes in the special equipment benefit will be evaluated to determine the feasibility of its continuation.

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Strong U.S. Fleet Vital to America

Military, Labor Officials Vow Support at MTD Convention



AFL-CIO President John Sweeney stated the federation's support for a strong U.S. fleet.

Representatives of the U.S. military and the domestic and international labor movements emphasized the ongoing need for a strong U.S. Merchant Marine when they addressed the biennial convention of the AFL-CIO Maritime Trades Department (MTD) Nov. 29-30 in Las Vegas.

Delegates to the convention spelled out the MTD's agenda through resolutions supporting the Maritime Security Program, the Jones Act, cargo preference laws, the Title XI program and other pro-maritime, pro-worker statutes. They also spoke out against runaway-flag shipping (also known as flag-of-convenience shipping), and reiterated labor's support for America's war

against terrorism. Additionally, they remembered the victims of Sept. 11 and examined the attacks' aftermath.

The MTD comprises 30 affiliate unions (including the SIU) representing an estimated 7.5 million members.

In opening the meetings, MTD and SIU President Michael Sacco listed the many unions who lost members in the Sept. 11 attacks on America. He and the delegates also praised their union brothers and sisters who have been involved in rescue and repair operations from the beginning, including SIU members aboard passenger ferries and a hospital ship, as well as other union mem-

bers working day and night at New York's "ground zero."

"The roll call of unions who lost members in and after the

Turn to pages 11-14 for additional coverage of the MTD Convention.

attacks is mind-numbing," stated Sacco. "In the face of these tragedies, union members immediately raced to the scenes with one goal in mind: Helping fellow Americans. In the hours and days and weeks that followed, union members also helped redefine the word 'hero.' They're still at it today."

He also pointed out, "Every union that's part of the MTD has pitched in for the relief effort in one way or another. Whether it was donating blood or money,

searching for survivors, treating the wounded, taking scared victims to safety, comforting the rescue workers, mobilizing for Operation Enduring Freedom or through other means, our affiliates and the rest of our brothers and sisters throughout the labor movement have answered the challenge."

International Association of Fire Fighters President Harold Schaitberger followed Sacco's remarks with a moving account of his union's involvement in the rescue operations. He thanked the other affiliates for their support.

Other guest speakers included AFL-CIO Union Label and Service Trades Department President Charles Mercer; International Transport Workers'

Continued on page 4

Renamed and Reflagged

Pitsenbarger Joins Prepositioning Fleet

The *Therese Delmas* has a new name and a new flag.

Formerly a foreign-flag containership, the vessel now sails as a prepositioning ship under the Stars and Stripes, with an SIU crew. The U.S. Military Sealift Command (MSC) during ceremonies Nov. 28 at the Detyens Shipyard in Charleston, S.C. renamed the vessel the *MV A1C William H. Pitsenbarger* in honor of a Vietnam War Medal of Honor recipient.

Red River Shipping Corp. of Rockville, Md. operates the 621-foot vessel for MSC under a five-year charter. The *Pitsenbarger* will operate from Diego Garcia in the Indian Ocean and preposition Air Force ammunition at sea, aiding the U.S. military's combat readiness.

The ship can carry about 855 container equivalents—720 under deck and 135 in a cocoon above deck. Both cargo areas are air-conditioned and dehumidified to protect the ammunition.

The *Pitsenbarger* has five cranes on its deck that allow crew members to on-load and off-load ammunition. This feature gives the ship flexibility to off-load in undeveloped ports.

The vessel joins a fleet of more than 35 MSC Afloat Prepositioning Force ships. At-sea prepositioning of combat

equipment has become increasingly important as U.S. bases overseas continue to close.

MSC operates more than 110 ships. Missions vary from the transport and prepositioning of defense cargo; to underway replenishment and other direct support of Navy ships at sea; to at-sea data collection for the U.S. military and other U.S. government agencies.

During the renaming ceremony, Richardene Brewer, wife of Navy Rear Admiral David L. Brewer, MSC commander, was the ship's sponsor. She broke the ceremonial bottle of champagne on the vessel's hull, officially naming it.

Air Force Gen. John W. Handy, commander in chief, U.S. Transportation Command, served as the event's principle speaker. Also addressing the gathering were Admiral Brewer, and John P. Morris III, president of RR & VO, L.L.C. (the shipowner).

Airman 1st Class Pitsenbarger on April 11, 1966 was lowered from a hovering helicopter through the dense jungles near Cam My, Republic of Vietnam, into the midst of heavy gunfire. Then 21 years old, Pitsenbarger had volunteered to board the rescue helicopter to evacuate U.S. Army casualties. "Pits," as he was affectionately known, was

nearing his 300th combat mission.

When his helicopter was struck by enemy fire, he had a choice—climb into the litter basket to depart with the helicopter or stay behind. He elected to remain behind and assist the wounded. After he treated them, he joined the infantrymen with a rifle to hold off the Viet Cong.

Despite being wounded three times, Pitsenbarger continued to simultaneously treat the wounded and ward off the enemy until he succumbed to a sniper's bullet. When his body was recovered the next day, one hand still held a medical kit and the other, a rifle.



MTD and SIU Pres. Michael Sacco (right) welcomes Rear Adm. John Stewart, vice commander of MSC, to the convention.

New Survey Ship Delivered

The U.S. Navy's newest oceanographic survey ship, the SIU-crewed *USNS Mary Sears* last month was delivered to the U.S. Military Sealift Command (MSC). The vessel's arrival augments the nation's worldwide survey capabilities and signals new jobs for Seafarers.

Built at the Halter Marine Shipyard in Moss, Point, Miss., the *USNS Mary Sears* (T-AGS 65) was named in honor the longtime Woods Hole Oceanographic Institution scientist and pioneer in oceanography. It is the 12th ship in the nation's history to be christened officially with a woman's name and the first oceanographic survey ship.

Mary Sears, a New England native, served as a member of the Women Accepted for Voluntary



The *USNS Mary Sears* is launched in Moss Point, Miss.

Emergency Service (WAVES) during World War II. She made pioneering efforts in oceanographic forecasting and was a major force in uniting the world oceanographic community while serving both her community and her country.

The *USNS Mary Sears* is the sixth ship in the Pathfinder (T-AGS) class. Dyn Marine will operate the vessel for the Oceanographer of the Navy under contract with MSC.

The T in T-AGS indicates operation by MSC and AGS stand for Auxiliary General Survey.

Like all of the Pathfinder-class vessels, the *USNS Mary Sears* will be multi-mission, capable of surveying in either coastal or deep ocean waters. This capability provides both economy and flexibility in an era of military downsizing.

The keel of the *Mary Sears* was laid July 28, 1999. It was christened Oct. 19, 2000 and will join fellow Seafarers-crewed MSC oceanographic survey ships *USNS Pathfinder*, *USNS Bowditch*, *USNS Sumner*, *USNS Henson* and *USNS Bruce Heezen* in performing physical, chemical and biological oceanography; environmental investigations; marine geology and other types of surveying for the Naval Oceanographic Office.



A worker paints the name onto the *MV A1C William H. Pitsenbarger* Nov. 27 in Charleston, S.C.

Photo by Air Force Staff Sgt. Mike Buytas

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, February 18, 2002 for the observance of Presidents' Day (unless an emergency arises). Normal business hours will resume the following workday.

USNS Mary Sears

Class	T-AGS 60
Length (feet)	329
Beam (feet)	58
Draft (feet)	18
Displacement (long tons)	4,722
Propulsion:	Twin props and retractable bow thruster, Z-Drive
Cruising Speed (knots)	16
Crew	25
Scientific Party	30
Lab Space (square feet)	4,000
Deck Space (square feet)	3,500

Seafarers Honored at AOTOS Event

Four SIU crews received "Honored Seafarer Awards" from the United Seamen's Service (USS) during the annual Admiral of the Ocean Seas (AOTOS) ceremony in New York.

Receiving the recognition Nov. 9 were SIU members from the NY Waterway ferry *Thomas Jefferson*, and Seafarers and officers from the *SSG Edward Carter*, *USNS Watson* and *Mayaguez*. Mariners aboard the *Carter*, an ammunition ship, battled a major fire; the other crews were involved in rescues.

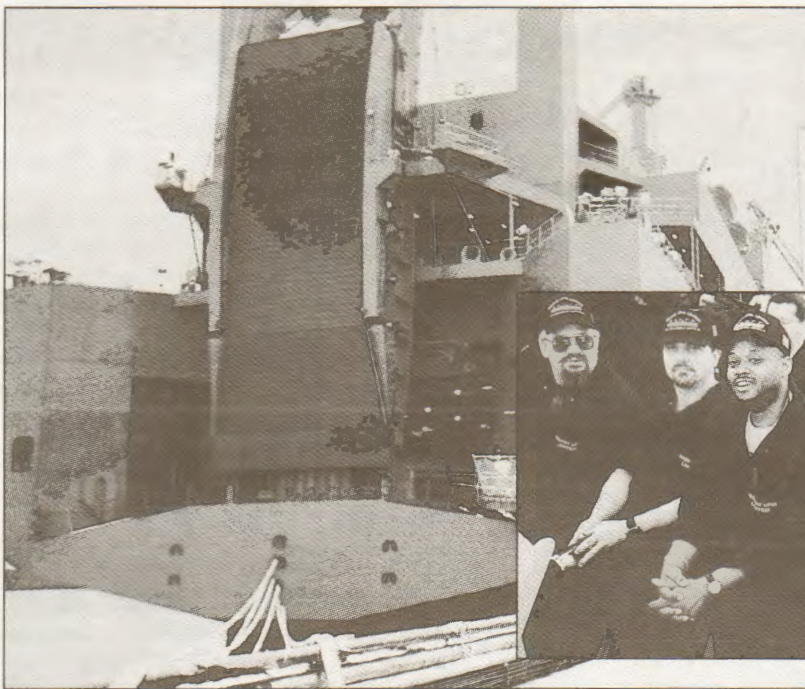
The USS described the Honored Seafarer Awards as "commending the heroism of American seafarers who have risked their lives to save others and the outstanding seamanship of officers and crews of vessels participating in rescue operations." Winners were chosen after nominations were submitted from throughout the industry. The period under consideration was the year 2000, although an exception was made for the *Carter* because of the magnitude of that event.

The AOTOS Awards went to Philip J. Shapiro, president and CEO of Liberty Maritime Corp. of New York and to Erik F. Johnsen, president of International Shipholding Corp.,

headquartered in New Orleans. They were selected via "an industry-wide poll," noted the USS.

The following are summaries of the SIU honorees:

- The *Mayaguez* saved all five people who had abandoned a sinking sailboat 70 miles off the coast of Cape Canaveral. The rescue took place April 5, 2001.
- Three Seafarers on the *Thomas Jefferson* rescued a man from the icy Hudson River during the nighttime hours of Dec. 20, 2000.
- The *USNS Watson* saved two Navy sailors who almost drowned after falling out of their small craft in a lagoon in Diego Garcia. It happened Dec. 12, 2000.
- Crew members and officers on the *Carter* fought a ship-board fire while the vessel was carrying 2.5 million pounds of explosives. The July 14 pier-side accident in Sunny Point, N.C. claimed two lives, including that of GUDE Horace Beasley. Though tragic, the incident could have been more catastrophic if not for the initial efforts to contain the fire until shoreside help arrived.



Seafarers from the *SSG Edward Carter* (below) and the *USNS Watson* (left) were among those honored by the United Seamen's Service.



STCW Basic Safety Training Renewable Via Sea Service

The U.S. Coast Guard recently confirmed a change in the way mariners may meet the requirements for renewing STCW Basic Safety Training (BST), a key component of the amended STCW convention.

According to National Maritime Center Policy Letter No. 12-01, "A mariner who has met the requirements for initial competency in BST and who is actively serving on seagoing ships will be considered as having demonstrated continuing competence in BST provided he or she completes at least one year of sea service within the past five years. This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which the mariner has completed one year of sea service."

"To determine the critical date," the letter continues, "review the mariner's sea service starting with the current date and go backwards in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has completed one year of sea service. For example, if on 1 October 2001, you count backward and determine the mariner completed one year of sea service on 1 June 2000, then the mariner is considered to be competent in the four elements of BST through 31 May 2005."

"Using similar dates, if on 1 October 2001 a mariner completed one year of sea service on 1 June 1996, then the BST would have been valid until 31 May 2001. Because 31 May 2001 has passed (today's date in this example is 1 October 2001), the

mariner has not retained competency in BST."

The policy letter also notes that the "critical date" mentioned above will advance as a mariner continues serving on a seagoing vessel. Additionally, Coast Guard regional exam centers (RECs) may accept discharges or sea-service letters "prepared in accordance with current standards" as proof of sea service.

If a mariner cannot prove one year of sea service within the past five years, then he or she must complete a U.S. Coast Guard approved or accepted course "approved for revalidation of BST," such as the STCW curriculum available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Despite the fact that the policy letter is dated Oct. 31, 2001, its contents had been under legal review beyond that date. The agency in early December confirmed the policy change.

Ascension, Sagamore Crews Get Wage Boost as of Dec. 1

Seafarers aboard the *MV Ascension* and the *MV Sagamore* last month received welcome news concerning wage increases and better benefits.

According to SIU Vice President Contracts Augie Tellez, all were in line to receive a 3 percent "total labor cost" contractual increase. This improvement, an across-the-board action, took effect Dec. 1.

Further hikes are on the horizon. The U.S. Military Sealift

Command recently awarded a five-year contract for the operation of trading vessels between Cape Canaveral, Fla. and Ascension Island. The contract was awarded to Sealift, Inc. of Oyster Bay, N.Y.—the operator of both the *Ascension* and *Sagamore*.

Under this agreement, crew members on the two vessels will receive an additional 7 percent across-the-board hike when the new contract goes into effect.

NY Waterway Ferries To Memorialize Sept. 11 Victims

SIU-contracted NY Waterway plans to name a pair of new passenger ferries in honor of two World Trade Center victims.

The new boats, scheduled for christening this month, will be named the *Moiria Smith* and the *Father Mychal Judge*, respective-

ly. Smith is believed to be the lone female police officer who died in the terrorist attack on New York. Judge, a fire department chaplain, was administering last rites when he perished in the towers' collapse.

Seafarers aboard NY Waterway ferries transported more than 158,000 survivors away from the disaster scene on Sept. 11, including injured firefighters and civilians.

Military, Labor Support MTD Agenda

Continued from page 3

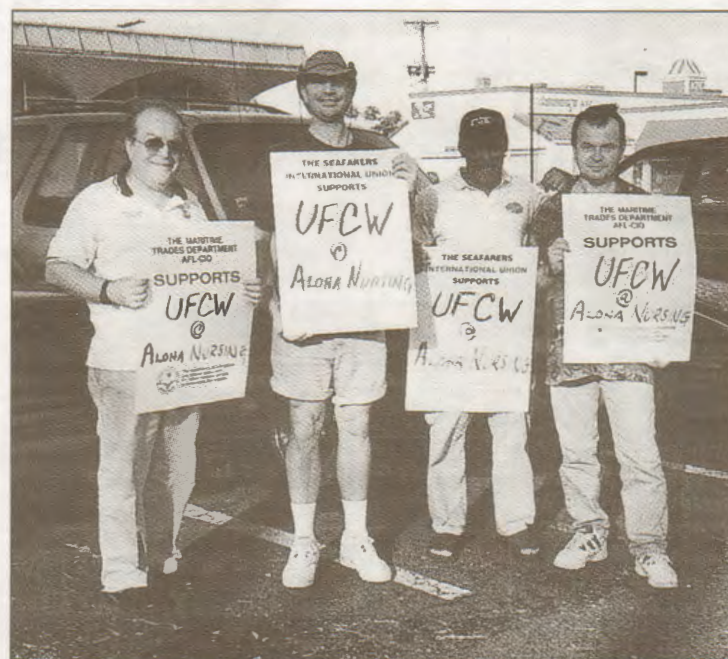
Federation General Secretary David Cockroft; Rear Adm. John Stewart, vice commander of the U.S. Military Sealift Command; and AFL-CIO President John Sweeney.

Stewart stressed the effective partnership that exists between maritime labor and MSC. "As partners, we make the system work," he stated. "Together we're building a stronger, more resilient America, one that can respond to any contingency and stay strong,

committed and ready. Together we must continue to work for a stronger U.S. maritime industry, one which is able to attract and retain the highly skilled mariners we have become so dependent upon.

