



The

Seafarers Log

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

Launch of 'Rocket Ship' Signals New Jobs for SIU



From the vessel's run to its cargo to its appearance, the SIU-crewed *Delta Mariner* is anything but typical. The ship carries space equipment between Alabama, Florida and California. Page 2.



Philly Boatmen Crew New Tug

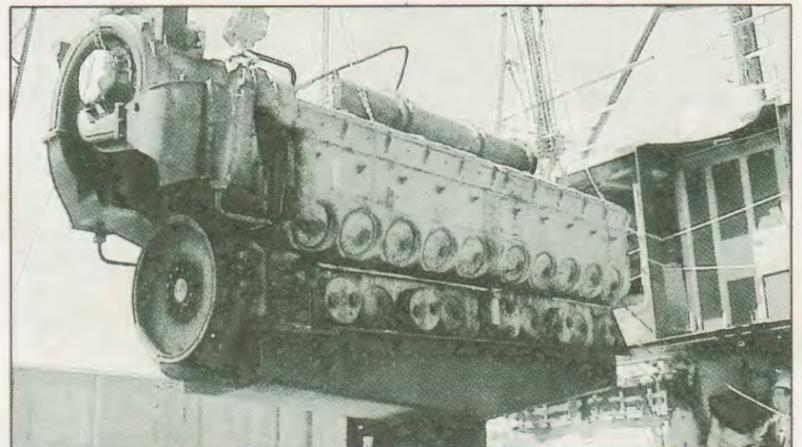
SIU boatmen in the Philadelphia area, including Manolo Salinel (right photo), late last year welcomed the new tugboat *Z-One* to the McAllister fleet. Page 4.



SIU Tallying Committee Announces Election Results

The SIU's rank-and-file tallying committee last month released its calculation of the ballots cast by Seafarers. Voting for national officers of the union took place Nov. 1 through Dec. 30, 2000. The ballot also included five proposed constitutional amendments. The committee certified the reelection of Michael Sacco as president of the SIU, along with other results. The tallying committee's report will be submitted for approval by the membership at union meetings next month. Page 3.

Crowley Refurbishes 25 Tugs



Restoration of the 25 Crowley tugs includes rebuilding the engines. Page 4.

GMDSS Course Approved — Page 3

Health ID Cards Planned — Page 3

TAX TIPS FOR SEAFARERS — Pages 12-13

President's Report

STCW Countdown

The deadline for full compliance with the amended STCW convention is one year away.

To all SIU members who will need an STCW certificate, basic safety training or any other STCW-related endorsements by Feb. 1, 2002, I urge you to take the necessary steps *now*. If you're still uncertain about the requirements, there are several good sources of information. You can start by calling the toll-free STCW hotline at the Paul Hall Center for Maritime Training and Education: 1-877-235-3275.



Michael Sacco

Please, don't put it off. The deadline is quite real, as are the potential consequences from port state control officials for mariners who fail to comply with the STCW regulations.

Also, if you think you'll need STCW basic safety training between now and the deadline, please contact the Paul Hall Center's admissions office immediately—even if you don't plan to attend until much later this year. That will help give the school, located in Piney Point, Md., a better handle on how many students to expect for the next 11 months. It also may enlighten any callers who have been putting off their STCW training, because classes are limited.

Again, for your own good, please get moving!

Protecting Our Interests

At monthly membership meetings, shipboard meetings and in the *Seafarers LOG*, the SIU regularly has been reporting on the STCW 1995 amendments since well before their adoption that summer.

But, in conjunction with the Paul Hall Center, we've done a lot more than just report the news about STCW. We've helped make it.

The SIU and the school consistently have participated in the international meetings before and after the amendments passed. We have been vigilant in speaking out for the interests of U.S. mariners, beating back attempts by other nations to cut manning levels and reduce mariner training requirements. We also won a significant battle against the suggestion of solo bridge watch at night, among other accomplishments.

In 1997, we became the first organization to publish a U.S. Coast Guard-accepted training record book (TRB), a pocket-size document designed to help Seafarers keep track of—and prove—their various STCW certifications. This was an important development, not just because the TRB is a lot more convenient than carrying dozens of certificates, but also because the amended STCW convention heavily relies on practical demonstrations of skills. The TRB aids Seafarers in getting appropriate, needed credit for their shipboard work and safety drills.

STCW's impact on the SIU also is very evident at the Paul Hall Center. During the past several years, the school has totally revamped its curriculums to help ensure students' compliance with the new regulations, including an overhaul of the unlicensed apprentice program. Old classes have been restructured, and new ones have been added.

Working closely with the Coast Guard, Paul Hall Center personnel have painstakingly taken the steps to enable the school to become a self-certifying facility.

And of course, the school has added a pair of world-class facilities in the Joseph Sacco Fire Fighting and Safety School and the new simulator building. STCW requirements were a driving force in the opening of both.

Suffice it to say, we have not been spectators in this lengthy and sometimes complex scenario. We will continue to help protect U.S. mariners' rights well beyond the arrival of the final STCW deadline.

Historic Votes

The March membership meetings will mark the next phase of the merger of the National Maritime Union into the SIU—truly an historic occasion. The final stage will take place when the merger agreement itself is negotiated, finalized and then presented to the memberships of both unions for approval during membership meetings.

As many of you know, merger talks between our unions date back many decades. For the longest time, it seemed as if the amalgamation never would happen.

But, as evidenced by the absolutely overwhelming support nowadays of both the SIU and NMU memberships, the time is right for the merger. I invite SIU members to be part of history at the March meetings by approving the next phase of the unification.

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'Rocket Ship' Signifies More New Jobs for SIU

From its cargo to its design, the SIU-crewed *Delta Mariner* has a futuristic feel.

But the newest addition to the Seafarers-contracted fleet isn't science fiction. The 312-foot vessel, designed to transport rocket boosters and other space hardware, entered service several months ago.

The *Delta Mariner* mainly sails between Alabama, Florida and California. Thanks to a variable ballast design, the vessel operates on rivers as well as oceans.

"Out of all my 33 years going to sea with the SIU, this is the most unique ship I have sailed on," stated Recertified Steward **Lonnie Gamble**. "It's a small ship, but the crew is just like family. It's easy to work together."

Bosun **Johnny O'Ferrell** noted, "I'm excited about being one of the first SIU members to take a ship from one end of the Tennessee-Tombigbee Waterway to the other.... It's a challenge, helping operate a new vessel and



The *Delta Mariner* transports rocket boosters and other equipment for Boeing's Evolved Expendable Launch Vehicle (EELV) program.

a new concept. I'm glad to be part of it."

Built at Halter Marine in Gulfport, Miss. and designed by Foss Maritime, the *Delta Mariner's* main mission is hauling Boeing's Delta IV flight hardware stowed on a custom secur-

ing system. In addition to the rocket boosters, the ship can transport upper-stage rocket motors, satellites and more.

Typically, the ship will travel between Decatur, Ala., Cape Canaveral, Fla. and Vandenberg Air Force Base, Calif. The dual-

Continued on page 8



Welcoming SIU VP Gulf Coast Dean Corgey (third from left) aboard the vessel are (front row, from left) Seafarers Lonnie Gamble, Joseph Kadak, David Dinnés, Johnny O'Ferrell, Fortune McCants, (second row) Jerome Smith, J.W. Watkins and Alvin Dinkins.

Delta Mariner At A Glance

- Length: 312'-7"
- Beam: 82'
- Depth (main deck): 20'
- Ocean displacement: 5,600 LT
- River displacement: 3,300 LT
- Power (total installed): 8,000 HP
- Speed: 15 knots
- Maximum cargo DWT capacity: 4,620 ST

Source: Foss Maritime Co.

Census Data Lead to Changes In U.S. House Representation

New numbers from the U.S. Census 2000 released in late December show which states will gain seats in the U.S. House of Representatives and which states likely will lose representatives after redistricting.

According to the U.S. Census Bureau, 18 states will have to add or reduce the number of members in the U.S. House. State legislatures will redraw district lines in the coming year to address these changes.

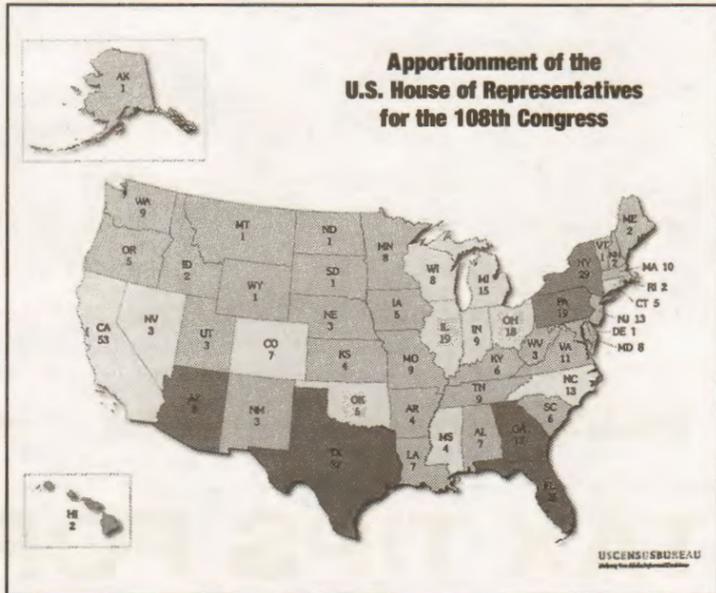
Arizona, Florida, Georgia and Texas will gain two U.S. House seats. California, Colorado, Nevada and North Carolina will gain one. New York and Pennsylvania will lose two seats apiece and Connecticut, Illinois, Indiana, Michigan, Mississippi, Ohio, Oklahoma and Wisconsin will lose one.

All other states have no change in their number of representatives. In all states, legislatures can redraw congressional district lines based upon local census data, which are expected to be released in March.

Last year, according to published AFL-CIO reports, unions working with civil rights and

community organizations helped build coalitions to make sure an accurate and complete census was conducted. The 1990 census missed 4.5 million people, including more than 2 million children.

U.S. Census data is used to distribute federal dollars—especially those targeted toward low- and moderate-income families and their communities.



Seafarers Pass Constitutional Amendments

Committee Announces Election Results; Michael Sacco Is Reelected President

The SIU's tallying committee recently released its tabulation of the ballots cast by union members in the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District as well as five constitutional amendments, which took place Nov. 1 through Dec. 30, 2000.

Composed of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls), the rank-and-file committee certified the reelection of Michael Sacco as president of the SIU; election of John Fay as the union's executive vice president; and election of David Heindel as secretary-treasurer.

Fay and Heindel already had served in those respective positions since 1997, shortly after the SIU's 1996 elections. They were appointed in 1997 because of a vacancy created by the death of then-SIU Executive Vice President Joseph Sacco.

Meanwhile, the tallying committee's report will be submitted for approval by the membership at union meetings next month (March).

The committee reported that each of the five proposed constitutional amendments was approved—by overwhelming majorities. The amendments pertained to a dues increase and payment of dues; membership meeting quorums; a name change to reflect the merger of the National Maritime Union (NMU) into the SIU; and the addition of two executive board slots, also in consider-

ation of the SIU-NMU merger.

Similarly, none of the races for office was close. In addition to Sacco, Fay and Heindel, the committee reported the election of the following officers, who also will serve four-year terms (2001-2004):

- Augie Tellez, contracts and contract enforcement vice president;
- Jack Caffey, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice president;
- Thomas Orzechowski, Southern Region, Great Lakes and inland waters vice president;
- Nick Marrone, West Coast vice president;
- Kermett Mangram, government services and fishing industries vice president;
- George Tricker, assistant vice president in charge of contracts and contract enforcement;
- Nick Celona, assistant vice president in charge of the Atlantic Coast;
- Ambrose L. Cucinotta, assistant vice president in charge of the Gulf Coast;
- Don Anderson, assistant vice president in charge of the West Coast;
- James McGee, assistant vice president in charge of the Southern Region, Great Lakes and inland waters;
- Robert Hall, assistant vice president in charge of government services and fishing industries;
- Leo Bonser, headquarters representa-



Serving on the tallying committee following their election by fellow SIU members are (seated, from left) Louella Sproul, Joe Barry, Charlie Clausen, John Cain, Ernest Hoitt, (second row) David Salentre, Jimmy Simms, Joseph Birke, John Wozunk, Jamie Miller, Gregory Stone, Pat Farley, Joey Gallo, (third row) James Bening, Mike Sutton, Terry Mouton, Walter Harris, Tom Casey, Kendra Savage and Dave Wierschem.

- Carl Peth, headquarters representative;
- Edward "Edd" Morris, Piney Point port agent;
- Robert Selzer, New York port agent;
- Joe Soresi, Philadelphia port agent;
- Dennis Metz, Baltimore port agent;
- Ed Kelley, Mobile port agent;
- Steve Judd, New Orleans port agent;
- Tony McQuay, Houston port agent;
- Vince Coss, San Francisco port agent;
- Becky Sleeper, St. Louis port agent;
- Don Thornton, Algonac port agent.

The committee met during the week of Jan. 2 at the union's headquarters in Camp Springs, Md. to receive the ballots from the bank where they were kept, count the votes in the contested races and for the amendments, and determine the status of void or challenged ballots. (In accordance with Article XIII of the union's constitution, unopposed candidates were considered elected to their respective positions once nominations closed and the membership approved the report of the credentials committee, which took place last fall.)

The committee also reconvened Jan. 12 at headquarters, after being advised that the post office had failed to deliver to the bank depository 152 ballots. Of those, 139 were eligible to be counted, and they are included in the committee's final tallies.

In concluding the report, the committee wrote, "All of the members of the committee wish to express their deep appreciation for the cooperation and assistance given to

us by the union's legal department and its technical and clerical staff.

"Finally, the members of the union tallying committee wish to congratulate the elected officers and jobholders. We extend our best wishes for the next four years. We hope that you will carry on the tradition of our union and advance the strength of the maritime industry."

The committee elected as co-chairmen Recertified Bosun **John Cain** (from the Port of Houston) and QMED **Charlie Clausen** (Piney Point).

Also serving on the committee from the Gulf Coast were Chief Electrician **Joe Barry** and AB **Mike Sutton** from Mobile, Recertified Bosun **Kendra Savage** from Houston, and Recertified Steward **Ernest Hoitt** and Chief Steward **Joseph Birke** from New Orleans.

Representing the constitutional ports on the Atlantic Coast were Recertified Bosun **Jamie Miller** from Piney Point, QMED **Terry Mouton** and Chief Cook **Joey Gallo** from New York, FOWT **John Wozunk** and Mechanic **Pat Farley** from Philadelphia, and AB **Walter Harris** and Cook/Baker **Jimmy Simms** from Baltimore.

Elected to the committee from Algonac were AB **James Bening** and Mate **David Salentre**. Attending from St. Louis were Bosun **Tom Casey** and Cook/Baker **Dave Wierschem**. Recertified Steward **Louella Sproul** and QMED **Gregory Stone** served on the committee after being elected from the port of San Francisco.



Members of the tallying committee met last month at SIU headquarters in Camp Springs, Md. to tabulate ballots cast by union members.

Paul Hall Center's GMDSS Course Approved by Coast Guard

The U.S. Coast Guard has approved a 70-hour GMDSS course offered at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

The first class is scheduled for this month (see box). This will mark the first time that the Paul Hall Center has offered GMDSS training.

GMDSS stands for global marine distress and safety system. Under amendments to the International Convention on

Safety of Life at Sea (SOLAS), all cargo ships and passenger vessels greater than 300 gross tons that sail on international voyages must be fitted with GMDSS equipment.

Applicants for the course must possess the regular qualifications for upgrading, plus hold a 200 ton or greater license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons.

Mariners who currently hold

GMDSS certification but who haven't passed a Coast Guard-approved, 70-hour course, must do so by Feb. 1, 2002 in order to receive GMDSS credentials on their STCW certificate. (Alternatively, they may use a "challenge" course, though that route is considered quite difficult, partly because GMDSS equipment is fairly complex.)

"The key for SIU members who take the 70-hour course at Piney Point is that they will be enrolled in a U.S. Coast Guard-approved class that also is STCW compliant," noted J.C. Weigman, assistant director of vocational education at the Paul Hall Center. "There is a widespread need for the course to meet the STCW requirements by Feb. 1, 2002, and this school is prepared to fulfill that need."

The course will utilize the new simulator at Piney Point, which was installed last year. It is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention.

Topics include principles of GMDSS communication, distress alerting and operational procedures for VHF DSC,

INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART and VHF (SCT). The course blends classroom instruction and practical exercises.

For more information on the class, contact the Paul Hall Center at (301) 994-0010. For more information on GMDSS in general, there are numerous internet sites of interest, including the

following U.S. Coast Guard site: <http://www.navcen.uscg.mil/marcomms/gmdss/>.