"Our MSC team receives many kudos for the outstanding job we do for the U.S. armed services," he continued. "Every time we're told well done, it's a direct tribute to the AFL-CIO Maritime Trades Department, too. And for that, we at Military Sealift Command sincerely thank you."

Solidarity in Hawaii



Seafarers and SIU officials in Honolulu last month demonstrated support for members of Honolulu-based United Food and Commercial Workers (UFCW) Local 480. The UFCW brothers and sisters are trying to get their first contract at Aloha Nursing and Rehabilitation Centre. Pictured from the left are SIU Patrolman Jim Storm, SA Pete DiPierro, OS William Joquin and OS Andrzej Bronkowski.

Federation Reelects Top Officials



Celebrating the accomplishments of the past six years and looking to the future, delegates to the AFL-CIO convention last month reelected the federation's top three officers. SIU President Michael Sacco (second from left), who was reelected as a vice president of the AFL-CIO executive council, congratulates (from left) AFL-CIO Secretary-Treasurer Rich Trumka, Exec. VP Linda Chavez-Thompson and President John Sweeney. The convention took place Dec. 3-6 in Las Vegas.

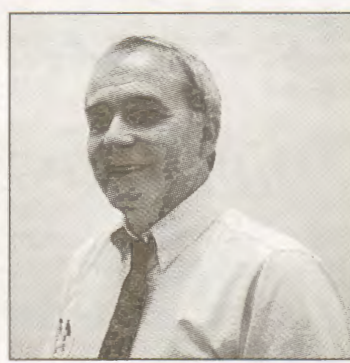
Labor Mourns Kivikko

Dennis L. Kivikko, secretary-treasurer of the AFL-CIO Union Label and Service Trades Department, died Dec. 6, 2001 after a brief hospitalization for treatment of pulmonary fibrosis. He was 57.

Kivikko had served as the department's secretary-treasurer since 1996. From 1990, he managed the AFL-CIO's annual Union Industries Show, a huge traveling exposition of union services and products.

A native of Rochelle, Ill., Kivikko got an early start on his career with organized labor. He joined the Retail Clerks Union (now the United Food and Commercial Workers) at age 16, as an employee of the Kroger Co. in his hometown.

In 1966, he was appointed as an organizer for the Retail Clerks, taking on assignments in Chicago, Minneapolis, Phila-



Dennis Kivikko managed the annual AFL-CIO Union Industries Show.

delphia and Richmond, Va.

He is survived by his wife, Marge; two sons and two granddaughters, all of Richmond.

Donations in Kivikko's memory may be made to the Pulmonary Fibrosis Foundation, 1075 Santa Fe Drive, Denver, CO 80204.

Port Security Still Scrutinized

While the U.S. Coast Guard continues to enforce a wide range of security measures on ships entering the United States in the wake of the Sept. 11 terrorist incidents, legislation which ultimately will provide the Department of Transportation (and other components of government) the authority needed to enact a comprehensive maritime security initiative remains in flux.

As of press time for the *Seafarers LOG*, lawmakers still were debating possible amendments as well as specific language to be contained in the Port, Maritime and Rail Security Act of 2001, (S.1214). Likewise, two other bills—the Port Threat and Security Act (S.1587) and H.R. 3013, a companion to S.1214—still were undergoing congressional scrutiny.

Secretary of Transportation Norman Mineta supports the goals of S.1214. "We believe that many of the elements laid out in S. 1214 can be critically important tools in crafting a new paradigm in maritime and port security, and look forward to continuing to work with the leadership and members of both bodies on this vital issue," he said Dec. 6 during testimony before the U.S. House of Representatives Subcommittee on Coast Guard and Maritime Transportation. "We are making great strides in addressing our most critical transportation security challenges. However, much work remains to be done—particularly in the security

of our coastal waters, our inland waterways, our port facilities and their intermodal connectors."

Noting that existing statutes had enabled authorities to address the most pressing security challenges, Mineta said a new network of protections was needed, "one that transforms what has been a rapid response into a sustained effort that recognizes heightened security as a part of normal operations."

Mineta then laid out what he termed key principles, which he believes, should underlie the country's efforts to build a new baseline of operations for maritime security.

"Our approach must be comprehensive, reaching both security at port facilities and in the marine environment," he said. "It must reach the security of physical assets and the security of maritime and port personnel and passengers."

Planning and coordinating with local and state authorities will be crucial, according to Mineta, because of the diverse nature of the maritime system across the country, and the widely deviating nature of operations among ports.

Mineta emphasized that the new system must fully demonstrate a recognition of and appreciation for the intermodal nature of marine transportation. Cargo that is unloaded from a ship today in a seaport will move quickly to other modes of transportation, he said. "A cargo container arriving

at a U.S. seaport today can be virtually anywhere in the heartland of America via truck and/or rail tomorrow. Accordingly, maritime security measures must be fully integrated with security measures being implemented in other modes of transportation."

Aiming to improve maritime security, he proposed:

- That the secretary of transportation be given expanded authority to conduct security assessments of foreign ports where necessary. The Department of Transportation will also work with international organizations for the adoption of international standards for port security, similar to international airport standards promulgated by the International Civil Aviation Organization.
- To extend the Coast Guard's jurisdiction in order to enhance the agency's ability to monitor and manage arriving vessel traffic.
- Establish new maritime safety and security teams for rapid deployment to enhance port security in areas of heightened threat.
- Formulate new criminal penalties, similar to those in place for aviation, for acts against vessels and maritime facilities. Establish a new penalty for use of a dangerous weapon on all passenger vessels, similar to the penalty recently enacted in the USA Patriot Act for offenses involving a ferry or mass transit system.
- Extend DOT's authority to license and regulate deepwater oil ports to include natural gas facilities.
- Establish criminal penalties for acts of maritime terrorism, such as placing destructive devices or harmful substances into our waters.

In concluding his remarks to the subcommittee, Mineta said that the nation never will be "finished" dealing with the ongoing threat to maritime and port security. "The transportation networks that make up the marine transportation system are constantly

evolving," he said. "The security threats and safety challenges we face in marine transportation are constantly evolving. Our response to those challenges must be constantly evolving, as well."

Meanwhile, Coast Guard Commandant Admiral James M. Loy also addressed the subcommittee. After updating members on the various actions that his agency has taken—including hosting an SIU-attended Maritime and Homeland Security Meeting on Oct. 30—to develop the immediate maritime security response to the events of Sept. 11, the commandant focused on what he envisions for the longer term.

"Our challenge is to determine what the new normalcy represents in terms of mission requirements and the associated operational activity, while also ensuring that the Coast Guard is able to provide forces to meet its military service responsibilities for supporting the war against terrorism both at home and abroad," he said.

Noting that the U.S. Exclusive Economic Zone encompasses 95,000 miles of open shoreline, 361 ports and nearly 3.5 million square miles of ocean, Admiral Loy said the challenge is an enormous one. A key consideration, he said, is the U.S. marine transportation system.

This system of ports, waterways, intermodal connections, vessels and vehicles moves 95 percent of the nation's overseas trade and 90 percent of our war fighting materials during a major military contingency, according to the admiral. Further, he pointed out, over 7,500 foreign-flag vessels make more than 51,000 port calls bringing some 200,000 foreign mariners to U.S. ports yearly. The cruise ship industry carries more than 6.5 million Americans annually on passenger vessels. Six million loaded containers, 156 million tons of hazardous material and nearly 1 billion tons of petroleum products also enter our ports each year.

Because of its vulnerability, the maritime transportation system is an attractive target to terrorists for both mass disruption and mass destruction, Admiral Loy said. For this reason, the security environment must allow for the differentiation between the movements of lawful and unlawful activities without unreasonably disrupting the free flow of commerce or movement of war fighting materials to overseas theaters.

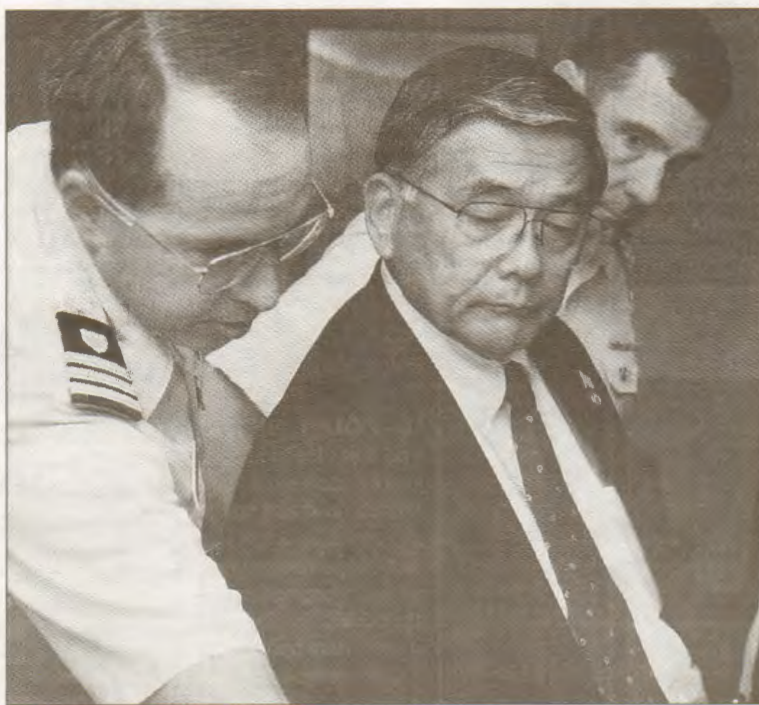
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Norman Mineta
U.S. Sec'y of Transportation



Admiral James M. Loy
U.S. Coast Guard Commandant



USCG photo by PA2 Tom Sperduto
Cdr. Daniel Ronan from Coast Guard Activities, NY shows Secretary of Transportation Norman Mineta the Coast Guard security zones in New York Harbor.

East Coast CIVMAR ABs Receive Wage Increase

Union Pushed for Equitable Rates

Following a strong and consistent push by the SIU's Government Services Division, CIVMARs sailing as ABs on the East Coast are moving up the pay scale.

Rear Adm. John Stewart last month announced that wages for CIVMARs sailing as ABs on the East Coast are increasing to the highest rate of the Military Sealift Command (MSC) wage schedule. They also will receive individual retention allowances, while bosun mates will get an increase

in their retention allowance.

"We recently received approval to do just that and are now in the process of implementing these pay changes," Stewart stated Nov. 29 at the AFL-CIO Maritime Trades Department convention in Las Vegas. Stewart anticipated that the increases would take effect by the end of last month.

The SIU's Government Services Division had pushed for these increases and continues consulting with MSC about recruitment and retention.



SIU Government Services Division members aboard the *Apache* helped rescue four boaters.

Notice to Civil Service Mariners: Don't Lose Your Shore Leave

Many civil service mariners have accrued large amounts of shore leave and have been unable to use it because a relief was unavailable. Some mariners have lost this leave prior to their retirement. Don't let this happen to you.

Generally the law states that civil service mariners cannot use their shore leave right before their retirement. Use of leave in this way is referred to as "terminal leave." Terminal leave cannot be used unless the mariner can show that the agency previously had denied leave because it needed him or her to work, and the fail-

ure to use the leave therefore was beyond the mariner's control. In other words, a mariner may take "terminal leave" if he or she demonstrates a prior denial of leave because the agency needed the mariner to work.

The union has consulted with the agency on this matter to ensure that civil service mariners are protected and will not lose the leave they have worked hard to earn. Be sure to follow these steps when requesting your leave:

- Request your leave from the master at least 60 days in advance.

- In block 6 of the leave

form, check other paid absence and write "shore leave" in the remarks. This information is essential.

- Make sure you note your current address and phone number.

- If your leave is denied, make sure you get the reason for the denial in writing on the appropriate form. Your detailer can provide you with information about the proper forms to use.

- If you phone in your request for leave or you e-mail your request, make sure you receive confirmations of all your discussions in writing and keep copies in your files. This step protects you whether you are requesting shore leave or any other type of leave.

Labor Briefs

Retired Rep. Solomon Dies



Rep. Gerald Solomon

The U.S. maritime industry recently suffered the loss of one of its most influential champions with the death of retired U.S. Rep. Gerald Solomon, (R-N.Y.). A veteran of the U.S. Marine Corps, Solomon passed away Oct. 26 of heart failure at his Glens Falls, N.Y. home. He was 71.

Solomon—who rose to a dominant leadership post in the House of Representatives—was an ardent advocate of the U.S. merchant fleet. He regarded it as a vital U.S. economic and national security asset.

In 1996, Solomon helped guide the Maritime Security Act through the House. It authorized the 10-year Maritime Security Program, which provides limited aid to qualified U.S. merchant ships engaged in commercial foreign trade. In exchange for the operating assistance, participating companies make their ships, crews, and all intermodal and logistics support equipment available to the Defense Department for use in strategic sealift and other military support services.

Solomon in 1997 co-sponsored House Concurrent Resolution 65, which defended the Jones Act and other cabotage laws as critically important components of our nation's economic and military security. The cabotage laws hold domestic cargo, cruise and service markets for U.S.-owned, built, flagged and manned vessels.

He retired in 1998.

Ballast Water Rule Finalized

The U.S. Coast Guard has finalized a rule, which implements and widens the scope of the National Invasive Species Act of 1996. The agency in 1999 published an interim rule which addressed ballast water management.

Under the previous guidance, operators of vessels entering U.S. waters from beyond the Exclusive Economic Zone (EEZ) were required to submit a ballast water management report upon arrival. The

new regulation—which became effective Dec. 20—requires a ballast water management report to be filed 24 hours prior to arrival in the first U.S. port. Previously, the requirement was that reports had to be filed after arrivals. Further, the amended rule also applies to ships equipped with ballast water tanks rather than just to those carrying them. A provision for equal reporting has been added to the new rule for vessels making repetitive voyages.

Although this new mandate does not preempt state and local government requirements, the Coast Guard requests that such entities consider this policy before taking local action.

Economy In Recession

The U.S. economy is in recession and has been since April, according to the National Bureau of Economic Research.

Unemployment continues to rise and other tell-tale signs—falling industrial output and weakened commercial bank lending activity—suggest that the economy is still declining.

Across the country, 7.7 million American workers are unemployed. Nearly 750,000 layoffs were announced between Sept. 12 and Nov. 19, according to AFL-CIO tabulations. As of Nov. 30, insured jobless claims stood at 4 million—the highest level since December 1982.

The increases in both unemployment and job losses were spread broadly through the economy, but the manufacturing sector—with 287,000 announced layoffs as of Nov. 19—was hardest hit. The transportation sector checked in second with 137,291 layoffs, followed by the hospitality, tourism and entertainment arena at 135,783.

Numerous recent reports regarding consumer spending and industrial activity have led some analysts to conclude that the recession is "bottoming out," and that overall economic growth will soon turn positive. According to the Economic Policy Institute, whether or not these forecasts are accurate, simply moving from negative to positive growth will not prevent unemployment from rising further. The unemployment rate will continue to increase until the economy returns to growth rates of at least 3 percent, the institute said.

USNS Apache Saves 4

Government Services Division Seafarers who crew the ocean tug *USNS Apache* recently saved four people from certain doom on the high seas.

The *Apache*, during the early evening hours of Nov. 25, was en route from Norfolk, Va., for duty in the Mediterranean when it was informed by the U.S. Coast Guard Rescue Coordination Center in Portsmouth, Va., that an 80-foot sailing yacht was in trouble. Any vessel in the vicinity was advised to divert in order to assist the distressed vessel.

The craft—the *Bossa Nova II*—reportedly was foundering in 20-knot winds and 12-foot seas in a position some 1,400 miles southwest of the Azores.

In spite of having just cleared bad weather itself—the ocean tug's voyage had been plagued by strong winds and seas up to 20 feet since leaving port—the *Apache* still headed back into the teeth of the storm. Several hours later, at about 10 p.m., the *Apache* approached the sinking yacht.

Because of high seas and escalating winds, the *Apache's* master decided on slowly coming alongside the yacht and its flailing 80-foot mast, keeping it in the lee of his platform. The *Apache* made a slow, controlled but determined approach on the yacht with one crew member operating the tug's thruster controls, the second mate on the boat's throttles and an experienced helmsman on the wheel. Eventually, a line was passed to

the four-person *Bossa Nova II* crew. They quickly transited their craft for the security of the *USNS Apache*. Their yacht was left to the fate of the sea.

After its new guests were aboard and securely tucked away, the *Apache* resumed its Mediterranean course for Rota, Spain. Once there, the rescued boaters were discharged. The *Apache* then continued on to Naples, Italy, where it joined the Navy's 6th Fleet as a towing and salvage ship.