GMDSS Course Dates

- Feb. 17-March 2
- March 17-March 30
- April 14-April 27
- May 12-May 25

U.S. Coast Guard-Approved Courses Available at Paul Hall Center

- Able Seaman - Limited
- Automatic Radar Plotting Aids (ARPA)
- Basic Safety Training
- Basic Safety Training Refresher
- Bridge Resource Management
- Crisis Management & Human Behavior
- Crowd Management
- Fire Fighting Advanced
- Fire Fighting Basic (16-hour)
- Fire Fighting Basic (30-hour)
- Fire Fighting Basic Refresher
- Fire Fighting Combined
- First Aid (8-hour)
- First Aid Refresher
- FWT/Oiler
- GMDSS
- Medical Care Provider
- Personal Safety & Social Responsibilities
- Personal Safety & Social Responsibilities Refresher
- Personal Survival Techniques

- Personal Survival Techniques Refresher
- Proficiency in Survival Craft/Personal Survival Techniques
- QMED - Any Rating
- Radar Observer (Unlimited)
- Radar Observer Recertification
- Radar Observer Refresher
- Ratings Forming Part of a Navigational Watch/Able Seaman
- Social Responsibilities
- Specially Trained Ordinary Seaman
- Tank Barge Dangerous Liquids
- Tank Ship Familiarization (Dangerous Liquids)
- Tank Ship Familiarization (Liquefied Gases)
- Third Mate
- Unlicensed Apprentice Program
- Vessel Familiarization
- Visual Communications (Flashing Light)
- Water Survival

SIU Health Plan To Issue ID Cards

Participants in the Seafarers Health and Benefits Plan (formerly the Seafarers Welfare Plan) will receive medical identification cards sometime later this year.

Plan Administrator Lou Delma last month announced preliminary information about the new ID cards, which will contain routine data such as bearers' names, Social Security numbers, and insurance contacts. Such information typically is required by health care providers in order for them to verify coverage.

Last month's announcement coincided with the name change from Seafarers Welfare Plan to Seafarers Health and Benefits Plan.

Delma said the cards are intended "to better serve the needs of eligible members and their families."

The *Seafarers LOG* will publish more details about the new identification cards as they become available.

Crowley Refurbishes 25 SIU-Crewed Tugs

Crowley Maritime Corporation late last year launched a multi-million dollar project to refurbish 25 U.S.-flagged, SIU-crewed seagoing tugs.

The restoration effort includes rebuilding the tugs' engines, which effectively starts them off at zero hours. Crowley officials say the engine upgrades will provide a marked improvement in the tug fleet's overall performance and reliability. Each vessel's engine will now be capable of generating a powerful 150,000 pounds of bollard pull ahead and 7,200 maximum continuous BHP.

In addition to engine restorations, the tugs received numerous other improvements. Many were the result of suggestions from SIU crew members and operations personnel who were interviewed and asked for their input about the tugs' strengths and

weaknesses. Even seemingly minor information gathered during this process made a major difference in the overall functionality of the refurbished tugs, officials said. Further, it gave everyone concerned a sense of involvement in the renovation effort.

Among improvements which resulted from crew input were:

- A small light was added over chart tables. This addition meant that the master would no longer have to turn on the overhead light on the bridge—a problem that previously caused him to lose night visibility.

- Stairs and ladder stripping were replaced with a more effective, non-skid coating to reduce the risk of injury.

- Ethernet connections were installed in the tug interiors in anticipation of a future LAN sys-

tem to support PC-based Integrated Vessel Management Solution (IVMS) systems.

- Interior portholes were trimmed with stainless steel to prevent water from intruding behind the bulkheads.

- Wood panels in the cabins and galleys were replaced with lighter colored, more durable paneling that can be easily removed for access.

- Wheelhouse control consoles in pilothouses were redesigned and enlarged. This upgrade affords the operator improved visibility during maneuvering and docking operations.

To date, five tugs have been refurbished. Five more are scheduled to undergo the process during the next 11 months. The work is being done at North Florida Shipyard in Jacksonville, Fla., under the supervision of Crowley engineers.

"The long-term investment made in the refurbishment of these tugs is of great benefit to our customers because it helps us to maintain the service reliability and schedule integrity they have come to expect," said Tom Crowley Jr., chairman, president and CEO of Crowley Maritime Corporation.

These "invader class" vessels, each of which is crewed by six Seafarers, handle a variety of jobs throughout the Crowley system including the ocean towing of the company's triple-deck RO/RO barges between the U.S. mainland and Puerto Rico.



Five of Crowley's 25 SIU-crewed seagoing tugs already have been refurbished. In photo above, the work is being done at North Florida Shipyard in Jacksonville under the watchful eyes of Crowley engineers. Below, an engine, which will be rebuilt, is pulled from one of the tugs.



Philly Boatmen Welcome Z-One



Welcoming guests to a ceremony Dec. 11 in Camden, N.J. marking the new tug's launch are Deckhand Walter Ott, AMO Engineer Sam Shellinger, Captain Rob Torres and Mate Sean Taylor.

SIU-contracted McAllister Towing of Philadelphia has added a new Z-drive tugboat to its ship docking services.

The *Z-One* joined McAllister's fleet late last year.

"It's nimble and has quick response," noted Captain Guy Del Greco.

Mate Dave Steckel pointed out that the modern boat "definitely is different. This is the tug of the future."

The *Z-One* is 94 feet long, 32 feet wide and has 4,400 hp.

"The crews seem happy because the Z-drives can do more than the conventional tugs," said SIU Philadelphia Port Agent Joe Soresi. "They have better maneuverability."

The SIU represents captains, mates and deckhands at McAllister in Philadelphia and also represents McAllister crews in Baltimore and Norfolk, Va.



Pictured at left, also at the ceremony, are (from left) SIU Representative Joe Mieluchowski, SIU Port Agent Joe Soresi, Shellinger, Torres and Ott.



Among the first Seafarers to sail aboard the new tug *Z-One* are (from left) Captain Guy Del Greco, Deckhand Walter Ott and Mate Dave Steckel.

NY Ferry Crew Rescues Man from Icy Water

Three Seafarers who sail aboard NY Waterway commuter ferries saved a man from the icy Hudson River on Dec. 20.

Captain Mike Baranok and Deckhands Mike Leon and Jermaine Coakley executed the nighttime rescue from the ferry *Thomas Jefferson* after Queens resident Ron Bertozzi fell overboard from the pleasure boat *Mystique*. Bertozzi landed in the water approximately a quarter-mile from the Harborside Ferry Terminal in Jersey City, according to news reports. He remained there for about 15 minutes, until the SIU trio arrived in response to a distress call.

Coakley told *The Jersey Journal* that Bertozzi appeared "frantic, scared and losing control. He was so cold that he couldn't hold on (to a life ring from the ferry)."

Leon entered the water and retrieved Bertozzi, who later was treated for hypothermia.

"I was only in there for two or three minutes up to my waist, but it felt like needles all over my legs. And the victim was totally stiff, stiff as a board," Leon told the newspaper.

More than 100 SIU members sail aboard NY



Photo by Kathleen Kelly/The Jersey Journal

SIU TO THE RESCUE: Seafarers aboard the NY Waterway commuter ferry *Thomas Jefferson* rescued a local man from the Hudson River in late December. From left to right are Deckhands Mike Leon and Jermaine Coakley and Captain Mike Baranok.

Waterway ferries. The company operates 22 boats covering 10 routes between New York and New Jersey.

Crew members recently approved a new four-year contract.

Watson Saves 2

The training of mariners aboard the SIU-crewed *USNS Watson* paid huge dividends during the early evening hours of Dec. 12 when they saved the lives of two U.S. Navy personnel.

The *Watson* was situated just off shore near Diego Garcia when a crew member noticed a motorized boat doing continuous high speed turns in a lagoon. The lagoon was located about two nautical miles from the *USNS Watson*.

Word immediately was passed to the bridge where Chief Mate Michael Ross was on duty as watch officer. Ross notified Captain G.W. Hynes, who came to the bridge to evaluate the situation.

It appeared that no one was driving the boat, but from their position neither Ross nor Hynes was certain.

Therefore, they notified port officials and launched a lifeboat and rescue crew from the *Watson* to investigate. Ross, Third Assistant Engineer Philip G. Brand and AB William Johnson comprised the crew.

Upon reaching the scene, they saw two Navy personnel in the water some 300 yards away from the pleasure craft. Apparently, they had lost control of the craft and fallen off. Both were suffering from exhaustion and minor shock, and one had minor injuries and was on the verge of drowning. The rescue crew expeditiously recovered both victims and attended to their first aid needs.

The two sailors were later transported to port where emergency medical personnel and equipment were on standby.

Hynes praised the professionalism displayed by his crew during the entire incident and singled out members of the deck department for "remembering every bit of training we put them through and putting it to work today." Bosun James Marchiano was lauded for his organization on deck which led to the safe and prompt launching and recovery of the lifeboat and rescue crew.

"The training and maintenance we conducted in the past proved its worth today when we were called to the task and two lives were saved," the captain said.

Mineta Heads DOT; Chao Tapped for DOL

Senate Commerce Committee Finalized

The Senate on Jan. 24 unanimously confirmed former U.S. Commerce Secretary Norman Mineta as the new transportation secretary, as President Bush's administration and the 107th Congress continued taking shape.

That same day, Elaine Chao, the president's nominee for U.S. Labor Secretary and a former deputy maritime administrator, fared extremely well during her four-hour confirmation hearing before the Senate Labor Committee. Her confirmation appeared certain as this issue of the *Seafarers LOG* went to press.

Earlier in the month, panel assignments were completed for the Senate Commerce, Science and Transportation Committee—which has primary jurisdiction over marine transportation legislation. The committee is composed of 11 Republicans and 11 Democrats, reflecting the Senate's even split (see box).

In other moves of interest to the maritime industry, Rep. Don Young (D-Alaska) is chairing the House Transportation and Infrastructure Committee, while Rep. Bob Stump (R-Ariz.) heads the House Armed Services Committee. Decisions were pending for the leadership of the Coast Guard and Maritime Transportation Subcommittee of the House Transportation and Infrastructure Committee and the Armed Services Committee's Special Oversight Panel on the Merchant Marine.

SIU President Michael Sacco

welcomed the nominations of both Mineta and Chao.

In a congratulatory note to the new transportation secretary, he wrote, "The unanimous approval of your nomination by the U.S. Senate reflects the high regard in which you are held by the Congress, the transportation community, and the American people. We appreciate the strong support you gave to the U.S.-flag merchant marine during your many years of service in the U.S. House of Representatives. We now look forward to working with you as you develop initiatives to further strengthen the various transportation sectors and, in particular, the U.S. maritime industry."

The only Democrat to serve in President Bush's cabinet, Mineta during his confirmation hearing faced questions mostly related to air transportation. He answered a few queries concerning maritime and expressed support for "adequate" funding for the U.S. Coast Guard.

"Transportation is vital to our national well-being, whether measured as economic growth, as international competitiveness, or as quality of life, and I look forward to working with the Senate in implementing President Bush's agenda for transportation," he stated.

Mineta from 1975 to 1995 served as a member of U.S. House of Representatives, representing the heart of California's Silicon Valley.

Chao was Bush's second

selection for labor secretary. The first, Linda Chavez, withdrew from consideration following the disclosure that she had housed an illegal immigrant. The labor movement strongly opposed Chavez's nomination.

Chao is a familiar face in maritime. In addition to serving at MarAd, she chaired the Federal Maritime Commission (FMC) and subsequently worked as deputy secretary of transportation.

Additionally, she was the director of the Peace Corps from 1991 to 1992 and headed the United Way from 1992 to 1996.

Upon learning of Chao's nomination, Sacco on Jan. 11 wrote to Vice President Richard Cheney supporting the selection. When the SIU worked with Chao during her time with MarAd, the FMC and the transportation department, "We found her to be dedicated to a strong U.S. transportation system, knowledgeable of the complex issues facing the various transportation modes, and an innovative leader in carrying out the transportation program of President Bush," the SIU president wrote. "We welcome her addition to the Bush/Cheney Administration."

At her confirmation hearing, Chao emphasized the need to train U.S. workers to meet today's job opportunities. "There are tens of thousands, perhaps hundreds of thousands, of high-tech jobs that cannot be filled while, at the same time, there are millions of Americans who cannot currently

Members of U.S. Senate Commerce, Science & Transportation Committee

Republicans

John McCain (Ariz.), Chairman
Ted Stevens (Alaska)
Conrad Burns (Mont.)
Trent Lott (Miss.)
Kay Bailey Hutchison (Texas)
Olympia Snowe (Maine)
Sam Brownback (Kan.)
Gordon Smith (Ore.)
Peter Fitzgerald (Ill.)
John Ensign (Nev.)
George Allen (Va.)

Democrats

Ernest Hollings (S.C.)
Daniel Inouye
John D. Rockefeller VI (W.Va.)
John Kerry (Mass.)
John Breaux (La.)
Byron Dorgan (N.D.)
Ron Wyden (Ore.)
Max Cleland (Ga.)
Barbara Boxer (Calif.)
John Edwards (N.C.)
Jean Carnahan (Mo.)

fill them," she stated.

Another familiar figure to the industry is serving as the new White House chief of staff. Andrew Card was the transporta-

tion secretary in June 1992 when he introduced legislation for maritime revitalization—a proposal which eventually evolved into the Maritime Security Program.

50 Die in *Pati* Sinking Vessel Carried Illegal Immigrants

A Georgian-flagged cargo vessel carrying illegal immigrants from Turkey to Greece collided with rocks and sank off Turkey's southern coast Jan. 1, killing an estimated 50 of the 83 people on board.

Most or all of the 73 passengers reportedly were in the *Pati*'s cargo hold when the vessel ran into rocks near Antalya. Among them were people from Iran, Afghanistan, Pakistan, Morocco and Bangladesh.

Thousands of illegal immigrants sneak into Turkey each year, using it as a sort of staging area before attempting to move to promising European countries.

One survivor of the *Pati* sinking told news reporters he had paid \$500 before the trip and promised to pay another \$1,500 upon arrival in Greece.

According to port records, the *Pati* had registered as carrying neither cargo nor passengers when it left Turkey. After the vessel broke apart, rescuers initially saved 32 people (including the captain and five other crew members). Two days later, they retrieved a refugee who had survived by clinging to a piece of wood.

The scene along the coast was gruesome, with body parts washing up on shore.

Union Settles Grievance With MSC

After a two-year disagreement, the SIU has settled a major grievance with the U.S. Military Sealift Command (MSC) involving mariners who sailed aboard the *USNS Walter Diehl* in January 1999. SIU Vice President Contracts Augie Tellez and SIU Government Services Division Representative Chester Wheeler Sr. played crucial roles to ensure victory for civil service mariners.

"In the end, both sides deserve credit for keeping the lines of communication open and agreeing to a fair settlement," Tellez stated. "Overall, our union has a great working relationship with MSC, but we differed on this particular situation. Fortunately, because of that excellent relationship, we were able to arrive at a fair conclusion."

In January 1999, the *Diehl* was scheduled for a major overhaul at the Sembawang shipyard in Singapore. Typically, such an operation involves taking apart a ship's operating systems for maintenance, repair or replacement. Often, the vessel's decks are repaired, sandblasted and repainted.

The union proposed that crew members stay in shoreside living quarters during the overhaul, strictly due to health considerations. Such arrangements have been made in the past when MSC ships were overhauled.

However, in the *Diehl* case, the agency did not grant the union's request. As a result, the mariners endured very difficult shipboard circumstances with the vessel in a tropical climate. Poor ventilation (because the crew had to close vents to keep out residual sandblasting dust), various sanitation issues, air conditioning and interrupted water services were some of the many concerns.

Finally, when the time arrived to shut down the entire electrical panel, MSC allowed the crew to go ashore to other living quarters.

The union took a two-pronged approach to protect the crew's rights. Ultimately, those efforts led to an agreement in which each unlicensed mariner receives a substantial monetary settlement and two days of leave. Additionally, MSC agreed that Wheeler will join the agency's Operational and Planning Committee. That group rules on issues regarding maintenance and overhaul work, so the union will have a strong voice to protect the mariners who are aboard vessels slated for shipyard work.

As for the leave, in accordance with government regulations, mariners must use this time off within one year or they will lose this part of the award. Eligible mariners are encouraged to use their leave award at the earliest

opportunity. The award will be noted on their LES statements. *Diehl* crew members should send in their LES statements with their request-for-leave form. Crew members may check the "other" box when filling out the leave form.

"The union kept in close contact with the members on the *Diehl* throughout this ordeal, and they provided important information," noted Wheeler. "This is a great victory for our civil service mariners."