Captain G. W. Summerfield, master of the doomed yacht, described the rescue experience as being "like a John Wayne western movie." He lauded the *Apache* crew and hailed the U.S. Navy as "tops."

SIU crew members aboard the *Apache* during the rescue were: ABs Cullan P. Fardoux, David Silvio, Michael Rankin and Thomas Looney; Ordinary Seamen Joseph C. Keyser and Alfred Hogan and Engine Utility Anthony Cassell. Steward department personnel included Steward/Cook John Breitenstein, Cook/Baker Alphonse Hunter and Steward Utility Collins D. Fallejo.

The *USNS Apache* is one of five fleet ocean tugs that operates in the Military Sealift Command's (MSC) 34-ship Naval Fleet Auxiliary Force. The vessel is 240 feet long, has a 42-foot beam and carries a crew of 16 Department of Navy civilian mariners and four active duty members of the Navy.

Four-Month Tour Introduced For Civil Service Mariners

Behind the scenes and out in front, union representatives work daily to improve the quality of life of civil service mariners sailing with the Military Sealift Command.

Whether it's checking mattress thickness, bunk space, lights and heads on vessel conversions or working with MSC representatives about wages, grievances and other labor policies, the SIU ensures MSC understands the needs of the civil service mariner. This work has paid off in a positive change in leave policy for mariners.

Mariners are now eligible for relief after sailing for four months. Union representatives have pushed for this policy for several years. Additionally, mariners who wish to receive compensatory time in lieu of overtime can use the compensatory time to extend their leave between voyages.



OMU Jason Powell (photo left) repairs an actuator module for the main winch box aboard the tug *Pioneer* at the Crowley Maritime facility in Jacksonville. Above, ABs Michael Hurst and Steve Phelps position wooden planks in preparation for cargo operations aboard a Crowley barge at the company's Talleyrand Terminal in Jacksonville.

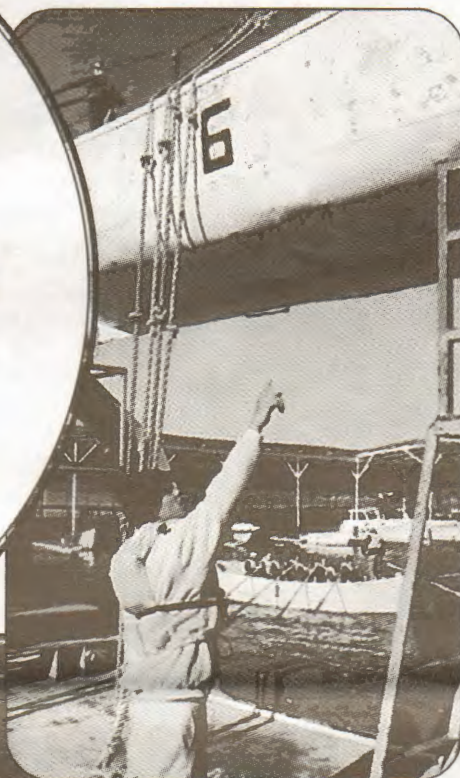


Aboard the *Charles L. Brown*, a Transoceanic Cable Ship Co. vessel, Guadalupe (Lupe) Campbell (center) receives a company safety award for her outstanding work aboard ship. Presenting the award are 1st AVE Joe Olivieri (left), a former SIU member, and Captain Miro Mavra. The ship and its crew were at work in Lima, Peru.

Seafarers at Work Aboard Ship and Ashore



After a 32-year career at sea, Recertified Chief Steward Ken Rosiek (left) is coming ashore. Rosiek joined the MC&S in 1969 in the port of San Francisco as a baker on the APL *President Taft*. He also sailed aboard passenger ships, tugs and RO/ROs. In 1985, Rosiek joined the AT&T Cable Ship *Long Lines* as chief steward and has worked aboard cable ships for the past 17 years. On his last day, he was surprised with a retirement party. The crew presented him with a ship's brass clock (above) and a card signed by everyone. With his 17 years' experience aboard cable ships, Rosiek will now work shoreside—as a consultant to Tyco. Thanks to Chief Steward Shawn "Fuji" Fujiwara for the photo and background information.



A lifeboat endorsement is part of the Basic Safety Training (BST) required of all Seafarers. The lifeboat training in the photo at left and the one above were taken at the Paul Hall Center for Maritime Training and Education at Piney Point, Md. At left, Wiper Felix Medina-Vidal gives instructions on the lowering of the lifeboat. Above, Seafarers practice their rowing skills. From the left (on the port side) are GUDE Mikhail Pinchevskiy, OS Patricia Hausner, OS Sami Abdulla and OS William Burnham. On the starboard side are GUDE Nasser Hafid and Wiper Felix Medina-Vidal.

NY Port Council Honors 3



The New York Port Council of the Maritime Trades Department, AFL-CIO, recently honored (upper left photo, from left) U.S. Rep. Jack Quinn (R-N.Y.), Maher Terminals Chairman and CEO Brian Maher, and International Longshoremen's Association Executive VP Al Cernadas at its annual awards dinner. This year's event took place Oct. 27 in New York City. Also pictured at the gathering are (top right) SIU and MTD President Michael Sacco, presenting the award to Cernadas, who also serves as president of ILA Local 1235; (below right) SIU VP Contracts Augie Tellez, congratulating Cernadas; and (below left) various ILA officials and their guests. The honorees were selected for their support of the U.S. fleet. Approximately 650 people attended.

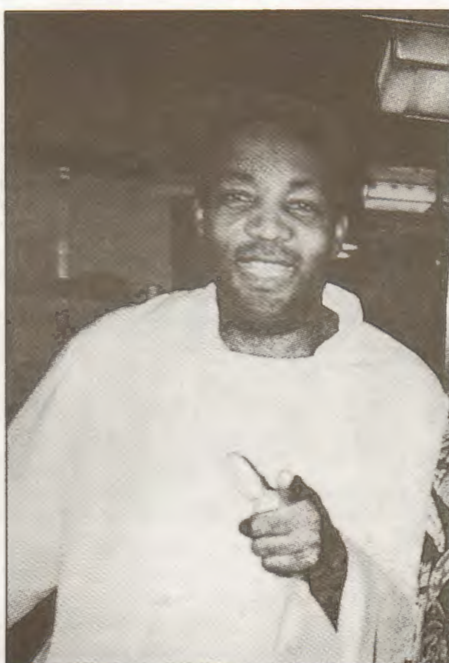


At the SIU hall in San Juan, P.R., two members receive their books from SIU Rep. Amancio Crespo (at left in both photos). In the photo at left is OS Kervin Velazquez and at right is OS Victor Velez with his daughter.





On his last trip before retiring, AB Joseph Osorio (right) poses with two of the ship's newest crew members, Unlicensed Apprentices Jose Molina Jr. (left) and Tiffany Nettles (both from class 620). Also pictured are DEU John Cooper (center), who sent these photos to the *Seafarers LOG*, and SIU Rep. Amancio Crespo from the port of San Juan.



Jorge Ellis is the chief cook aboard the *El Morro*, which is owned by Sea Star Lines and operated by InterOcean Ugland Management.



Chief Electrician Fred Dougherty checks with the chief engineer by phone from his workshop.

On the Coastwise Run With the El Morro Crew . . .



DEU Gary Boyd gives the engine room a final cleaning before leaving the vessel in Jacksonville.



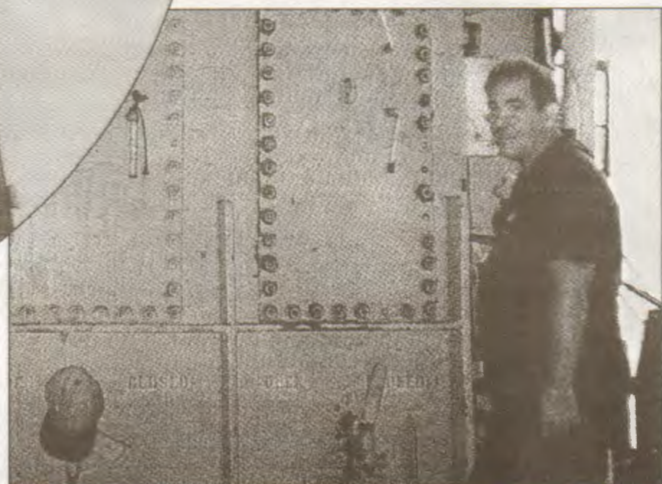
At any given time, OMU Patrick McPherson can be found in the ship's engine room.



ABs Harry Williams, Isidro Soto and Thomas Vain Sr. help put the old life raft ashore before taking on a new one.



Right: Awaiting payoff in San Juan is OMU Pedro Gago.



Operating the cargo winch on the main cargo deck is Bosun Steve Copeland.



From the left: Steward Kris Hopkins makes sure everything in the galley is in its proper place before starting the next meal; Unlicensed Apprentice Marvin Smith II cleans the passageways while Unlicensed Apprentice Matthew Ryan (both from class 616) works on the main cargo deck; and DEU John Cooper puts a coat of primer on the main cargo deck's starboard bulkhead.

San Francisco Hall Hosts Holiday Feast

Patriotism Permeates Annual Assembly

The SIU hall in San Francisco once again played host to a well-attended Thanksgiving celebration which attracted local dignitaries, Seafarers and their families, SIU retirees, friends and guests. An estimated 380 people packed the hall Nov. 20 for food and fellowship.

Patriotism was apparent throughout the three-hour gathering. A Marine Corps color guard helped set the appropriately nationalistic tone, as did renditions of "God Bless America" and "America the Beautiful." Officials from local fire fighter and police unions attended, and a minute of silence was observed for their union brothers and sisters who perished in the terrorist attacks on the U.S. Small American flags adorned each table.

Guests included San Francisco Mayor Willie Brown; John Burton, president pro tempore of the state senate; California Insurance Commissioner Harry Low; San Francisco Fire Chief Mario Trevino; San Francisco Police Officers Association President Chris Cunnie; Art Pulaski, executive secretary-treasurer of the California Labor Federation; John Hanley, president of International Association of Fire Fighters Local 798; Marine Corps Col. Hank Morris (Ret.); local judges; many more officials from unions including the Plumbers, the Carpenters, the Sheet Metal Workers and several maritime unions; shipping company representatives and others.

Seafarers-contracted companies got into the holiday spirit by donating most of the food for the big meal. Patriot Shipholding, American Ship Management, Matson Navigation, Sea-

Land, and Crowley all pitched in.

Alioto's Restaurant on Fishermen's Wharf cooked 22 turkeys and eight hams for the occasion, while Chief Steward **Peter Ciddio** headed a group of volunteer Seafarers who handled the other aspects of the meal preparation and presentation. Among those joining him were Recertified Stewards **Jill Prescott** and **Louella Sproul**, Chief Steward **Burt Richardson**, Chief Cooks **John Blasquez** and **John Stein**, SA **Whitey Pavo** and ABs **Gore Alta** and **Jason Schoenstein**. Bosun Mate **George Pino** carried the U.S. Merchant Marine flag during the opening ceremonies.

SIU Asst. VP Nick Celona, the event's coordinator, reported lots of positive feedback from what steadily has grown into a very popular and customary part of the holiday season for many in the San Francisco area. "Everyone keeps saying it was the best," he noted.



The annual feast in San Francisco wouldn't be possible without the efforts of volunteers such as (from left) AB Gore Alta, AB Jason Schoenstein, Recertified Steward Louella Sproul, Chief Steward Burt Richardson, Chief Cook John Blasquez and (in background) Chief Cook John Stein.



San Francisco Mayor Willie Brown addresses the crowd of 380 Seafarers, dignitaries and other guests at the SIU hall.



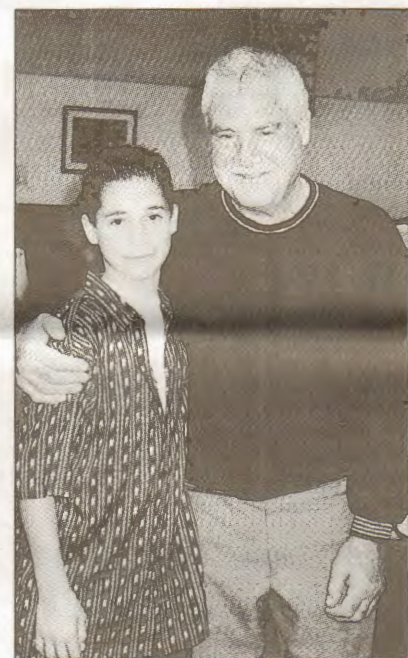
Representing the U.S. Marine Corps and presenting the colors are (from left) Staff Sgt. James Beach, Sgt. Michael Bundesen, Col. Hank Morris (Ret.), Sgt. David Harmon and Cpl. Marc Pensul.



Chief Cook John Blasquez and Chief Cook John Stein (top photo) and Recertified Steward Jill Prescott (right) help prepare the meal.



Below: Bosun Mate George Pino (right) and SIU Asst. VP have the right idea: displaying the U.S. Merchant Marine flag.



Retiree Mel Medesti tells 13-year-old Nick Marrone II (son of SIU VP West Coast Nick Marrone) that the seafaring life is the way to go.



Renee Marrone begins the festivities by singing "God Bless America" and "America the Beautiful."



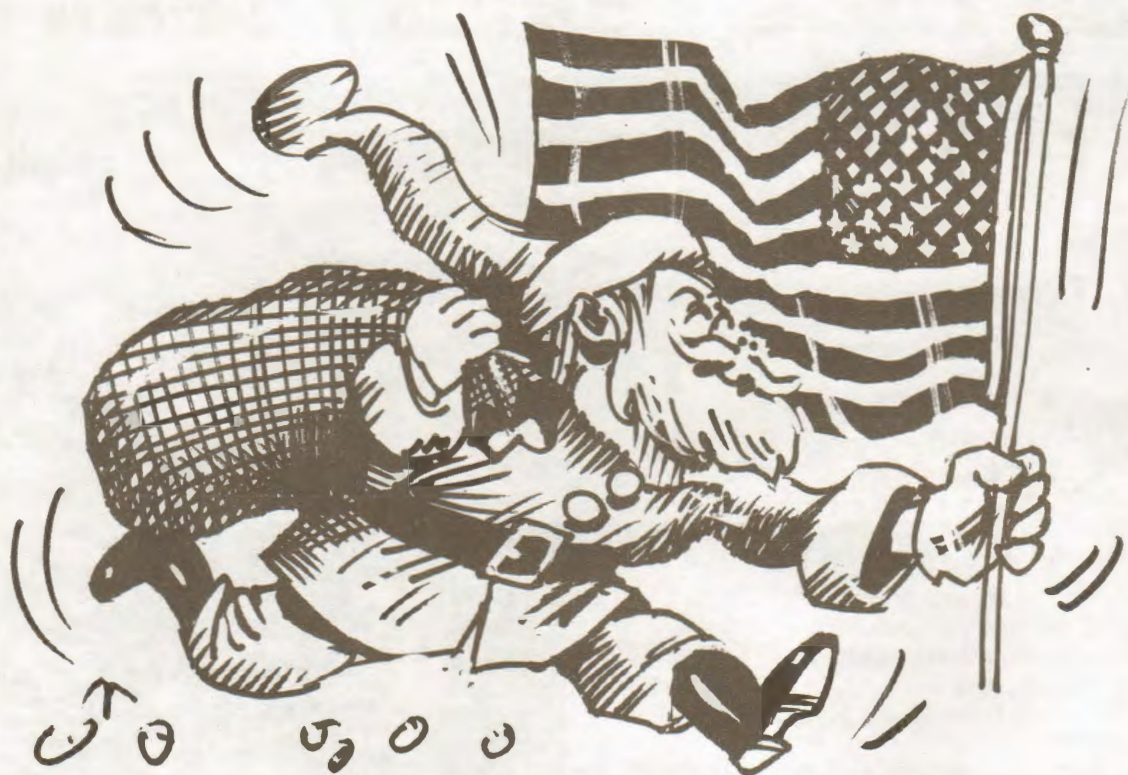
Guests enjoy the meal.



Left: Lending their talents to the occasion are (from left) SA Whitey Pavo, AB Gore Alta, Recertified Steward Louella Sproul and Chief Steward Peter Ciddio.



Pictured during the opening ceremonies are (from left) San Francisco Police Officers Association President Chris Cunnie; IAFF Local 798 President John Hanley; San Francisco Fire Chief Mario Trevino; Stagehands Exec. VP Eddie Powell; California Insurance Commissioner Harry Low; and San Francisco Labor Council Sec.-Treasurer Walter Johnson.



***We're making
our list,
checking it
twice . . .***

The *Seafarers LOG* is updating and validating its monthly mailing list. This update should not affect active SIU members or pensioners, nor should it impact SIU-contracted companies, government representatives or agencies, media, educational institutions, port authorities or other unions who receive the LOG.

However, if you:

- ✓ Currently receive a single monthly copy of the *LOG* via mail, and
- ✓ You are not an active SIU member or an SIU pensioner, and
- ✓ You also don't fit into any category mentioned in the underlined sentence above, and
- ✓ You want to remain on the mailing list,

Please let us know by completing the form on this page and mailing it to:

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Thank you for your
assistance and for your
continued interest in the
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AFL-CIO Maritime Trades Department Convention



Delegates Examine September 11's Aftershock

Demand Fair Treatment for Working Families

Delegates to the AFL-CIO Maritime Trades Department's convention Nov. 29-30 in Las Vegas addressed a number of subjects that are imperative to America's working families.

Not surprisingly, though, one

topic dominated much of the biennial meeting: September 11.

International Association of Fire Fighters President Harold Schaitberger helped set the convention's tone with a stirring speech in which he described his union's perseverance through the

terrorist attacks, which claimed the lives of 344 New York-area IAFF members. AFL-CIO President John Sweeney and MTD President Michael Sacco (who also serves as president of the SIU) praised the labor movement's response to the violence. All three emphasized the need for politicians to stand up for American workers during the awful economic fallout hastened by the attacks.

"This is the biggest issue facing the labor movement," Sacco said of the more than 700,000 layoffs nationwide that have occurred since Sept. 11, including many in the U.S.-flag cruise ship industry. "Very few industries have been immune. Economically, America is reeling."

Sacco pointed out that the labor movement is "leading the fight to protect American workers and American jobs. We're standing up and demanding fair treatment for our members and for all workers throughout the nation—



IAFF President
Harold Schaitberger



AFL-CIO President
John Sweeney



MTD and SIU President Michael Sacco

MSC Vice Commander Praises MTD Unions as 'Unsung Heroes'

Rear Adm. Stewart Cites Industry's Cohesion

The vice commander of the U.S. Military Sealift Command (MSC) lauded MTD unions and their members as "unsung heroes" who are "critical to our success and to the ability of the U.S. military to get the job done."

Addressing the MTD convention last month in Las Vegas, Rear Adm. John Stewart told the officials, delegates and guests that their respective unions are essential to MSC's mission of providing the worldwide movement of goods and materiel for U.S. armed forces.

"Without your mariners, Boilermakers, Sheet Metal Workers, shipping company clerks, Longshoremen and all the other skilled workers who provide the life's blood of this industry, we at the Military Sealift Command could not complete our mission," he stated. "Just as Military Sealift Command personnel are considered the unsung heroes of the Department of Defense, you and your members are the unsung heroes of the U.S. maritime industry. Together, we're out there on the seven seas, operating in and through all 24 time zones every day."

Stewart reviewed MSC's four basic programs, which feature different types of civilian-crewed military support vessels. These include 29 naval fleet auxiliary force ships, 24 oceanographic surveillance vessels, 36 prepositioning ships and 30 "strategic sealift" vessels. Altogether, they provide food, fuel, ammunition and equipment to U.S. forces, wherever and whenever needed, as well as transportation for the Department of Defense. The vessels are main-

tained in U.S. shipyards.

"The health of our U.S. maritime industry is just as important to MSC as it is to you. In short, MSC needs you now and for the years ahead," Stewart declared. "I say thanks to each and every one of you and to your members who lift a hammer, wrench or torch to our hulls and decks, and thanks to those who maintain our propulsion plants and operating equipment. Because of you, we don't lie awake at night worrying about maintenance and repair. We know it's going to get done and it's going to get done well."

Turning his attention to Operation Enduring Freedom, Stewart noted, "Like all wars, this one will take a lot of supplies. Navy and Air Force bombing raids on Taliban strongholds in Afghanistan can only happen if our fighting forces get the munitions they need. That's where all of us come in. We're hauling those munitions and the food and fuel to keep air crews and planes flying. Sustainment gear, food, fuel, spare parts all come next for any ground troops that remain in the battle area for any prolonged period of time. Again, Military Sealift Command and the maritime industry provide the core capability to get the goods to the war fighter where they're needed and when they're needed."

He also applauded everyone involved with the deployment of the USNS Comfort (crewed by members of the SIU's Government Services Division) to New York following the attacks on the World Trade Center. The hospital ship—underway well ahead of its activation schedule—served as a much-needed haven for rescue



Rear Adm. John Stewart,
MSC vice commander

workers at ground zero.

"The mission is completed by the unsung heroes like yourselves and your members who are out there every day moving the goods, providing the combat equipment, food, fuel and other gear to the forces around the world and keeping our ships operating," Stewart concluded. "Together, as partners, we make the system work. Together we're building a stronger, more resilient America, one that can respond to any contingency and stay strong, committed and ready. Together we must continue to work for a stronger U.S. maritime industry, one which is able to attract and retain the highly-skilled mariners we have become so dependent upon."

"Our MSC team receives many kudos for the outstanding job we do for the U.S. armed services. Every time we're told 'well done,' it's a direct tribute to the AFL-CIO Maritime Trades Department, too."

and throughout the world, for that matter. Obviously, it's a great challenge. And we can't do it alone. It's going to take labor, business and government working together to stop this recession and put people back to work.

"But we're going to make sure that our members in the affected industries get back on their feet," he continued. "We are going to continue to make sure that the policy makers hear and address the concerns of all working people."

Sweeney said that labor's goals haven't changed since the attacks, "except our work is now more important than ever. The union movement—our movement of working families—is now fighting wars on multiple fronts. We're committed to standing with the president in fighting the war against terrorism, here at home and abroad, and we will not rest until that battle is won."

As he continued, the federation president admonished certain businesses and lawmakers for their anti-worker actions. "We all know we have to continue and escalate the war and win another war, and that's the battle against terrorism in our workplaces. It's the kind of battle the Maritime Trades unions have been fighting so valiantly on behalf of the offshore mariners and other workers in the Gulf region," Sweeney said. "Too many employers are still committing too many acts of harassment, intimidation and termination against workers who are trying to form or join unions, and we must bring it to a stop."

"As these last three months have amply demonstrated, we also have a continuing struggle against conservatives in the United States Congress who are waging war against working families," he added. "Shortly after September 11, we held a press conference on Capitol Hill to press for worker relief measures in the Airline Bailout Bill. And CWA President Morty Bahr called the layoffs that had been announced industrial genocide. I agree with that characterization, and in the weeks and months that have gone by, I've grown angrier by the day as I've watched the conservative forces in Congress try to block genuine worker relief, tough airline security, and effective economic stimulus legislation."

"I've become infuriated at

their attempts to take advantage of the cover provided by our national emergency to advance their anti-working family agenda, more massive tax breaks for big corporations and the wealthy, more attacks on our social safety nets and worker protections, more sacrifice of American jobs and incomes on the altar of unregulated global trade."

Sweeney expressed support for the Jones Act, cargo preference and the Title XI loan guarantee program, among other maritime initiatives. He also commended the MTD. "I really have a lot of admiration for this department and I have a tremendous amount of admiration for your president. Mike Sacco is so solid and so strong and a good friend to all of us. He is a great leader and a good friend."

No speaker was more captivating than Schaitberger, who set up staff operations near "ground zero" hours after the collapse of the World Trade Center.

"The images of September 11 are clearly and indelibly seared in the souls of millions and millions of Americans. For many of us in this room, those images were intensely personal, a tragedy of truly epic proportions," the IAFF president said, noting that several other MTD affiliates lost members in the attacks on New York, Washington and Pennsylvania. "In the days and weeks that followed, my union put the collective arm of our 245,000 members around the shoulders of our grieving families and the 11,000 New York firefighters who still had to continue to do their job and provide protection for the five boroughs in that great city of New York."

Schaitberger said that the union has raised more than \$80 million to help "the families of our firefighter victims," and he repeatedly thanked fellow unions for their support, financial and otherwise.

He stated that the union response reflects "the strength, the compassion and love that bonds all of us in this great labor movement of ours together. I have never been so proud or felt so blessed to be part of organized labor, to be affiliated with the AFL-CIO than in the aftermath of this horrific tragedy of September 11."

Noting that heroic union mem-

Continued on page 14

AFL-CIO Maritime Trades Dep



Delegates to the 2001 AFL-CIO Maritime Trades Department (MTD) convention called on Congress to demonstrate backing for the U.S.-flag fleet by supporting the Maritime Security Program, Title XI, cabotage laws and other programs that promote a strong American maritime industry. MTD and SIU President Michael Sacco (right) chaired the conference, which took place Nov. 29-30 in Las Vegas. Delegates from the MTD's 30 affiliate unions and 24 port councils heard addresses from the president of the AFL-CIO, the IAFF and the ITF, among many other beneficial remarks. They considered numerous resolutions dealing with issues that affect America's working families. Of course, September 11 and its aftermath were discussed at length. Kicking off the convention were the Clark County (Nev.) Firefighters Honor Guard, consisting of IAFF Local 1908 members Eric Poleski, Warren Whitney, Steve Petcoff, John Wiercinski and Donald Price. Many delegates and guests are pictured on these two pages.



Al Cernadas, Exec. VP, ILA
Nick Marrone, VP West Coast, SIU



Michael Goodwin,
President,
OPEIU



Harold Schaitberger,
President,
IAFF



Bill Lucy,
Sec.-Treasurer,
AFSCME



Augie Tellez,
VP Contracts,
SIU



Joseph Hunt,
President,
Iron Workers



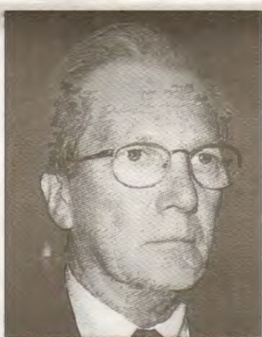
Dean Corgey,
VP Gulf Coast,
SIU



John Bowers,
President,
ILA



Charles Mercer,
President,
AFL-CIO Union
Label Dept.



Gerald Deneau,
Sec.-Treasurer,
GCIU



Henri Francois,
New Bedford Port
Agent, SIU



James Rankin,
President,
Glass Molders



John Fay,
Exec. VP,
SIU



Jack Wurm,
Int'l VP,
RWDSU



Bonnie Heraty,
Financial Sec.-Treas.,
Chicago Port Council



Warren Mart,
VP,
Machinists



David Heindel,
Sec.-Treasurer,
SIU



Mike McKay, President, AMO
Bob McKay, Sec.-Treasurer, AMO



Whitey Disley,
President,
MFOU



Gunnar Lundeborg,
President,
SUP



Ed Brown,
VP Atlantic,
ILA



Dennis Metz, Baltimore Port Agent,
SIU; Jim McGee, Asst. VP Gulf
Coast, SIU



Ande Abbott,
Dir., Marine Div.,
Boilermakers



Larry Barber,
Exec. VP,
BCTGM



Joe Soresi, Phil. Port Agent, SIU
Victor Nuñez, San Juan Port Agent, SIU

artment Biennial Convention



Michael Sacco,
President,
MTD and SIU



Frank Pecquex,
Exec. Sec.-
Treasurer, MTD



Gary A. Brooks, Business Manager, IBEW Local 1547
John O'Rourke, Business Manager, IBEW Local 6
Ralph F. Ranghelli, Business Manager, IBEW Local 1049



Gerald Deneau,
Sec.-Treasurer,
GCIU



Robert Scardelletti, President, TCU
Howard Randolph, Int'l VP, TCU



Richard Davis,
VP,
Steelworkers



Martin Byrne,
Exec. Asst. to
President,
Iron Workers



George McCartney,
Retired VP West
Coast, SIU



Becky Sleeper,
St. Louis Port
Agent, SIU



Joseph Mitchell,
Sec.-Treasurer,
Glass Molders



Richard Cordtz,
President Emeritus,
SEIU



Larry O'Toole,
President,
MEBA



Nick Celona,
Asst. VP West Coast,
SIU



David Cockcroft,
Gen. Secretary,
ITF



Susan Phillips, International VP, UFCW
Hugh Walsh, Asst. to the president, CWA



René Lioeanjie,
VP At Large,
SIU



Roman Gralewicz,
President,
SIU Canada



John Cox, Wilmington Port Agent,
SIU; Don Thornton, Algonac Port
Agent, SIU



Tony McQuay,
Jacksonville Port
Agent, SIU



Dennis Lundy,
Training Director,
OPEIU 501



Vincent O'Reilly,
Senior Exec. Asst. to
president, IBEW



Kermet Mangram,
VP Gov't Services,
SIU



Tal Simpkins,
Exec. Dir., AFL-CIO
Maritime Committee



Richard Lanigan,
VP,
OPEIU



Jim Malone,
Representative,
SIU



John Baker, President, Cleveland Port
Council; Richard Hughes, Sec.-
Treasurer, ILA Atlantic



Capt. Tim Brown,
President,
MM&P



Neil Dietz,
Honolulu Port Agent,
SIU



AFL-CIO Maritime Trades Department Convention

ITF's Cockcroft Updates FOC Campaign

David Cockcroft, general secretary of the International Transport Workers' Federation (ITF), covered a number of key topics last month at the MTD convention, including an update on the long-running campaign against flag-of-convenience (FOC) shipping, also known as runaway-flag shipping.

In addition, he described ITF efforts to work with the governments of major maritime nations and international bodies—including the International Maritime Organization, the International Labor Organization and others—"to re-establish a maritime industry where standards are really enforced and practiced."

Like the other guest speakers, Cockcroft discussed the terrorist attacks on America. However, after extending condolences from the London-based ITF, he suggested a new perspective on September 11—namely, that terrorism in some ways parallels runaway-flag shipping.

"September 11 has at least concentrated the minds of the United States government and of virtually every other decent member of the world community on the shady world of money laundering, corruption, shell companies which give no clue of their real ownership and of the crucial need for world global governance," Cockcroft said. "For over 50 years, the ITF has been arguing against the FOC system as the earliest and the most obvi-

ous example of a lack of real government control and responsibility. While there were already signs that the real, genuine maritime nations, including the United States, were beginning to feel more and more uncomfortable about the human safety and pollution effects of the FOC system, the events after September 11 have intensified those concerns enormously."

He cited a breaking ABC News report that U.S. authorities are hunting at least 20 ships owned or operated by Osama bin Laden. "When we learn which flags they fly under, I will be very surprised indeed if they aren't all members of the ITF flags-of-convenience list," Cockcroft stated.

Further, he compared maritime and aviation security issues. "We knew that there were problems with aviation security even before September 11. Underpaid, overworked, non-union contract workers are not a great guarantee of good security, and we applaud Congress' decision to federalize this business," Cockcroft asserted.

"But those who know the maritime industry know how easily ships could also be used as terrorist weapons. Aircraft hijackings are, thank God, rare occurrences. But about one ship is hijacked every week somewhere in the world. And ships sail very close sometimes to population centers, which is why the ITF has strongly supported efforts within the International Maritime Organiza-

tion to tighten up security measures on board ship."

Highlighting the potential dangers, the ITF official referred to a well-publicized case from last year in which he bought his chief officer's license—issued by Panama, the world's largest shipping register—despite a complete lack of shipboard experience.

"What was so appalling is just how easy it was and the fact that they were stupid enough to give it to the head of an organization which is, let's face it, not unknown in the world maritime community. One of the problems with the shipping industry, and one which is directly supported by the FOC system, is the lack of good government control over the backgrounds and the qualifications of the people who serve on board ship."

Cockcroft also updated the convention on the federation's new campaign against the Liberian register. According to a recent United Nations report, the Liberian government has channeled money—collected through the register—around UN sanctions to buy and transport weapons. Other reports charge the government with encouraging illicit diamond trading, some of which may have been used to help finance al Qaeda.

Lastly, Cockcroft noted the ITF's continued support of organizing efforts in the U.S. offshore oil supply industry. "We believe that American workers deserve

the same rights as Norwegian, British and Australian workers. Together with maritime labor and the AFL-CIO, we've entered a formal complaint to the U.S. government under the new OECD guidelines on multinational companies to prove that corporate social responsibility means letting your workers choose freely whether or not they want unions."