Houston Company Accused of Polluting

Federal environmental police in Houston last month delivered a criminal warrant accusing Western Towing and parent company Kirby Corporation with repeatedly polluting the Houston Ship Channel, according to news reports.

KHOU-TV in Houston broadcast footage of the 40 police officers simultaneously arriving at the Western Towing and Kirby offices. The federal officials confiscated various records and computer disk drives.

According to the television station, members of the Houston Police Department Environmental Unit took four samples of discharges—starting in September 2000—of untreated water from Western Towing barges that had been pumped directly into the channel. The dirty discharges represent violations of the Federal Clean Water Act, according to the warrant.

"This is a federal felony. Somebody could go to jail," stated one of the environmental police, KHOU reported. The officer added that the company had been notified of earlier alleged violations.

Seamen's House Honors Tellez

Augie Tellez, vice president of the SIU's contracts department, recently received a Person of the Year Award from the Seamen's

House of the Prospect Park (N.Y.) YMCA.

Dozens of officials from throughout the maritime industry



SIU VP Contracts Augie Tellez (third from left) recently was honored in New York City for his efforts in behalf of mariners and the overall maritime industry. Pictured at the Nov. 16 awards ceremony are (from left) Nelson Louis, executive director of the Prospect Park YMCA; Bruce Paulsen of the Seamen's House Committee; Tellez; Robert E. Boyle, co-honoree and executive director of the Port Authority of New York and New Jersey; Frank Duffy of the Seamen's House Committee; and Jacob Shisha, chairman of the Seamen's House Committee.

attended the Nov. 16 awards ceremony in New York City. Robert E. Boyle, executive director of the Port Authority of New York and New Jersey, was the other honoree.

The organization giving the award noted that the annual tributes "are presented to recognize outstanding efforts to improve the quality of life for seafarers and expand maritime commerce in New York and New Jersey... As a vice president of the Seafarers International Union, Augie Tellez has been a tireless advocate for seafarers and the maritime industry."

The Seamen's House of the Prospect Park YMCA assists retired mariners in need of housing and also aids crews who are stranded in port or who face other crises. The organization also provides a wide range of services and activities for visiting mariners at the Red Hook Terminal in Brooklyn, N.Y. and at other port locations.

Correction

An article on page 4 of the January 2001 *Seafarers LOG* incorrectly reported that American Overseas Marine Corp. (AMSEA) was awarded a contract to operate the *USNS Roy Wheat*. The contract has not yet been awarded to any operator.

ITF Secures Back Wages for Crew on FOC Vessel

The SIU's inspector for the International Transport Workers' Federation (ITF) recently secured \$35,000 in back wages for crew members aboard a Malta-flagged bulk carrier.

Although the runaway-flag *M/V Grant Carrier* is covered by an ITF agreement, the shipowner (based in Kotor, Yugoslavia) was paying less than the amounts stipulated by the contract, and also improperly was charging mariners for medical insurance.

"The crew hadn't been paid in two months, and they weren't being paid the [specified] rate," noted Don Thornton, who assist-

ed the crew last November while the *Grant Carrier* was docked in Ashtabula, Ohio. "Plus, the company supposedly was purchasing the crew's insurance, and they had them (the mariners) sign withdrawal slips for money that the crew never received."

It took the threat of arresting the ship on Nov. 9 to spur action, but the crew received its back wages early the following morning.

"That wasn't the crew's only problem," Thornton added. "They gave me a tour of the ship, and it truly was appalling—very dirty and lacking stores...."



A quick tour of the runaway-flag *Grant Carrier* shows (clockwise, from top left) dirty living conditions, lack of stores, fire fighting equipment held together by duct tape, and a shortage of running water.



Dangerous Foreign-Flag Tankers Ripped By San Francisco Paper

Runaway-Flag Ship Fined \$2.5 Million

The newspaper piece describes certain foreign-flag tankers that sail into San Francisco as "danger on the water ... rust-bucket tankers ... oil spills waiting to happen."

And that's just in the headline.

In its Sunday edition of Dec. 31, the *San Francisco Chronicle* published a lengthy, riveting article identifying many of the safety hazards posed by runaway-flag tankers and other foreign-flag vessels calling on that West Coast port. The report also points out that foreign-flag tankers entering San Francisco Bay outnumbered their U.S. counterparts in 1999 by a 4 to 3 ratio—a big shift from earlier in the 1990s, when 70 percent flew the Stars and Stripes.

The writer, Bernadette Tansey, focuses on the runaway-flag *Neptune Dorado* as one example of the potentially hazardous ships docking in San Francisco. That ship "is owned by a Singapore corporation set up for the sole purpose of owning the vessel. It is operated by a Greek crew on behalf of a Liberian corporation," she writes.

When Coast Guard inspectors boarded the ship last year, they discovered "raw sewage oozing from the ship's sanitation system. Leaking oil coated boilers. The main engine was leaking fuel, and blowers designed to vent the volatile fumes didn't work," Tansey reports.

The article further describes the *Neptune Dorado's* contaminated ballast tanks as holding "the equivalent of three bombs. A

stray spark could have touched off an explosion and unleashed an environmental disaster that would have lingered in the bay for decades."

No such catastrophe occurred, but the captain, shipowner and operator pled guilty Dec. 19 to federal felony charges stemming from the vessel's dozens of safety violations and agreed to pay \$2.5 million fines, the newspaper reported.

With the percentage increase of foreign-flag tankers arriving in San Francisco, safety advocates "see a rising threat of a major oil spill in San Francisco Bay," the writer asserts. "With more and more foreign-registered tankers—monitored by a shaky network of international regulators—steaming under the Golden Gate, the bay has become vulnerable to rust buckets loaded with crude."

Much of the article examines the complexities of oil-spill liability, including safety inspection procedures. The *Neptune Dorado's* condition, for instance, reportedly caught U.S. Coast Guard inspectors off-guard because the vessel "had been vouched for" by two reputable classification societies.

As Tansey points out, foreign ships' compliance with certain safety provisions "is monitored not (exclusively) by the Coast Guard, but by a network of for-profit companies hired by overseas flag states that have no governmental maritime safety agencies."

Federation Pledges \$1 Million For Mariner Communications

ITF's Aim: Easier Connections With Families

The International Transport Workers' Federation (ITF) sees the importance of mariners keeping in touch with their families during ocean voyages.

That became quite apparent late last year, when the federation announced it is investing more than \$1 million to help crews keep in touch with their loved ones.

The ITF's charitable arm, the Seafarers' Trust, in late December "signed an agreement with service providers GN Comtext and Stratos under which it guarantees the investment costs of the [plan]," the federation noted in a prepared statement. "The investment will enable seafarers to buy pre-paid cards at preferential rates that will give them access to genuinely affordable communications, either by voice or e-mail. They will be able to make low cost voice calls using either the ship's

main communications equipment or via a dedicated INMARSAT Mini-M terminal located in the crew quarters.

"The e-mail cards will provide access to a dedicated satellite social communications terminal for use by the crew," the statement continued. "This operates independently of the vessel's own communications systems. Combined voice and e-mail units are planned for the near future."

ITF General Secretary, David Cockroft, commented, "This is a step towards eliminating isolation among seafarers. It will pro-

vide them with facilities that are taken for granted by shore-based workers, and will help owners recruit and retain qualified seafarers."

Ocean-Mail was launched by GN Comtext in September. The shipboard facility is a Class 1 INMARSAT C transceiver. Ocean-Mail text messages are automatically delivered, via Stratos satellite earth stations, to dedicated servers.

The ITF represents approximately five million members of 570 affiliated transport workers' trade unions in 132 countries worldwide, including the SIU.

Subway Station Opens Near SIU Headquarters

Seafarers now have a new option for traveling to SIU headquarters in Camp Springs, Md.

The Washington, D.C. area subway system last month opened five new stations along its Green Line, including the Branch Ave. stop next to the SIU building.

Known as Metrorail, the Washington subway generally is considered among the nation's safest and cleanest.

SIU members traveling to headquarters via Washington's National Airport and then Metrorail should take the Yellow Line subway from the airport, then transfer to the Green Line. The subway fare currently varies from \$2.10 to \$2.35 (one way), depending on the time of day. Lower rates are available to senior citizens and people with disabilities.

The distance from the airport to headquarters is slightly more than 10 miles, and the subway trip takes about half an hour, according to the Washington Metropolitan Area Transit Authority. Rail stations operate every day, opening at 5:30 a.m. on weekdays and at 8 a.m. on weekends. Metrorail closes at midnight during the week and at 2 a.m. on Friday and Saturday.