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



ITF Gen. Sec. David Cockcroft



Ed Kelly (second from right), SIU port agent in Mobile, Ala. and secretary-treasurer of the MTD's Greater Mobile Port Maritime Council, presents a donation for the New York Fire Fighters 9/11 Fund to IAFF President Harold Schaitberger (to Kelly's right) and IAFF Secretary-Treasurer Vincent Bollon (far right). They are joined by MTD and SIU President Michael Sacco Nov. 29 during the MTD convention. The contribution of \$9,390 was raised from donations made in lieu of the port council's annual dinner/dance.

No Tall Tale: 'Buying Union' Benefits American Families

Charles Mercer, president of the AFL-CIO Union Label and Service Trades Department, used a simple but compelling story to illustrate the importance of buying union-made, American-made goods and services.

Speaking at the MTD convention, Mercer summarized a fictional-yet-realistic anecdote about two households. In one, an unemployed textile worker whose factory was moved to Mexico naively wonders why he can't find a decent job. On a typical day, "Jim Jones" is depicted using one foreign-made product after another, from his alarm clock to his clothes to his automobile.

In the other household, things

are far better. There, the "Smith" family utilizes nothing but union-made, American-made goods and services. And life is good.

Mercer quoted from a Union Label publication called "American Dream, Keeping It Alive." And although the account exaggerates to make its point, the story nevertheless reinforces the basic economic reality that consumers in the U.S. wield a lot of power with the purchases.

"If you want to describe how the American worker has made a better way of life for all of us, this story does it," Mercer stated.

He noted that union-made products and services are listed in a database on the Union Label web site, located at www.union-label.org. The site also includes



Charles Mercer, president, AFL-CIO Union Label and Service Trades Dept.

the department's latest "do buy" and "don't buy" lists.

Mercer, whose department runs the annual AFL-CIO Union Industries Show, also thanked MTD affiliates for their support in the fight to preserve the integrity of the "Made in USA" label.

'A Beacon of Hope'



Exiled Burmese trade union leader U Maung Maung last month was honored at the AFL-CIO convention, where he received the George Meany-Lane Kirkland Human Rights Award for 2001. A week earlier, shown in this photo, he updated MTD convention delegates and guests on legislative and international efforts to assist Burmese citizens. Maung Maung was president of the All Burma Mining Union and active in the people's movement for democracy in 1988 when the military shot 5,000 people demonstrating in the streets for democracy. He fled to Thailand and has not seen his family in 13 years. In 1991, he formed the Federation of Trade Unions, Burma. He also helped found the Seafarers Union of Burma. He remains "a beacon of hope for those yearning for a free Burma," stated SIU and MTD President Michael Sacco.

MTD Delegates Examine Effects of September 11

Continued from page 11

bers received a good amount of well-earned media coverage for their efforts during the actual attacks in the ensuing months, Schaitberger concluded, "We must use the newfound recognition of our skills and our conviction as a tool to secure adequate and just compensation for all of those who are suffering as a result of this carnage. We must ensure that an economic stimulus bill provides financial assistance for displaced workers. We must continue to fight for the Maritime

Security Program and demand that funds for the Title XI Shipbuilding Loan Guarantee Program go forward.

"We have a job to do for those who are left behind. We must make sure that the government provides care for families of all the victims. We must also look out for the welfare of the now hundreds of thousands of workers who have lost their jobs in the continuing economic turndown that our nation faces."

Alaska Port Council Chartered



During its biennial convention, the Maritime Trades Department issued a charter for its 24th port council—this one based in Anchorage, Alaska. Proudly displaying the newly signed document are (from left) MEBA Exec. VP Bud Jacque, SIU Rep Harold Holten, MTD and SIU President Michael Sacco, Puget Sound Port Council President Steve Demeroutis and MTD Exec. Secretary-Treasurer Frank Pecquex.

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	1	0	1	1	0	0	1	2	0
Baltimore	5	2	2	3	2	0	1	10	3	3
Guam	0	2	1	2	3	0	1	0	1	5
Honolulu	10	9	2	8	3	4	2	18	15	7
Houston	23	13	7	18	7	4	13	47	16	16
Jacksonville	29	25	6	27	15	7	16	46	39	6
Mobile	13	10	4	10	7	1	3	22	9	10
New Orleans	24	11	6	13	8	6	9	36	21	9
New York	34	18	16	16	8	10	12	54	23	27
Norfolk	15	16	4	11	9	6	7	25	21	8
Philadelphia	2	4	2	1	0	0	0	7	9	4
Piney Point	0	3	0	2	3	0	1	2	7	1
Puerto Rico	9	7	1	4	7	3	8	20	8	2
San Francisco	21	7	7	15	9	4	9	42	14	5
St. Louis	2	3	2	4	2	0	0	1	3	5
Tacoma	25	15	10	29	9	9	19	42	23	11
Wilmington	23	11	6	23	9	6	7	34	21	19
Totals	236	157	76	187	102	60	108	407	235	138
ENGINE DEPARTMENT										
Algonac	1	1	3	1	0	1	1	0	2	2
Baltimore	4	3	2	5	1	2	1	8	7	2
Guam	0	0	0	0	1	0	0	0	0	1
Honolulu	4	3	2	2	2	4	3	15	12	5
Houston	20	6	7	15	4	2	8	35	12	17
Jacksonville	25	20	8	18	13	6	14	39	25	11
Mobile	12	4	0	6	3	0	1	16	8	1
New Orleans	12	12	3	6	11	1	2	14	13	6
New York	10	12	7	9	12	3	6	21	19	10
Norfolk	6	12	2	3	3	3	5	11	22	1
Philadelphia	2	1	1	2	0	0	0	2	6	1
Piney Point	3	6	2	2	3	1	3	4	5	1
Puerto Rico	6	2	0	5	3	0	2	11	2	2
San Francisco	11	6	1	5	4	0	3	17	9	2
St. Louis	1	3	1	0	1	2	1	5	4	1
Tacoma	16	18	10	11	12	7	14	20	17	8
Wilmington	3	5	3	8	7	3	3	12	5	5
Totals	136	144	52	98	80	35	67	230	168	76
STEWARD DEPARTMENT										
Algonac	0	1	0	0	0	0	0	0	1	0
Baltimore	5	0	0	1	0	0	1	5	0	1
Guam	0	1	0	0	1	0	0	0	1	0
Honolulu	9	3	2	9	2	3	7	14	6	48
Houston	17	3	2	6	2	1	4	26	5	2
Jacksonville	18	7	7	16	5	1	9	32	10	11
Mobile	6	3	1	4	0	0	3	10	7	3
New Orleans	6	2	1	5	3	1	2	12	8	3
New York	15	3	3	12	1	1	8	24	10	5
Norfolk	8	7	4	4	4	3	3	17	14	3
Philadelphia	2	0	0	3	1	0	0	4	1	1
Piney Point	2	2	1	4	0	1	1	4	10	3
Puerto Rico	3	1	0	1	2	0	6	3	0	1
San Francisco	26	6	2	12	3	0	15	43	10	2
St. Louis	1	1	0	0	0	0	0	2	1	0
Tacoma	23	2	1	15	0	1	7	33	2	3
Wilmington	22	5	1	18	4	0	15	34	7	2
Totals	163	47	25	110	28	12	81	263	93	88
ENTRY DEPARTMENT										
Algonac	0	2	2	0	0	0	0	0	3	3
Baltimore	0	2	4	0	2	5	0	1	1	1
Guam	0	2	4	0	1	4	0	0	3	9
Honolulu	2	8	24	3	4	1	0	15	68	343
Houston	2	13	7	1	2	9	0	3	25	30
Jacksonville	3	15	21	2	10	8	0	5	27	38
Mobile	0	2	3	0	4	0	0	1	8	4
New Orleans	2	3	6	2	0	5	0	6	17	18
New York	4	23	24	2	13	7	0	8	53	63
Norfolk	1	5	13	0	2	6	0	2	17	25
Philadelphia	0	1	2	0	0	1	0	0	3	1
Piney Point	0	41	15	0	13	13	0	1	43	6
Puerto Rico	3	2	1	2	2	2	0	6	8	7
San Francisco	5	15	8	4	8	7	0	12	25	18
St. Louis	0	0	0	0	0	0	0	0	2	1
Tacoma	6	20	16	4	17	6	0	12	27	44
Wilmington	3	2	8	2	3	4	0	11	15	31
Totals	31	156	158	22	81	78	0	83	345	642
Totals All Departments	566	474	311	417	291	185	256	983	841	944

***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.

February & March 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: February 4, March 4
Algonac	Friday: February 8, March 8
Baltimore	Thursday: February 7, March 7
Boston	Friday: February 8, March 8
Duluth	Wednesday: February 13, March 13
Honolulu	Friday: February 15, March 15
Houston	Monday: February 11, March 11
Jacksonville	Thursday: February 7, March 7
Jersey City	Wednesday: February 20, March 20
Mobile	Wednesday: February 13, March 13
New Bedford	Tuesday: February 19, March 19
New Orleans	Tuesday: February 12, March 12
New York	Tuesday: February 5, March 5
Norfolk	Thursday: February 7, March 7
Philadelphia	Wednesday: February 6, March 6
Port Everglades	Thursday: February 14, March 14
San Francisco	Thursday: February 14, March 14
San Juan	Thursday: February 7, March 7
St. Louis	Friday: February 15, March 15
Savannah	Friday: February 8, March 8
Tacoma	Friday: February 22, March 22
Wilmington	Tuesday: February 19*
	Monday: March 18
	<small>* (change created due to Presidents Day)</small>
Each port's meeting starts at 10:30 a.m.	

Personals

SCOTT MANLEY

Please call the Wallerstein family in Akron, Ohio at (330) 384-8927.

PAULA KALIEKINI

Please call Mike ("Big Dog") at (650) 823-3532.

Holiday Greetings

The following holiday greetings arrived too late for inclusion in the December issue of the LOG.

To Seafarers everywhere

My heartiest wishes for a very Merry Christmas and smooth sailing into the year 2002!

Gerry Borozan

To Randy Garay

To my friend who's made life a little easier for me. Thanks and have a Merry Christmas.

Jim Holland

To Matthew, Malou and Maria Holley

We wish you a Merry Christmas and a safe, happy new year. Love and miss you all.

Mom and Dad (Fred & Leita Holley)

To all Seafarers, active and retired, and shoreside personnel

Compliments of the season and a bright, prosperous new year which hopefully will bring continued success to the best maritime union

Ricardo & Adeline Siddons

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Kermett Mangram,

Vice President Government Services

René Lloeanjle, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

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

SAVANNAH

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

NOVEMBER

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	5	2	0	5	0	0	0	0	0	0
Houston	11	0	1	3	0	1	9	35	4	3
Harvey, LA	2	0	1	2	0	0	9	12	1	1
New York	10	1	0	4	0	0	8	52	8	4
Norfolk	3	0	0	2	0	0	0	8	0	0
San Pedro	12	0	0	4	0	0	14	7	11	2
Savannah	3	0	1	2	0	0	2	9	2	1
Tacoma	4	2	0	1	0	0	5	5	5	0
Totals	50	5	3	23	0	1	47	128	31	11

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	4	1	0	1	0	0	3	23	6	2
Houston	4	1	0	0	0	1	3	11	4	2
Harvey, LA	3	0	1	2	0	0	4	3	2	0
New York	11	0	0	9	0	1	5	42	2	1
Norfolk	4	0	0	3	0	0	0	7	0	0
San Pedro	8	0	0	1	0	0	10	19	29	8
Savannah	1	1	0	1	0	0	1	6	2	0
Tacoma	1	0	0	0	0	0	3	11	0	0
Totals	36	3	1	17	0	2	29	122	45	13

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	3	1	0	4	0	0	0	0	0	0
Houston	2	1	0	0	0	0	0	7	0	0
Harvey, LA	2	1	0	4	0	0	1	3	3	0
New York	0	0	0	4	0	0	1	10	3	1
Norfolk	1	0	0	0	0	0	0	6	0	0
San Pedro	3	0	0	0	0	0	7	4	1	13
Savannah	2	0	0	2	0	0	0	7	1	0
Tacoma	1	0	0	0	0	0	2	0	1	0
Totals	14	3	0	14	0	0	11	37	9	14

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
Boston	0	2	1	0	0	1	0	0	0	0
Houston	2	2	2	0	0	0	7	7	11	9
Harvey, LA	0	0	0	0	0	1	1	7	3	1
New York	3	4	2	0	0	0	3	21	27	22
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	6	0	0	0	0	0	7	20	27	14
Savannah	0	2	2	0	0	0	1	0	5	6
Tacoma	0	2	7	0	0	0	3	0	39	9
Totals	11	12	14	0	0	2	22	55	112	61

Totals All Departments	111	23	18	54	0	5	109	342	197	99
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PIC-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Leon D. Sizemore of Eustis, Fla. The picture below shows Claude "Sonny" Simmons (at right) on his last ship, the *Canton Victory* (photo at right), in 1948. After that, he was invited by SIU President Paul Hall to work at headquarters. Simmons, who was SIU vice president in charge of contracts and contract enforcement when he died in 1962, had been a member of the SIU since its founding in 1938. Behind him in the black cap is Al Driver. The other two men are not identified.



Sizemore started sailing with the union in 1945, got drafted into the U.S. Army in 1951 and was discharged in 1953. He then worked ashore for more than 35 years before retiring.

If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, please send it to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



An inland captain, a recertified bosun and a recertified steward are among the 15 Seafarers announcing their retirements this month. **Francis Benedict** controlled the helm of vessels in the inland division for some 25 years while **Konstantinos Koutouras** and **Claude C. Hollings III** completed the highest levels of training available to members of the deck and steward departments, respectively, at the SIU's training school in Piney Point, Md.

Eleven of the retirees sailed in the deep sea division. Three, including Benedict, navigated the inland waterways, and one was in the railroad marine division. Six of the retirees worked in the deck department, five shipped in the engine department and four sailed in the steward department.

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

DEEP SEA



MICKIE FREDERICK, 68, started her career with the Seafarers in 1987 in the port of Honolulu.

Born in Idaho, Sister Frederick shipped as a member of the steward department. She spent the majority of her career sailing aboard vessels operated by American Hawaii Cruises, Inc. including the *SS Independence* and *ms Patriot*. A frequent upgrader, she enhanced her skills in 1993, 1994 and again last year at the Seafarers training school in Piney Point, Md. Sister Frederick currently calls McKinney, Texas home.

OSVALDO GONZALEZ, 65, hails from Ponce, Puerto Rico. Brother Gonzales began his SIU career in 1971 in the port of



New York. He served in the U.S. Army from 1959 to 1961. Brother Gonzalez first sailed on a Hudson Waterways vessel. A member of the deck department, he upgraded his skills at the Seafarers training school in 1975. He last worked aboard the *Sea-Land Expedition*. Brother Gonzales resides in his native commonwealth.



KELLY R. GRAHAM, 62, joined the Seafarers in 1964. Brother Graham's initial sea voyage was aboard

Waterman Steamship Corp.'s *Topa Topa*. The Texas native shipped in the engine department. He upgraded his skills in 1981, 1991 and 1997 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Graham last shipped on the *Liberty Star*, operated by Liberty Maritime Corp. He makes his home in Houston.

ROBERT HARRELL, 70, began his SIU career in 1966 joining in the port of San Francisco. Brother



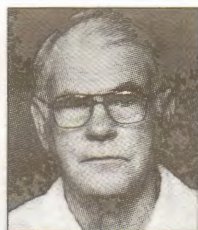
Harrell served in the U.S. Army from 1948 to 1952. He first sailed on Waterman Steamship Corp.'s *Meridian Victory*. The Texas native worked in the engine department and last went to sea aboard the *Sea-Land Navigator*. Brother Harrell calls Brenham, Texas home.



CLAUDE C. HOLLINGS III, 61, started his career with the Seafarers in 1959 in the port of Mobile, Ala. Brother

Hollings first went to sea aboard a vessel operated by A.H. Bull Steamship Co. The Alabama native shipped in the steward department and upgraded his skills in 1981 and 1999 at the Seafarers training school in Piney Point, Md. Brother Hollings completed steward recertification training in 1984. His most recent voyage was aboard the *Overseas Vivian*, a Vivian Tankships Corp. operated vessel. He resides in his native state.

CHRISTIE N. JOHNSON, 64, hails from Mississippi. He started his career with the Seafarers in 1958 in the



port of Houston. Brother Johnson's first SIU voyage was aboard the *Beaugard*, a Sea-Land Service vessel. He shipped in the deck department and last sailed on Liberty Maritime Corp.'s *Liberty Wave*. Brother Johnson is a resident of Eupora, Miss.



KONSTANTINOS KOUTOURAS, 62, was born in Greece. He started his career with the Seafarers in 1967 in the

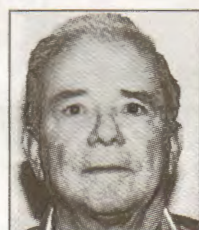
port of New York. Brother Koutouras first sailed aboard the *Bowling Green*, operated by Pan American Tankers. A member of the deck department and a recertified bosun, he upgraded his skills at the Seafarers training school in 1983, 1996 and 1997. Brother Koutouras last went to sea on U.S. Ship Management's *Integrity*. He lives in his native country.

SAEED MUFLAHI, 58, joined the Seafarers in 1976 in Seattle. The Yemen-born mariner first went to sea



aboard the *Sea-Land Portland*. Brother Muflahi sailed in both the

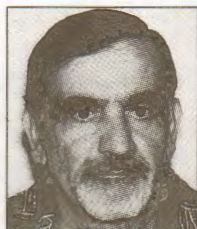
engine and steward departments during his career. His last voyage was aboard InterOcean Ugland Management Corp.'s *El Morro*. Brother Muflahi now calls San Francisco home.



ALFRED PENA, 65, is a native of Honduras. He started his SIU career in 1967. Brother Pena first sailed aboard

a Marine Carriers Corp. vessel. The engine department member last went to sea on an Anchorage Tankship Corp. vessel. Brother Pena is a resident of Houston.

JOSE A. SANTIAGO, 65, joined the Seafarers in 1972 in the

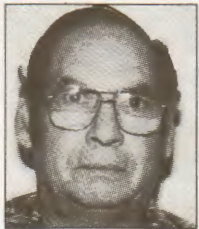


port of New York. Brother Santiago first shipped aboard the *Sea-Land Philadelphia*. Born in Puerto Rico, he sailed in the steward department. Brother Santiago upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1975 and again in 1977. He last went to sea on the *Sea-Land Hawaii*. Brother Santiago lives in his native commonwealth in the city of Aguadilla.

EFRAIN VELAZQUEZ, 65, was born in Puerto Rico. He started his SIU career in 1969 in the port of New York. Brother Velazquez's first sea voyage was aboard Victory Carriers Inc.'s

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.



Ames Victory. The engine department member upgraded his skills at the Seafarers training school in 1975 and 1977. He last worked aboard the *Sea-Land Producer*. Brother Velazquez resides in the commonwealth of his birth.

ROBERT S. SUMMERS, 72, began his SIU career in 1974. His initial voyage with the Seafarers was aboard an inland vessel. Born in Missouri, Boatman Summers sailed in the deck department. He last worked aboard a Northern Towing Co., Inc. vessel. Boatman Summers resides in Marble Hill, Mo.

RAILROAD MARINE

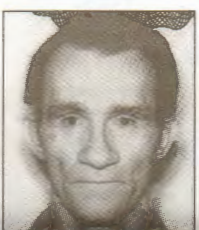
THEO-PHILOUS G. WALLACE, 71, was born in Guyana. He started his career with the Seafarers in 1970 in the



port of New York. His initial SIU voyage was aboard a Brooklyn Eastern District Terminal Railroad vessel. Boatman Wallace shipped in the deck department. He last sailed on a New York Dock Railway Co. vessel. Boatman Wallace makes his home in Brooklyn, N.Y.

INLAND

FRANCIS BENEDICT, 65, hails from Louisiana. He started his SIU career in 1956 in the port of New Orleans. A captain, Boatman Benedict shipped in the deck department. He worked primarily at the helms of vessels operated by Dixie Carriers. He still resides in his native state.



WALTON F. MCHORNEY, 62, started his career with the Seafarers in 1967 in the port of Norfolk, Va. Boatman

McHorney first shipped aboard an Allied Towing Co. vessel. Born in Virginia, he worked in the steward department. His final voyage was on an Express Marine, Inc. vessel. Boatman McHorney makes his home in Virginia Beach, Va.



Reprinted from past issues of the Seafarers LOG

1941

In an election conducted by the National Labor Relations Board on the ships owned and operated by Robin Line (Seas Shipping Company), the SIU was the winner by an overwhelming majority. Of the 210 men who were eligible to vote, 201 actually voted, with 199 voting in favor of the SIU. There was one crew member who voted against the union and one whose ballot was declared void. This election was a direct result of the contracts being negotiated by the SIU.

1957

In anticipation of emergency shipping needs, the SIU built up a "ready reserve" of Seafarers working ashore. After the Korean War crisis, the union, over several years, developed a detailed and accurate listing of thousands of men who were available as emergency-period seamen. Arranged on an area and then on a port basis, the reserve manpower crew is in constant touch with SIU headquarters. Thus, the union is in a position to supply the needed ratings—deck, engine and

steward—that they would have to turn to within practically hours' notice. The U.S. government is in the process of breaking out 110 ships for coal and grain runs and MSTs and other sources are reporting difficulty scouring up men who can do the job.

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the league

by all Seafarers.

The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Maritime Defense League, and offices have been established on One Hanson Place in Brooklyn, N.Y.

THIS MONTH IN SIU HISTORY

Final Departures

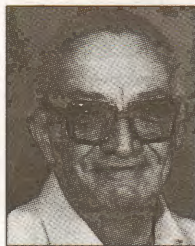
DEEP SEA

WILLIE BARRON



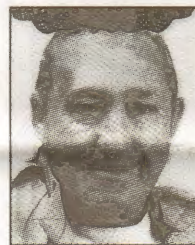
Pensioner Willie Barron, 92, passed away Nov. 13. Brother Barron began his SIU career in 1959 in the port of New York. Born in Alabama, he first sailed aboard Suwannee Steamship Co.'s *Timber Hitch*. The engine department member last went to sea aboard a Michigan Tankers, Inc. vessel. Brother Barron started receiving compensation for his retirement in 1975. He was a resident of Troy, Ala.

JOHN BENNETT



Pensioner John Bennett, 72, died Sept. 22. He started his career with the Seafarers in 1960 in the port of New York. Brother Bennett served in the U.S. Army from 1946 to 1949. He initially sailed aboard a Tiger Steamship LTD vessel. Born in Michigan, Brother Bennett worked in the steward department. His final voyage was aboard the *Sea-Land Mariner*. Brother Bennett started receiving his retirement pay in 1986. He lived in Los Angeles.

GORDEN BRADFORD



Pensioner Gorden Bradford, 77, passed away Sept. 19. Brother Bradford began his SIU career in 1959 in Seattle. He served in the U.S. Army from 1943 to 1946. Brother Bradford first sailed aboard an Ocean Clipper, Inc. vessel. The Tacoma, Wash. native worked in the deck department. He last went to sea on the *Sea-Land Mariner*. Brother Bradford began receiving his pension in 1988. He resided in Seattle.

ROBERT CAMPBELL



Pensioner Robert Campbell, 76, died Sept. 30. He began his career with the Seafarers in 1946, joining in the port of New York. The Georgia native first went to sea aboard Calmar Steamship Corp.'s *Penmar*. Brother Campbell shipped in the steward department. He last sailed on the *LNG Taurus*. Brother Campbell started collecting his retirement benefits in 1985. He made his home in Hephzibah, Ga.

WILLIE CROMWELL



Pensioner Willie Cromwell, 75, passed away Sept. 28. Brother Cromwell joined the Seafarers in 1972 in Seattle. Born in Mississippi, he served in the U.S. Army from 1944 to 1946. He first shipped aboard Delta Steamship Lines's *Santa Mariana*. The steward department member last sailed on the *Westward Venture*, an InterOcean Ugland Management Corp. vessel. Brother Cromwell started receiving

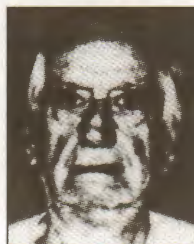
his retirement pay in 1991. He called Seattle home.

ARNOLD J. ECKERT



Pensioner Arnold J. Eckert, 65, died Aug. 23. He started his SIU career in 1963, joining in the port of New York. Brother Eckert was born in Canada and served in the U.S. Army National Guard from 1954 to 1962. He first went to sea on the *Hastings*, a Waterman Steamship Corp. vessel. The deck department member last worked aboard the *Anchorage*, operated by CSX Lines. Brother Eckert started receiving his pension in 1999. He made his home in Seattle.

GEORGE GLENNON



Pensioner George Glennon, 78, passed away Oct. 20. Brother Glennon began his career with the Seafarers in 1948, joining in the port of New York. He served in the U.S. Navy from 1941 to 1944. The Wisconsin native first sailed on the *Steel Design*, an Isco, Inc. vessel. Brother Glennon shipped in the deck department and last worked aboard InterOcean Management's *Export Leader*. He started receiving compensation for his retirement in 1985. Brother Glennon lived in Bluefield, W.Va.

EXEQUIEL LIWAG



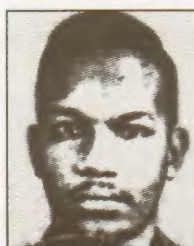
Pensioner Exequiel Liwag, 73, died Nov. 22. He started his SIU career in 1967, joining in the port of Norfolk, Va. Brother Liwag served in the U.S. Navy from 1946 to 1967. His first ship was Waterman Steamship Corp.'s *De Soto*. Born in the Philippines, Brother Liwag worked in the engine department. He last went to sea on the *USNS Altair*, operated by Bay Ship Management, Inc. Brother Liwag began receiving his pension in 1993. He resided in Norfolk, Va.

GODOFREDO MELAD



Brother Godofredo Melad, 69, passed away Oct. 27. Born in the Philippines, he started his career with the Seafarers in 1988 in the port of Honolulu. Brother Melad's initial voyage was aboard American Hawaii Cruises' *SS Independence*. He shipped as a member of the steward department. Brother Melad last sailed on the *Mokihana*, a vessel operated by Matson Navigation Co. San Francisco was his home.

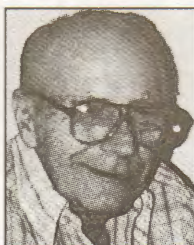
REGINALD MELVILLE



Pensioner Reginald Melville, 75, died Oct. 6. Brother Melville began his career with the Seafarers in 1953, joining in the port of New York. He first went to sea aboard the *President Theodore Roosevelt*. Born

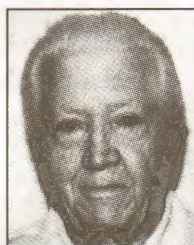
in Guyana, he worked in the steward department. His final voyage was aboard Puerto Rico Marine Management Inc.'s *Borinquen*. Brother Melville started receiving his retirement stipend in 1988. He lived in Teaneck, N.J.

CHARLES R. MILLER



Pensioner Charles R. Miller, 76, passed away Oct. 31. Brother Miller joined the Seafarers in 1951 in Cleveland. He served in the U.S. Army from 1943 to 1946. Born in New Jersey, he sailed in both the deep sea and Great Lakes divisions. Brother Miller first sailed aboard a Waterman Steamship Corp. vessel. A member of the deck department, he last sailed on the *A Guthrie*, operated by Great Lakes Associates, Inc. Brother Miller started receiving his pension in 1983. He made his home in Salem, Va.

ALVIN RASMUSSEN



Pensioner Alvin Rasmussen, 83, died Nov. 12. Brother Rasmussen started his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Born in California, the steward department member began receiving his pension in 1977. He was a resident of Coconut Creek, Fla.

VINCENT SHERWOOD



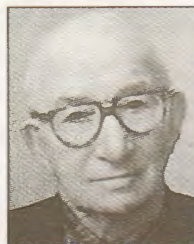
Pensioner Vincent Sherwood, 73, passed away Oct. 10. He started his SIU career in 1951, joining in the port of Norfolk, Va. Brother Sherwood first went to sea aboard the *Longview Victory*, operated by Victory Carriers, Inc. Born in Virginia, he shipped in the engine department. His final voyage was on the *Manataee*, a vessel operated by Z Point Shipping. Brother Sherwood began receiving his retirement income in 1984. He resided in Chesapeake, Va.

JAMES SHIBER



Pensioner James Shiber, 79, died Oct. 17. Brother Shiber started his career with the Seafarers in 1942 in the port of New York. He served in the U.S. Navy from 1942 to 1945. His initial voyage with the SIU was aboard the *Alcoa Leader*, operated by Alcoa Steamship Co. The Pennsylvania native shipped as a member of the engine department. He last went to sea on A.H. Bull Lines' *Sands Point*. Brother Shiber started drawing annuities for his retirement in 1964. Baltimore was his home.

JOSE SOARES



Pensioner Jose Soares, 93, passed away Sept. 6. Brother Soares joined the Seafarers in 1943 in the port of New York. He first sailed on the *Helen*,

an Olympic Transport vessel. Born in Portugal, he shipped as a member of the deck department. Brother Soares last worked aboard Calamar Lines' *Calamar*. He started collecting his retirement allowance in 1970. Brother Soares resided in his native country.

OSCAR SORENSON



Pensioner Oscar Sorenson, 84, died Nov. 11. Brother Sorenson started his career with the Seafarers in 1944 in the port of New York.

He first sailed on Southern States Navigation's *Taddei Victory*. A native of Winchester, Wis., he worked in the steward department. Brother Sorenson last went to sea aboard the *Sea-Land Newark*. He began collecting his retirement pay in 1978. Brother Sorenson made his home in Bremerton, Wash.

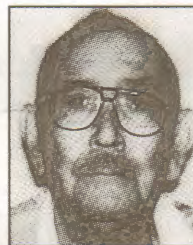
LIONEL ST. JULIEN



Brother Lionel St. Julien, 74, passed away Oct. 16. He started his SIU career in 1975, joining in the port of Wilmington, Calif. Brother

St. Julien served in the U.S. Army from 1952 to 1955. His initial voyage was aboard Delta Steamship Lines' *Santa Mercedes*. Born in Texas, he shipped in the steward department. Brother St. Julien last sailed aboard the *Overseas Arctic*, operated by Overseas Bulk Transport Corp. He was a resident of Los Angeles.

ADRIAN TEXIDOR



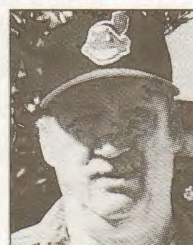
Pensioner Adrian Texidor, 76, died Nov. 15. Brother Texidor joined the Seafarers in 1951 in the port of New York. He first sailed aboard a vessel

operated by A. H. Bull Steamship Co. Born in Puerto Rico, he worked in the engine department. His final voyage was on the *Jacksonville*, a CSX Lines vessel. Brother Texidor started collecting compensation for his retirement in 1981. He resided in his native commonwealth.

GREAT LAKES

EDWARD LISZEWSKI

Pensioner Edward Liszewski, 70, died Oct. 24. He started his SIU career in 1960 in Detroit. Brother



Liszewski served in the U.S. Navy from 1955 to 1957. The Ohio native's initial voyage for the SIU was aboard a vessel operated by Great

Lakes Associates, Inc. The engine department member last worked on the *Kinsman Enterprise*, another Great Lakes Associates vessel. Brother Liszewski started receiving his retirement stipend in 1996. He made his home in Twinsburg, Ohio.

INLAND

JOHNNIE COLEMAN



Pensioner Johnnie Coleman, 78, passed away Oct. 1. Boatman Coleman started his SIU career in 1979. Born in Alabama, he worked primarily

aboard Dravo Basic Materials Co. vessels. He shipped as a member of the deck department. Boatman Coleman began receiving compensation for his retirement in 1989. Jackson, Ala. was his home.

MARVIN RALEY



Pensioner Marvin Raley, 67, died Sept. 25. He started his career with the Seafarers in 1956 in the port of Mobile, Ala. Boatman Raley was a veteran of

the U.S. Marine Corps, joining in 1953. He sailed in the deep sea and inland divisions during his career. His initial voyage was aboard Waterman Steamship Corp.'s *City of Alma*. The deck department member last worked aboard a Crescent Towing and Salvage Co., Inc. vessel. Boatman Raley started receiving his retirement benefits in 1993. He resided in Mobile, Ala.

RAILROAD MARINE

WILLIAM R. FORREST

Pensioner William R. Forrest, 82, died Oct. 21. He started his career with the Seafarers in 1960 in the port of Norfolk, Va. Brother Forrest served in the U.S. Navy from 1944 to 1945. Born in Portsmouth, Va, he spent his entire career working aboard vessels operated by Pennsylvania Central Railroad Co. A member of the deck department, he worked as a barge captain. Brother Forrest started receiving his retirement compensation in 1969. He made his home in Matthews, Va.