Transportation Workers Get Increased Protection from Revised Drug, Alcohol Testing

Additional safeguards have been included in the revised drug and alcohol regulations for the testing of employees of transportation companies—including marine transportation—who occupy sensitive safety positions.

The new rules, issued at the end of last year by U.S. Transportation Secretary Rodney E. Slater, amend the department's regulations, first issued in 1988, to require drug testing of employees in sensitive safety positions in the aviation, motor carrier, rail, transit, maritime and pipeline industries. Alcohol testing was added to the requirements in 1994.

Among the changes to existing regulations is a requirement that aims to ensure fairness to all tested employees. A medical review officer (MRO) hired by the employer, who is a physician, will analyze the test results when

a laboratory indicates that an employee's specimen may have been adulterated or substituted.

In addition, workers will have the right to demand that a second sample of their specimen be tested at a certified laboratory different from the original.

Also, to ensure accurate tests, the new rules provide for enhanced training for drug and alcohol testing personnel.

Some of the revised drug testing regulations took effect last month, although most of the new rules won't be implemented until Aug. 1, 2001. The Department of Transportation noted that validity testing—a relatively new procedure to determine whether a urine specimen is legitimate—would not become mandatory until next summer, pending further review by the Department of Health and Human Services.

Neither Drought nor Ice Deter Seafarers from Good Shipping Season on the Great Lakes



The *Ed Renshaw*, an inland push boat, is part of the SIU crewed Orgulf fleet, photographed here outside Alton, Ill.

In spite of low water levels on the Lakes this summer and an early winter icing, which caught many by surprise, it was a good season for shipping on the Great Lakes.

Heavy ice caused many delays as the final loads were being delivered. SIU Algonac Port Agent Don Thornton noted it was one-way traffic for a time between Lake Erie and Lake Michigan, and Coast Guard cutters were called in to assist with icebreaking operations.

With the exception of a few tugs, all the SIU crewed lakers are now laid up for the winter and are expected to fit out in the spring, when the ice has melted.

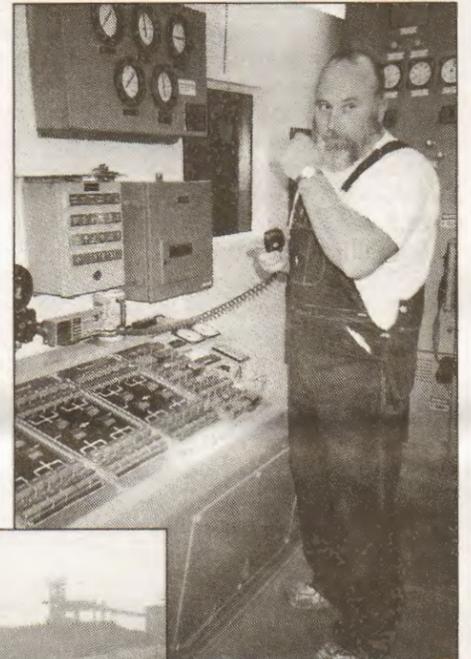
The photos on this page were taken earlier in the shipping season aboard inland and Great Lakes vessels.



AB Bill Hermes works on the engine of the Great Lakes Towing tug *Virginia* in Milwaukee.



SIU Safety Rep. Todd Brdak (right) updates Great Lakes members on union and industry matters at the office of Great Lakes Towing Co. in South Chicago, Ill. From the left are ABs Grant Hult and Stathis Kourtis.



Conveyorman Mike Kelley operates the conveyor system controls of the ITB *Susan W. Hannah/Conquest* while offloading in Detroit.

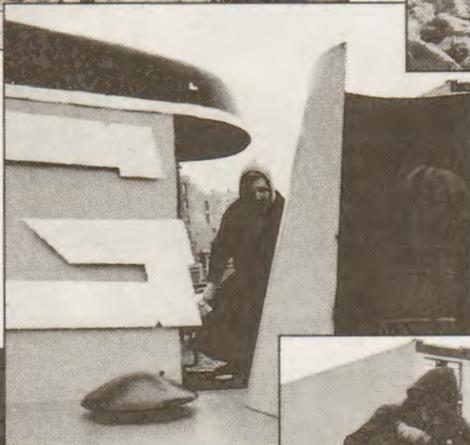


SIU Rep. Lonnie Partridge (right) services the *Ed Renshaw*. From the left are Cook Paul Christianson and Deckhands Shane Isbell and Michael Cousin.



Tied up in Burns Harbor, Ind. are The Great Lakes Towing Co. tugs *Massachusetts* and *Arizona*.

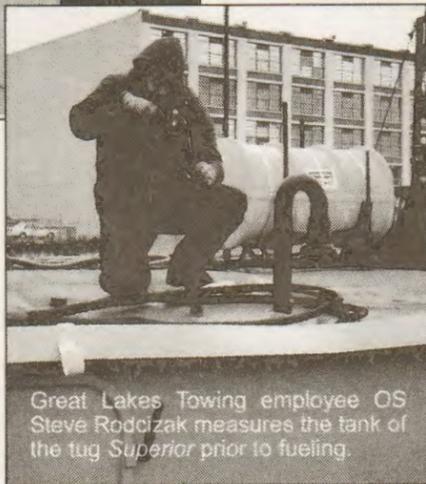
Right: Performing maintenance work on the deck of the tug *Superior* in Milwaukee is Great Lakes Towing Employee Dave Plunkett.



Right: Prepared for a fire boat drill on the *Ed Renshaw* are (from left) Utility Robert Jaspers, SIU VP Great Lakes Tommy Orzechowski and Deckhand Michael Cousin.



Left: OS Robert Parker and OS Cory Johnson prepare the ITB *Susan W. Hannah/Conquest* for offloading in Detroit, Mich.



Great Lakes Towing employee OS Steve Rodczak measures the tank of the tug *Superior* prior to fueling.



Helping the captain (left) paint the tug *Massachusetts* while tied up in Burns Harbor, Ind. are AB Grant Hult (center) and AB Joseph Violante.

Labor Briefs

American Classic Voyages Relocates to Florida

SIU-contracted American Classic Voyages (AMCV), the largest U.S. cruise company, will relocate its New Orleans and Chicago corporate headquarters to Sunrise, Fla., later this year. Groundbreaking ceremonies for the new headquarters facility took place Jan. 16.

The announcement of the move came Dec. 26 when company officials learned that the state of Florida had approved economic incentives of up to \$2.2 million as part of a package deal to persuade the relocation. Upon occupancy of the new headquarters facility, American Classic reportedly will receive the incentives in the form of annual \$543,750 tax refunds for four years. The tax refunds, slated to commence in fiscal 2002 and continue through 2003, are part of a total economic incentive package of more than \$4.2 million, which includes state job training funds, and cash grants.

"The state and local incentives were a key motivation in AMCV's decision to relocate to Florida, and to Sunrise, and will help the company create 725 new jobs in Florida," said Philip C. Calian, AMCV chief executive officer.

The new headquarters facility, a six-story, 240,000-square-foot complex, will be located at the corner of NW 136th Avenue and NW 8th Street in the Sawgrass Commerce Center in Sunrise.

AMCV is the largest owner and operator of U.S.-flag, U.S.-crewed passenger vessels.



Texas DOT Seeks \$1 Million Following FOC Accident

An estimated \$1 million in damages is being sought by the Texas Department of Transportation following a Dec. 21 accident involving a ship's crane and a bridge over the Houston Ship Channel, according to published reports.

U.S. Coast Guard officials say a crane on the *M/V Rickmers Tianjin*, a 574-foot Bahamian-flagged freighter, struck the underside of the Loop 610 of bridge over the channel. The resulting damage, a 30-foot long, 8-foot wide hole in the structure, closed the northbound side of the loop to motor vehicle traffic for two weeks. The southbound side was not affected.

Ship channel traffic underneath the structure was also immediately halted. At least seven barges and tows, five harbor tugs, one outbound bulk freight ship and two inbound bulk freight ships were awaiting movement at the time of the incident, the Coast Guard said.

Only minor injuries to two motorists who were driving on the bridge at the time of the accident were reported, Texas highway department officials said.

The Coast Guard and the U.S. Corps of Engineers are investigating the incident.



Crown Lockout Ends

After nearly five years, the bitter dispute at Crown Central Petroleum Corp. ended when the 252 members of PACE International Union Local 4-227 in Pasadena, Texas ratified a new agreement with the company Jan. 17. "It is time to put rancor aside and work with Crown to improve the operation of the refinery and its environmental compliance while ensuring long-term job security and fundamental rights for our members," said PACE President Boyd Young. The pact provides wage increases of about 11.5 percent in the first 13 months, protects seniority rights and preserves jobs and the union contract if the refinery is sold. The lockout began Feb. 5, 1996.



Lurline Sinks

A vessel that once was part of Matson's famous White Fleet has sunk. The *Lurline* (also called *Belofin I*) went down off the coast of Cape Town in late October 2000, according to published reports.

The old luxury liner once took vacationers back and forth from San Francisco to Hawaii. No one was aboard the 68-year-old vessel when it went down in deep water some 50 nautical miles from the shoreline, port officials in South Africa said.

Tim McAteer, a San Francisco developer, had hoped to return the old ship to San Francisco and convert it into a floating hotel. He was negotiating with the vessel's owner, Belfin A.G. Corporation, in an effort to return it to the United States when it sank. The vessel was en route to India where it was to be scrapped, but McAteer reportedly was holding out hope to finalize a deal with another buyer.

Multitude of Mannerly Messages Carries Retirees' Thanks for Bonus

Older folks sometimes joke about failing memories, but SIU pensioners apparently have no trouble whatsoever remembering to say "thank you."

Following the issuance late last year of a \$500 bonus to eligible SIU retirees, the Seafarers Pension Plan Board of Trustees received numerous thank-you

notes and cards from pensioners and their families.

"Thanks so much for the bonus check. It will be a big help in my shopping for my family," wrote Perfecto Amper.

"It will certainly come in useful," noted Louis Bunker.

As Jutta Miller put it, "Thanks for this wonderful

Sen. Ted Stevens Receives Prestigious Maritime Award

U.S. Senator Ted Stevens (R-Alaska), longtime advocate for the American Merchant Marine, will be the 2001 recipient of the prestigious Maritime Industry Salute to Congress Award, sponsored by the Propeller Club of the United States.

Stevens will receive the award May 1 in Bethesda, Md.

In announcing Stevens' selection for the honor, the national Propeller Club noted the annual tribute goes to "a member of Congress who has provided outstanding leadership in supporting a strong American-flag Merchant Marine, a United States shipbuilding capability and other allied industries."

"Senator Stevens has been an active an ardent supporter of the American Merchant Marine and maritime industries during his long tenure in the Senate," the statement continued. His recent accomplishments include key work in support of the Maritime Security Program, the Title XI shipbuilding program, and legislation leading to contracts for the construction of U.S.-flag cruise ships; overseeing management of scarce marine resources and fisheries; and working to ensure the U.S. Coast Guard "has the resources necessary to perform its vital functions."

Stevens also "has long been a proponent of permitting limited, environmentally sound exploration for, and development of, natural resources within the State of Alaska, including with ANWR," noted the Propeller Club.

Stevens ranks sixth in seniority in the Senate, having served since 1968. In the 107th Congress, he chairs the Appropriations Committee and serves on the Commerce, Science and Transportation Committee; the Rules and Administration Committee and the Governmental Affairs Committee. Additionally, he chairs the Defense Appropriations Subcommittee and is vice-chairman of the Joint Committee on the Library.

The past recipients of the award are:

- 1985 - Speaker of the House Hon. Thomas P. "Tip" O'Neill Jr. (D-Mass.)
- 1986 - Senator Russell B. Long (D-La.)
- 1987 - Hon. Helen Delich Bentley (R-Md.)
- 1988 - Hon. Charles E. Bennett (D-Fla.)
- 1989 - Hon. Walter B. Jones (D-N.C.)
- 1990 - Senator John B. Breaux (D-La.)



Sen. Ted Stevens

- 1991 - Senator Thad Cockran (R-Miss.)
 - 1992 - Hon. John Joseph Moakley (D-Mass.)
 - 1993 - Hon. Jack M. Fields Jr. (R-Texas)
 - 1994 - Hon. Gerry Studds (D-Mass.)
 - 1995 - Hon. Herbert H. Bateman (R-Va.)
 - 1996 - Hon. Robert L. (Bob) Livingston (R-La.)
 - 1997 - Senator Majority Leader Trent Lott (R-Miss.)
 - 1998 - Senator Daniel K. Inouye (D-Hawaii)
 - 1999 - Hon. Don Young (R-Alaska)
 - 2000 - Hon. James L. Oberstar (D-Minn.)
- The U.S. Propeller Club was founded in 1927. Today, in addition to the national organization, there are dozens of chapters throughout the nation and its territories.

Seafarers Gain Jobs on New 'Rocket Ship'

Continued from page 2

mode ballast design enables the vessel to sail with an 8-foot draft in the river and a 12-foot draft in the sea.

The *Delta Mariner* has a 19-person crew. It is equipped with a stern ramp and a helicopter pad. It supports forklift operations in port.



OS Fortune McCants pointed out an unusual, but welcome aspect of sailing aboard the *Delta Mariner*. "I've been a member of the SIU for 34 years and I've never before had the chance to stay close to home.

"Also, when I found out we would be carrying rockets or rocket boosters, I knew I had to take this job!"



Pictured aboard the newly contracted vessel are (from left) Oiler Kevin Samuels, AB Jamie Hall and Bosun Johnny O'Ferrell.

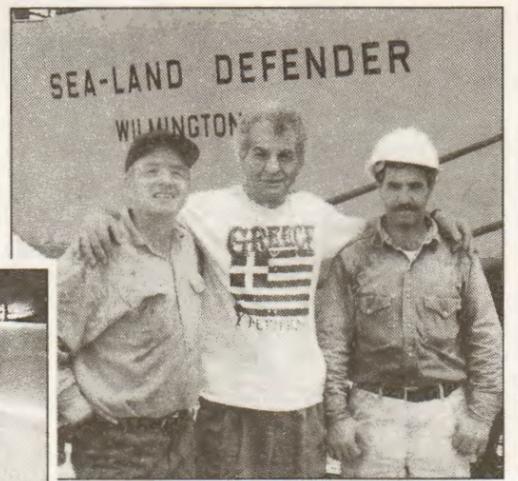


Chatting in the galley are (from left) Recertified Steward Lonnie Gamble, Bosun Johnny O'Ferrell, OS Fortune McCants and SIU Port Agent Ed Kelly.

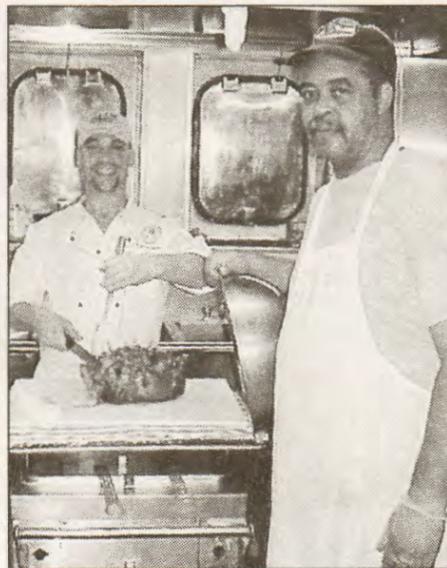


Aboard the Robert E. Lee — The above photo was snapped during a quick coffee break on the Waterman Steamship Corp. vessel. From the left are AB William Soto, Deck Maintenance William Edwards, Bosun Cesar A. Gutierrez and DEU Spencer Curtis. Below, left, Curtis repairs the gangway net while, below right, Edwards does some touch-up stenciling.

Around the World With the SIU



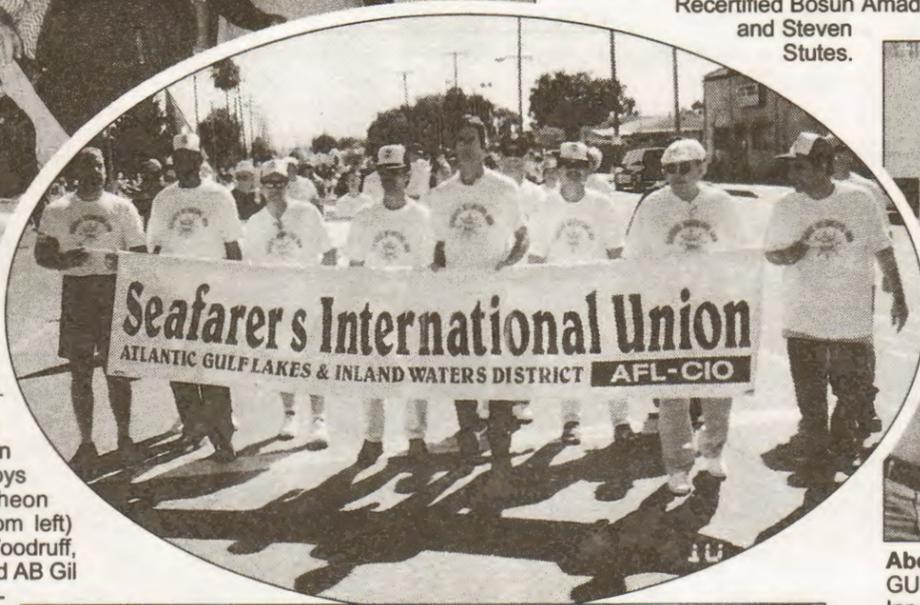
Aboard the Sea-Land Defender — While the vessel was tied up in the port of Pusan, South Korea, deck department members (from left) Bosun Jerry Borucki, AB Paul Matson and AB Isa Nasir broke for a quick photo.