Notice: 'Pre-STCW' Applications

Seafarers who have the required sea time and who are considering either upgrading to AB, FOWT or QMED or sitting for a license, can go to any U.S. Coast Guard regional exam center (REC) before Feb. 1, 2002 and get an application to take the examination(s) under pre-STCW conditions. This application will be valid for one year.

The Paul Hall Center for Maritime Training and Education offers the necessary preparatory courses to assist students in readying for the exams.

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.

DEFENDER (U.S. Ship Management Co.), Sept. 16—Chairman Kissinfor N. Taylor, Secretary Richard E. Casuga, Educational Director Hardin C. Chancey, Engine Delegate Horst G. Baetjer, Steward Delegate Ernest Polk. Chairman thanked crew for working well together. Secretary reminded members to clean rooms and have set of linen for next person when leaving ship in Oakland, Calif. He also reminded everyone of importance of contributing to SPAD for job security. Educational director advised crew members to have TRBs signed by chief mate. Clarification requested by deck department on watchstanding. New radio requested for crew lounge. Next ports: Yokohama and Nagasaki, Japan; Pusan, S. Korea.

INTEGRITY (U.S. Ship Management Co.), Sept. 30—Chairman Domingo Leon Jr., Secretary Stephanie L. Sizemore, Educational Director Brian J. Sengelaub, Deck Delegate Daniel W. Miller, Engine Delegate Conrado D. Martinez. Bosun reported good trip and great weather. He noted extra security measures being taken. U.S. Coast Guard will board ship upon arrival in U.S. waters. Secretary stated vessel will try different chandler in Houston for proand with fewer shortages. No beefs or disputed OT reported. Suggestion made for contracts department to negotiate 15-minute break for four hours work after 1800. Crew laundry in need of new washer and dryer. Repair of antenna in crew lounge requested. Vote of thanks given to steward department. Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami, Fla., Houston, Texas.

ITB NEW YORK (Sheridan Transportation Corp.), Sept. 30—Chairman Stephen J. Argay, Secretary Virgilio A. Donghit, Educational Director John K. Bimpong, Deck Delegate Randy Diaz, Engine Delegate Nicholas Jones, Steward Delegate Breon A. Lucas. Bosun thanked crew for cooperation in separating garbage and plastic items. He asked everyone to keep volume down while watching videos and reminded them to rewind and return tapes when finished. Secretary stated all departments doing well. He encouraged crew members to upgrade skills at Paul Hall Center in Piney Point, Md. and check expiration dates on shipping documents. No beefs or disputed OT reported. Problem noted with TV reception. Thanks given to steward department for good food. Next ports: Port Everglades and Jacksonville, Fla.

MOTIVATOR (U.S. Ship Management Co.), Sept. 23—Secretary Edward C. Winne. Chairman read portions of latest LOG and new contract highlights. Educational director suggested everyone attend upgrading courses at Paul Hall Center and make sure STCW training is up to date. No beefs or disputed OT reported. Requests made to have copy of payroll voucher two days before payoff and have mail forwarded to next port of call if it missed ship in port—and not back to sender.

Suggested OT be paid for stripping and waxing wheelhouse and 06 stairwell. Vote of thanks given to trainees on board ship. One minute of silence stood in memory of departed brothers and sisters as well as the victims of recent terrorist attacks on U.S.

NORTHERN LIGHTS (IUM), Sept. 28—Chairman John O. Glenn, Secretary Alphonso Davis, Educational Director Glenn Snow, Deck Delegate Amin M. Shariff, Engine Delegate Steven A. Lombardi, Steward Delegate Leroy Jenkins. Chairman announced payoff Oct. 1 in Tacoma, Wash. He advised crew members to make sure they comply with STCW regulations. Feb. 1, 2002 is near and no one wants to lose employment because of failure to renew training. Educational director talked about upgrading classes offered at Piney Point. No beefs or disputed OT reported. Recommendation made to raise pension benefits. Clarification requested about safety shoes. Vote of thanks given to steward department for job well done.

SEALAND COMMITMENT (U.S. Ship Management Co.), Sept. 23—Chairman Jim Hassan, Secretary Jerome Jordan, Educational Director Panagiotis C. Kanavos, Deck Delegate James K. Barrett, Steward Delegate William Simmons. Chairman announced payoff Sept. 30 in Elizabeth, N.J. He thanked all departments for working well together. Educational director reminded crew of need to comply with amended STCW convention by Feb. 1, 2002 and to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done and excellent meals.

USNS ABLE (Maersk Lines Ltd.), Sept. 13—Chairman William B. Fielding, Secretary Roderick L. Clay, Educational Director Andrew J. Linares, Deck Delegate David Alexander III. Chairman told crew members to prepare to gear up for another mission following terrorist actions of Sept. 11. Secretary confirmed increase in dues to \$400 annually. Educational director encouraged everyone to upgrade skills at Piney Point and to remember to send copies of discharges along with application. No beefs or disputed OT reported. Request made for current union meeting materials. Steward department praised for their hard work.

CLEVELAND (Sealift, Inc.), Oct. 14—Chairman Donald P. Snead, Secretary Miguel E. Vinca, Educational Director Vincent Sanchez III, Deck Delegate James Browne, Steward Delegate Henry Commager. Chairman announced layup of ship and said all crew members should register within 48 hours. Secretary stated payoff to be held Oct. 18 in Lake Charles, La. Room inspection will take place prior to payoff. Everyone asked to continue helping keep vessel clean and separating garbage and plastics. Educational director encouraged crew to take

advantage of educational facilities at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to have gym set up for unlicensed members. Vote of thanks given to steward department for good food and delicious barbecue.

COAST RANGE (Crowley Petroleum), Oct. 5—Chairman John T. Mossbarger, Secretary Lanette A. Lopez, Educational Director Alex Resendez III, Deck Delegate Stephen D. Castle, Steward Delegate Mary L. Brayman. Chairman talked about restriction to ship claims. He stated correspondence was received from the Seafarers Executive Board and President Michael Sacco advising everyone that restriction to ship claims are not valid and asking for crew members' cooperation during this time of national crisis. Secretary reported on Coast Guard guidelines issued and security procedures for refineries. No beefs or disputed OT noted. Discussion held about negotiations for next contract. Everyone asked to keep linen locker in good order. Next ports: Los Angeles; Ferndale, Wash.

LIBERTY GLORY (Liberty Maritime), Oct. 6—Chairman Juan M. Rivas, Secretary Michael L. Baker, Deck Delegate Robert C. Hoppenworth, Engine Delegate Marcos Hill. Chairman announced arrival Oct. 7 in Panama. He stated letter received about possible extension due to war in Afghanistan and that getting reliefs may be difficult. Everyone should step up and do their part. Steward asked all members getting off to return dirty linen to locker and leave rooms clean. Staffing concern raised by steward delegate. Vote of thanks given to steward and unlicensed apprentice Jerry Wilder for their hard work.

LIBERTY WAVE (Liberty Maritime), Oct. 28—Chairman John J. Williamson, Secretary Frederick L. Washington Sr., Educational Director Ronald Miller Jr., Deck Delegate Solomon H. Shields, Steward Delegate Jorge Bernardez. Chairman announced payoff Oct. 30 in New Orleans. Secretary asked all members getting off to clean rooms, refrigerators and turn in keys. Educational director urged everyone to take advantage of union school in Piney Point and upgrade whenever possible. Some disputed OT reported in deck and engine departments. Problems also reported with heating system, draws, broken juice machine and TV.

LNG GEMINI (PRONAV Ship Management), Oct. 7—Chairman Jack J. Cooper, Secretary John D. Bukowsky, Educational Director Jeffrey D. Levie, Deck Delegate Scott E. Snodgrass, Engine Delegate Steven M. Hoskins, Steward Delegate Jose E. Guzman. Chairman requested clarification on penalty rates for Sunday meetings of ship's committee. Secretary announced cutbacks in provisions and noted some fresh stores now delivered in Bontang, Indonesia. Educational director noted need to get required STCW training by Feb. 1, 2002. Treasurer reported \$1,200 in ship's fund. Some beefs reported in all three departments. Following reading of president's report from recent LOG, crew members expressed pleasure with gains in new contract and gave thanks for VP Contracts Augie Tellez and stable, progressive union leadership. New ice machine to be delivered upon arrival in Nagoya, Japan. Clarification requested on who cleans EOS in engine room: SA or GUDE. Vote of thanks given to steward department for job well done.

MAERSK TENNESSEE (Maersk Lines Ltd.), Oct. 14—Chairman James J. Keegan, Secretary Dwight E. Wuerth, Educational Director Peter G. Murtagh, Engine Delegate Oscar Martinez. Chairman thanked everyone for good job. He added that gangway watch should constantly be busy checking lines or anchor and keeping lookout for anything unusual. Secretary stated chain of command for beefs. Department delegate should be first on list for hearing any beefs. Educational director encouraged crew members to take advantage of Paul Hall Center for

pay. Treasurer announced \$115 in ship's fund. Some movies have been purchased, and gym has new speed bag. No beefs or disputed OT reported. Crew members asked to return movies to cabinet after using and help keep laundry room clean. Steward department thanked for good job. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu.

SEALAND ACHIEVER (U.S. Ship Management Co.), Oct. 14—Chairman Luke F. Wells, Secretary Kim R. Dewitt, Deck Delegate Steve D. Fabritsis. Chairman announced payoff Oct. 15 in

Ambrose Channel Pays Off in Tampa



When the Ambrose Channel (inset) tied up in Tampa, Fla. recently, SIU officials were on hand to meet with crew members. From the left in top photo are Chief Pumpman Peter Joseph, Bosun Mario Romero, Chief Steward Elena Curly, SIU Rep. Bryan Powell and Port Agent Anthony McQuay.

any upgrading classes, including STCW training. Treasurer announced \$640 in ship's fund. No beefs or disputed OT reported. Engine delegate requested clarification on work duties. Request made for copies of new contract as well as union meeting minutes forms. Next ports: Buenaventura, Colombia; Callao, Peru; San Antonio and Arica, Chile; Balboa, Panama.

QUALITY (U.S. Ship Management Co.), Oct. 14—Secretary Franklyn J. Cordero, Educational Director Ogden W. Lafaye, Deck Delegate Alvin V. Jackson. Chairman stressed that all who go ashore overseas be on alert for terrorist actions and practice safety aboard ship at all times. Secretary thanked all departments for helping keep ship's house clean. Educational director reminded crew members that Paul Hall Center has necessary courses to complete STCW requirements. He also thanked electrician for galley repairs. Some disputed OT reported in deck department. Suggestion made for next contract to include physical rehabilitation for dependents. Recommendation also made to change formula for receipt of vacation checks. Vote of thanks given to steward department for job well done.

RELIANCE (CSX Lines), Oct. 15—Chairman Lance X. Zollner, Secretary Mark S. Scardino, Educational Director Mohamed Ali, Deck Delegate Rodolfo Asopardo, Engine Delegate James K. Smartt, Steward Delegate Thomas E. Kleine. Chairman reported lots of cleanup required from shipyard period, including some electrical problems. Everyone reminded to wear safety helmets while on deck in port. Secretary stated excellent crew with no problems this trip. He reminded crew members to be sure to comply with STCW training requirements by Feb. 1, 2002. Educational director encouraged everyone to upgrade skills at Piney Point for better jobs and better

Houston. He advised crew members to be aware of new procedures due to heightened security in domestic and foreign ports. Clarification requested by deck delegate regarding overtime. Vote of thanks given to steward department for excellent meals and service and to all crew members for their cooperation throughout the voyage.

SPIRIT (CSX Lines), Oct. 4—Chairman Scott K. Grider, Secretary William E. Bryley, Educational Director Roger M. Wasserman, Deck Delegate André J. Bernard, Engine Delegate Guy Leary, Steward Delegate Blaine R. Amundson. Bosun reminded everyone to be STCW compliant by Feb. 1, 2002. He announced payoff Oct. 6 in Tacoma, Wash. Educational director echoed need for STCW and stated that Paul Hall Center has all necessary courses. While there for STCW training, members can also upgrade skills by taking other classes. Treasurer announced \$75 in movie fund. No beefs or disputed OT reported. Communications received pertaining to reliefs and restriction to ship claims. Clarification requested on days off. Vote of thanks given to steward department for good chow. Crew stood one minute of silence for Sept. 11 victims of World Trade Center attack.

STONEWALL JACKSON (Waterman Steamship Corp.), Oct. 14—Chairman James K. Walker, Secretary Norman J. Duhe, Educational Director Randy C. Louque, Deck Delegate Shelia O. Lewis, Engine Delegate Dennis Swords, Steward Delegate Elhussieny Elnaggar. Chairman advised crew signing off that they should stay until properly relieved, as per shipping rules. He also led crew in one minute of silence for all people affected by Sept. 11 attacks. Treasurer announced \$50 in ship's fund. Some disputed OT noted in deck department. Thanks given to steward department for great meals and service.

Letter to the Editor

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

SIU Medical Plan Is Tops

I was in the SIU 45 years and retired in Oct. 1992.

I just wanted to write and tell everyone that the SIU has the best medical plan. There is none better than the SIU's.

In nine years, I have never had to pay anything. Whatever Medicaid didn't cover, the SIU paid, and I want everyone to know it was plenty and has made my retirement great.

Leo Paradise
Moultonborough, NH

AFL-CIO NATIONAL BOYCOTTS



NOVEMBER/DECEMBER 2001

APPAREL

NEW ERA CAP CO.

Exclusive producer of sports caps with logos of all Major League Baseball teams, 39 colleges and universities, National Hockey League, Professional Golfers' Association, and National Basketball Association. Sold in retail outlets, sports stores, at ball parks and campus shops nationwide.
► Communications Workers

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.

Measuring, cutting and machine tools and pumps
► Machinists

JET EQUIPMENT & TOOLS, INC.

Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
► Teamsters

SOUTHWIRE CO.

Commercial and industrial wire and cable; Do-It-Yourself brand homewire
► Electrical Workers

ENTERTAINMENT & RECREATION

BIG LEAGUE THEATRICALS ROAD COMPANY

Performing the "The Music Man"
► Actors' Equity Assn./American Federation of Musicians

BLACK ENTERTAINMENT TELEVISION

BET cable television, Action pay-per-view, Bet on Jazz
► Electrical Workers

TROIKA ENTERTAINMENT

Troika's touring production of "The Sound of Music"
► Actors' Equity Assn.

FOOD & BEVERAGES

MT. OLIVE PICKLE CO.

Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
► Farm Labor Organizing Committee

DIAMOND WALNUT CO.

Diamond brand canned and bagged walnuts and walnut pieces
► Teamsters

PICTSWEET MUSHROOM FARM

Fresh mushrooms and frozen vegetables with the Pictsweet label
► United Farm Workers

TRANSPORTATION & TRAVEL

BEST WESTERN-GROSVENOR RESORT

Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► Hotel Employees & Restaurant Employees

FOUR POINTS BY SHERATON

Hotel in Waterbury, Conn.
► Hotel Employees & Restaurant Employees

HOLIDAY INN SUNSPREE HOTEL

Hotel in Kapaa, Hawaii
► Longshore & Warehouse Union

NEW OTANI HOTEL & GARDEN

Hotel in downtown Los Angeles
► Hotel Employees & Restaurant Employees

OTHERS

CF&I STEEL AND OREGON STEEL MILLS, INC.

Steel, including rod, bar, rail, pipe and steel plate
► Steelworkers

R.J. REYNOLDS TOBACCO CO.

Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► Bakery, Confectionery, Tobacco Workers & Grain Millers

PLEASE POST

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

SPAD. 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.

Don't Let the Scholarship Deadline Pass You By

The deadline for receipt of Seafarers scholarship applications is April 15, 2002. That is only three months away—but there still is plenty of time to apply for one of the eight scholarships (\$132,000 in all) being awarded this year.

First, obtain a scholarship program booklet, which spells out eligibility requirements and procedures. It also includes a copy of the application form. You may get the booklet in any SIU hall or

by filling out the coupon below and mailing it to the SIU Scholarship Program of the Seafarers Health and Benefits Plan.

All Seafarers and their spouses and children who plan to attend college are encouraged to apply.

If you sent in an application form last year and were not selected for one of the scholarships, you definitely should try again this year.

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: ☐ Self ☐ Dependent

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

1/02

SEAFARERS PAUL HALL CENTER
UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. from February through May 2002. 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

Table with 3 columns: Course, Arrival Date, Date of Completion. Rows include Able Seaman, Automatic Radar Plotting Aids*, Bridge Resource Management (BRM) — Inland, Bridge Resource Management (BRM) — Unlimited*, GMDSS (Simulator), Lifeboatman/Water Survival, Radar, Specialty Trained OS, and Third Mate*.

Recertification

Table with 3 columns: Course, Arrival Date, Date of Completion. Rows include Bosun and Steward.

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?
If yes, class #
Have you attended any SHLSS/PHC upgrading courses?
If yes, course(s) taken
Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
Firefighting:
CPR:
Primary language spoken

Steward Upgrading Courses

Table with 3 columns: Course, Start Date, Date of Completion. Row includes Galley Operations/Advanced Galley Operations modules.

Engine Upgrading Courses

Table with 3 columns: Course, Arrival Date, Date of Completion. Rows include Fireman/Watertender & Oiler, Refrigeration System Maintenance & Operations, QMED - Any Rating, and Welding.

Safety Specialty Courses

Table with 3 columns: Course, Arrival Date, Date of Completion. Rows include Advanced Firefighting, Government Vessels, Tanker Familiarization/Assistant Cargo (DL)*, Basic Fire Fighting/STCW, and STCW Medical Care Provider.

Academic Department Courses

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

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

Table with 3 columns: COURSE, BEGIN DATE, END DATE. Multiple empty rows for application.

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

Paul Hall Center Classes



Able Bodied Seaman — Seafarers who successfully completed the AB course Nov. 16 are (from left, front row) Bernabe Pelington (instructor), Brian Jonsson, Ramon Martinez, Timothy Squire, (second row) John Zabielski, Harold Gierbolini, Lovell Hyman and Joseph Gierbolini.



Advanced Fire Fighting — Upgrading SIU members who enhanced their fire fighting skills by completing the advanced course Nov. 16 are (from left, front row) Rodolfo Antonio, William Deloach, Evan Bradley, Justin Valencia, James Grubbs, Eddie Johnson, (second row) Bob Baker (instructor), Gene Butson, Donald Defflorio, Conrado Martinez, Monte Pryor, Gregory Carroll, (back row) John Fleming and Eddie Almodovar.



Rizal Colon, Robert Crane, Thomas Cuddihy, Danny Cummings, Thomas DeCarlo, Jebediah Dishman, Gregory Dixon, John Elias Jr., Alberto Falcon, Raymond Fernandez, Daniel Ford, Willie Franks, James Glover, Leoncio Gonzalez, Luis Gonzalez, Erik Grant, Eloy Gutierrez, Russell Haynes, Maurice Hetrick, Welkey Hogan, Glenn Holden and Frank Ingellis. (Note: not all are pictured)

Basic Safety Training Classes

William Rivera, Juan Rochez, Luis Ruiz, Elizer Saintvil, Ahmed Salim, John Scheuren, Brian Sengelaub, Joseph Singleton, Dalip Singh, George Skelding, Bruce Smith, Scott Snodgrass, Samuel Spain, Arthur Spohn, William Stone, Jennette Suarez, Jessy Sunga, Joseph Tiller and Harry Tohey. (Note: not all are pictured)



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

Computer Lab Classes



Pictured, from the left, are recent graduates of the computer lab with their certificates: Rick Prucha (computer lab instructor), Alan Day, John S. Kamara, George W. Rose, and Roman Zarkiewicz.

Day, who sails from Seattle, completed advanced Excel as well as beginning and intermediate Access. Kamara, who ships out of Philadelphia, finished the computer basics class. Rose, a member of the engine department from San Francisco, also mastered the computer basics course, as did Zarkiewicz, who also sails from Seattle.



Ivan Ingram, Timothy Jackson, Nils Jernstrom, Johnny Johnston, John Lange, Carl Larson, Reynaldo Magpae, Carlos Marcial, Maurice Marks, James Martin, Fritz McDuffie, James Myers, Frank Michalski Jr., Aledriss Moore, Charles Mroczko, Sjarifudin Noor, Carlos Parrilla, Randell Perrine, Sant Persaud, Saiad Monasar¹ and Roque Lambert. (Note: not all are pictured)



Included in the class are Rolando Pulido, David Purganan, Luis Roebuck, Carlos Rosales, Ahmed Saleh, Juan Salgado, Wayne Sapp, Alberto Semedo, Yahya Shamman, Rex Simbre, Kenneth Simmons, Steven Talucci, Taymond Tate, Timothy True, Eloy Uruena, Christopher Walker, Ronald Walker, Patrick Warnick, Arthur Whitfield, Clark Williams and Michael Sorensen.



Armando Evangelista, Silvio Iglesias, Trinity Ippolito, Randy Isenhardt, Norman Johnson, Robert Johnson, Bobby Jones, Ezzell Jordan, Denis Kay, David King, Harry Kinsman, Robert Kirk, Dale Kirsch, Patrick Lettsome, Steve Lewis, Silvio Lino, Santiago Ludan, Maximo Lugtu, Noland Macadaan, Larry Martin, Francisco Martinez, Robert Mason and Julio Mattos. (Note: not all are pictured)

Paul Hall Center Classes



Sindy Lou Davis, Donald Clotter, Laurentis Colbert, Timothy Defreitas, Roger Corbin, Alexander Dodoo, Cesar Erese, Domingo Contreras, Manoling Daguio, Manuel Daguio, Melito Daguio, Christopher DeLuca, Edward Gaillard, Raymond Gordon, Ricardo Ellis, Jose Garcai, Carnavius Davalie, Kevin Gatling. (Note: not all are pictured)

Basic Safety Training Classes



George Adams, Kevin Bowden, Steven Bower, Michael Brown, Kenneth Biddle, Stan Castro, William Charnock, Miguel Barbosa, Juuan Chevalier, Terrence Carmody, Dominique Bush, Donald Bond, Jessie Burnett, Thomas Arthur, Eddie Almodovar, Beltran Cahapay, Reynaldo Baluyot, Therman Ames, George Carter, Matthew Brown and Nicholas Aponte. (Note: not all are pictured)



Oleg Derun, Alphonso Davis, Athello Dansley, Casey Coddington, Sonia Felix, Albert Ellis Jr., Audey Flemings, Charles Clackley Jr., John Fleming, Heriberto Cortes, Rafael Franco, Leonte Cordova, Dana Henry, Gerry Gianan, Mario Cruzat, Don Defloria, Riley Donahue, Reuben Fife, Cardel Dunn, William Cruckshank and Robert Flesey. (Note: not all are pictured)



Eusebia Amaya, Tory Ancar, Christopher Beahan, Kenneth Bethea, Edward Bishop, James Bloom, Leo Bognoson, Robert Boone, Grant Bazile, Brian Burchette, Dennis Caballero, Luis Caballero, Samuel Calder Jr., Jose Calix, Frank Cammuso, Christopher Campos and Edward Collins. (Note: not all are pictured)



Harold Gierbolini, Joseph Gierbolini, Frank Hall, William Harvell, Adel Hassan, Jaime Hernandez, Leon Hayward Jr., Derrick Hurt, Richard Johnson, Wayne Johnson, Brian Jonsson, Andrew King, Cristain Laborial, Robert Lee, George Lammers and Jay Henderson. (Note: not all are pictured)

John Andrade, Bentley Arrundell, Sergio Ayala, Thomas Barrett, William Barrett, Leo Bonser Sr., Christopher Brady, Alan Day, Robert Deane, Lee Dubany, Eddie Ebanks, Earl Ebbert, Criseldo Espinosa, James Foley, Denise Frasier, Roy Frett, Daniel Gamboa and Daniel Gibbons.



(Kneeling, from left) Ricky Carter, Joe Morgan, Felipe Nunez, Gregorio Ortiz, Robert Owens, (second row) Romulo Racoma, Ali Mosad, Joel Miller, Charles Ortiz, Dadang Rashidi, Paul McClatcher, Ramon Martinez and Clarence Poore.

A Proud Moment



David Alexander (right) is congratulated by VP Contracts Augie Tellez at the December membership in Piney Point, Md. for completing the requirements necessary to receive his high school diploma from the state of Maryland. Alexander, who was taking an AB course at the same time as working toward his GED, thanked the academic department and his union brothers and sisters for all their encouragement.

Leslie Davis, Virgilio Conghit, Lawrence Donia, Henry Edmondson, Cecil Edwards, James Elliott, Barry Ford, David Freeman, James Garrity, Donald Gee, Richard Gegenheimer, John Gibbons, Alton Glapion, Darryl Goggins, Melchor Gorospe, Gerard Grossholz, Salvatore Gugliara, Wilbert Haywood, Ernie Hudgins and William Hudson.





The

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Seafarers Log

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

SIU SCHOLARSHIPS FOR 2002

Scholarship applications are due April 15, 2002. Don't put it off any longer.

—Page 20

2001: The Year in Review

What does not destroy me, makes me stronger.

—Friedrich Nietzsche
(German philosopher, 1844-1900)

No one will ever think of 2001 as just another year. Overshadowed by the tragic terrorist events of Sept. 11 in New York, Washington, D.C. and Pennsylvania, the effects of that single day will be with us for a long time—physically, emotionally and economically.

The attacks were an awakening, clearly illustrating that the things one takes for granted one day can so very easily be taken away the next. This held true for the SIU as well.

The year got off to a good start. The 1,212-passenger cruise liner *ms Patriot*—the first ship for the United States Lines fleet—had just started its week-long cruises around the Hawaiian Islands. With the *SS Independence* already in service and two more cruise ships under construction in an American shipyard, it was to be a new beginning for the U.S. cruise industry.

Seafarers also climbed the gangway to a number of other newly contracted vessels, many for the Military Sealift Command, among them the *USNS Brittin*, *USNS Soderman*, *USNS Roy Wheat*, *USNS Mendonca*, *USNS Watkins*, *USNS Stockham*, *SSG Edward A. Carter, Jr.*, *Lt. Col John U.D. Page*, *USNS Pomeroy* and *USNS Benavidez*.

The SIU welcomed the *Delta Mariner* to its fleet. Designed to

transport rocket boosters and other space hardware, the *Delta Mariner* operates on rivers as well as oceans, thanks to a variable ballast design.

Crew members also began working aboard the *Cape May Light*, a coastal cruise ship, as well as on the bulk carriers *Liberty Glory* and *Liberty Grace*.

SIU boatmen on the West Coast welcomed new job opportunities with the christening of the Z-drive tug *Wynema Spirit*, a strong tractor tug operated by Brusco Tug and Barge of Port Hueneme, Calif.

At the end of last year, Seafarers cast ballots for national officers of the Atlantic, Gulf, Lakes and Inlands Waters District as well as five constitutional amendments. The results were announced in January by the SIU's rank-and-file tallying committee.

Education of each Seafarer remained a high priority. The Paul Hall Center for Maritime Training and Education in Piney Point, Md. continued to be the focal point for training and upgrading in all departments. Many students enrolled in the center's U.S. Coast-Guard-approved STCW basic safety class, a key requirement for numerous mariners under the amended STCW convention. (The deadline for compliance with the amended STCW treaty is Feb. 1, 2002.) Water survival and lifeboat classes also were held in Hawaii and Diego Garcia to assist those members who might otherwise have difficulty

getting to the Piney Point facility in completing the STCW training requirements.

Other students took advantage of a wide variety of courses conducted in the center's new simulator building or other specially tailored courses designed to accommodate their individual work schedules.

In March, nine SIU members completed the Paul Hall Center's new medical first aid provider course.

The building that houses the school's world-class simulator was dubbed the Bob McMillen Simulator Annex during an on-site ceremony in June. And, in an effort to make the already comfortable living accommodations at the school even more pleasant for upgrading students, construction began, also in June, for a new 96-room hotel annex that will contain single-occupancy dormitory rooms.

The U.S. Coast Guard approved a 70-hour GMDSS (global marine distress and safety system) course offered at the school, which utilizes the new simulator, and the center revamped its anti-terrorism class so that every student at the Paul Hall Center receives the training.

Additionally, the union's health and benefits plan awarded \$132,000 in scholarships to three Seafarers and five dependents of SIU members—a program which was introduced in 1953.

One of the highlights of 2001 was the merger of the NMU into the SIU. In June, members of both unions approved the details of a merger agreement, thereby finalizing the unification and marking an historic occasion in maritime labor history. Intermittent merger talks between the two unions had gone on since the mid-1950s. The integration of the two groups will mean a more powerful voice for mariners, a stronger manpower pool for national defense and a brighter future for the U.S. maritime industry as a whole.

In an effort to protect and



Aboard ship and at membership meetings in each SIU port, Seafarers voted overwhelmingly in favor of the standard tanker and freightship agreements.

The Paul Hall Center for Maritime Training and Education in Piney Point, Md. enters its 36th year of unsurpassed vocational schooling for the continual betterment of Seafarers. Training tools include a state-of-the-art bridge simulator (right).



ensure the continued job security of the SIU membership, the contracts department negotiated new standard freightship and tanker agreements that are effective through June of 2006. The new agreements include improvements in the areas most often cited by Seafarers—expanded medical coverage for dependents, an increase in wages and gains in the pension plan, to name a few.

The union negotiated other contracts as well, among them a new five-year agreement for the car carrier *Overseas Joyce*, a five-year pact covering Tyco's cable ships and a three-year contract for the ITBs operated by Sheridan Transportation.

Throughout the year, the SIU continued, through its affiliation with the International Transport Workers' Federation (ITF), to expose the greed and corruption rooted in the flag-of-convenience system as well as the dismal conditions under which flag-of-convenience mariners are forced to live and work. ITF representatives were successful in securing hundreds of thousands of dollars in back wages for many stranded foreign crew members and helped many return to their homes and families.

Even before Sept. 11, however, the SIU saw its share of disappointments—although nothing in comparison with or of the magnitude of the terrorist

attacks. A flag of convenience vessel rammed the SIU-crewed *Liberty Spirit* in Haifa, Israel; the Tacoma hall withstood an earthquake; the hall in Houston sustained significant damage in a tropical storm; and a tragic fire aboard the SIU-crewed ammunition ship *SSG Edward A. Carter, Jr.* claimed two lives.

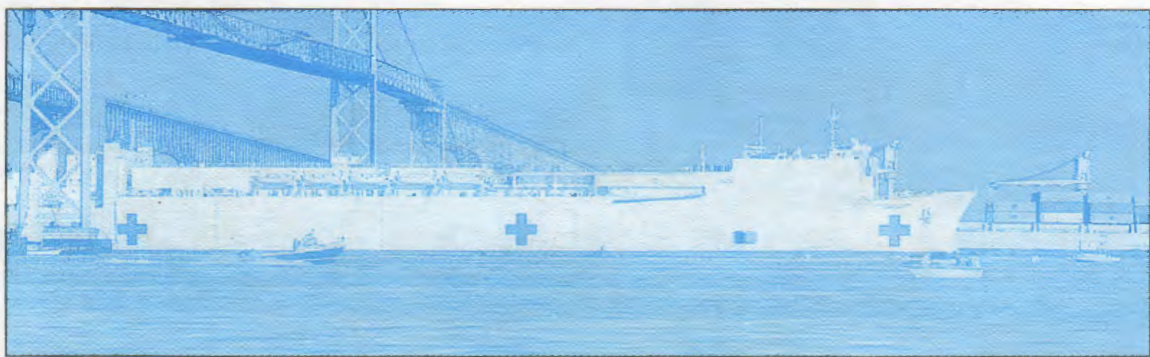
In the wake of Sept. 11, SIU-contracted American Classic Voyages, which had been off to such a good start at the beginning of the year, announced it had filed a voluntary petition for reorganization under Chapter 11 of the U.S. Bankruptcy Code. The move was driven by the terrorist attacks, which harmed the tourism, entertainment and transportation industries more than any others.

But a new year of promise has begun—and with it comes lots of hard work. SIU members aboard the *USNS Comfort* and NY Waterway ferries played key roles during the initial relief efforts in New York, and the SIU will continue to carry on the proud tradition of delivering goods wherever and whenever needed, whether it's grain to Africa, jet fuel to South Korea, rocket boosters to California, or military materiel for our armed forces at home and abroad.

The SIU has had its gains and its losses in 2001, but it is ever-ready to face the challenges that 2002 will bring.



The Paul Hall Center offered many opportunities to take the STCW basic safety training (including fire fighting, above) required for numerous mariners under the amended STCW convention.



Members of the SIU's Government Services Division crewed the *USNS Comfort* when the hospital ship was activated Sept. 11 to help respond to the terrorist attacks on New York. The ship offered a much-needed refuge for rescue workers in New York City.

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