Aboard the Sea-Land Endurance — In photo at left, Recertified Steward Russell B. Beyschau (left) and Chief Cook Wiley C. Owens prepare Thanksgiving Day dinner for the ship's crew. Below: Crew members gather on deck with Captain Kevin J. McHugh for burial at sea services for Pensioner Elbert J. Blackburn. Brother Blackburn's ashes were scattered over the sea as the vessel sailed off the coast of Baja, California on a run from the Panama Canal to Long Beach, Calif.



Labor Day Rally — In photo below left, Seafarers prepare to start the Labor Day rally in Wilmington, Calif. From the left are Port Agent John Cox, Chief Cook James Boss, Recertified Bosun Larry Kund, Chief Cook Andy Campollo, AB Steven Bradfute, Recertified Bosun Amado Abaniel, Dispatcher Jesse Solis, CME Jim Dryden and Steven Stutes.

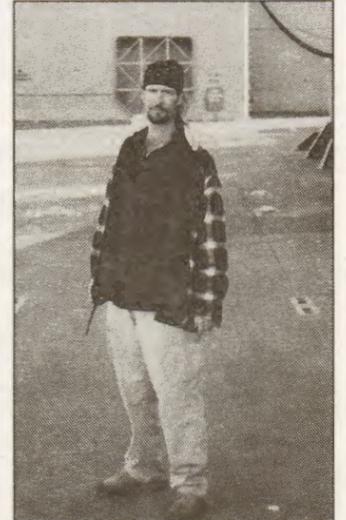
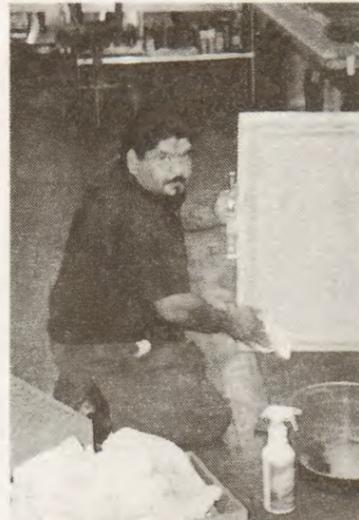


With the Tacoma Shoregang — AB Don Rundblad (seated) enjoys a 70th birthday luncheon with fellow workers (from left) Chief Cook Woody Woodruff, Bosun Vern Poulsen and AB Gil Manipon. Brother Rundblad, who joined the SIU in 1947 following a stint in the U.S. Navy, came aboard with the Sea-Land Tacoma shoregang in 1989.



Aboard the Cape Inscription — On the ship's deck are (from left) GUDE Ruben Manalansan, Steward/Baker Brendy Grays, AB Vincent Ippolito and QMED Steven Campbell.

Aboard the Sagamore — Raising Old Glory for the first time on the 300-ft. container/general cargo ship are (from left) Third Mate Dan Parks, AB David A. Miller, Recertified Bosun David J. Garoutte, AB Duane Wallace and (kneeling) Second Mate Marion Kabat.



Aboard the Cape Isabel — GUDE Jerry Diaz (left) keeps the galley spotless while AB Mark Wain works on deck.

West Coast SIU Crews Meet With Sacco, Tellez

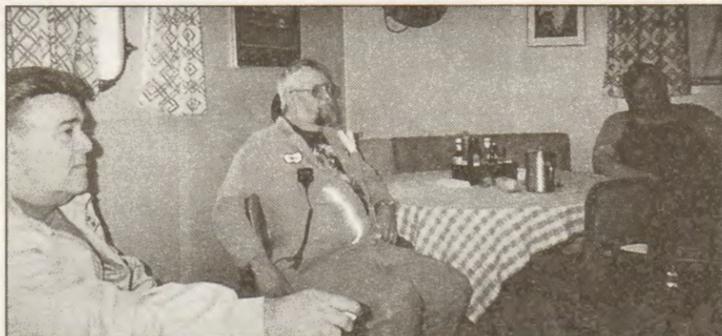
From Tacoma, Wash. to Southern California, SIU members aboard tankers and containerships welcomed SIU President Michael Sacco and SIU VP Contracts Augie Tellez during a series of informal shipboard meetings in 2000.

The get-togethers took place in late summer and fall.

The officials and crew members discussed many important topics, including union and national elections, training opportunities, SIU job growth and more. Of particular interest to numerous Seafarers were the new simulators at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.; and the debut of the passenger boat

Columbia Queen, which sails in the Pacific Northwest.

Sacco, Tellez and the crews also discussed the various requirements of the amended STCW convention, the Feb. 1, 2002 deadline for full compliance and the steps that the union and the Paul Hall Center have taken to help Seafarers fulfill their respective prerequisites. For instance, they reviewed the union's Coast Guard-accepted training record book (TRB) and touched on some of the STCW-related classes offered in Piney Point, such as STCW basic safety, crowd management, proficiency in survival craft and many others.



CSX ANCHORAGE: Pictured from left to right are SIU President Michael Sacco, AB Ken Kramlich and Bosun Dan Fleehearty.



CSX TACOMA: Reviewing the latest union news are (from left) SIU President Michael Sacco, Chief Cook Jioia de Leon, QMED M. Bower, Bosun Terry Murphy and SIU VP Contracts Augie Tellez.



OVERSEAS BOSTON: Discussing the recent order for construction of new, SIU-crewed tankers for the Jones Act fleet are (from left) Chief Steward A. Davis, SIU VP Contracts Augie Tellez, AB Mitch French, Chief Cook Dennis Skretta and SIU President Michael Sacco.



PATRIOT: Meeting in Wilmington, Calif. are (above left, from left) SA P. Cadiz, Recertified Steward Peter Ciddio, SIU President Michael Sacco and SIU Port Agent John Cox. Above right, Bosun Shawn Evans welcomes Sacco aboard the U.S. Ship Management, Inc. vessel.



PRINCE WILLIAM SOUND: Chatting with the SIU officials in the galley are (from left) Pumpmen Linton Acliese and Clarence Verdun.

McAll Helps Retirees Stay in Touch

Although he last went to sea more than 15 years ago, SIU Pensioner **Richard McAll** says the union remains a big part of his life. Since retiring in 1985, he has dedicated much time and effort to retaining some facsimile of the Seafarers camaraderie he came to love during his seagoing days.

After joining the SIU in 1947, McAll sailed for 38 years in the deep sea division. Along the way, he shipped in all three departments.

Now 71, he heads up a group of SIU retirees who collectively are known as the Association of Retired Merchant Seamen

in Mobile, Ala. Founded by McAll and the late Brother "Big Ed" Morris, the group is an oasis of sorts for Mobile-area SIU retirees. It helps them stay in touch with former shipmates who live in the same region.

"When Big Ed and I started the group back in the mid-'80s, we did it so we'd have a reason and a way to get together other than when attending funerals," shared McAll. "Prior to forming the group, most of us saw one another only while paying our respects to departed brothers. Many times, you'd run into someone who you had not seen in years."

The group now numbers upwards of 75 members. They regularly get together and conduct social functions at least four times a year at the SIU Hall in Mobile.

McAll does the groundwork for these events including setting dates and times. He also manages all funds collected by the group to offset the events' costs.

"I suppose you could call me the

head of the group because I make most of the decisions," McAll said. "But I get an awful lot of help from a number of other guys and also from my wife of 51 years, Frances," he said. "Frances is my chief baker, but she also helps in many other areas."

Mrs. McAll specializes in pies, cakes, and banana pudding. "I have been baking for the group since they got started," she said. "It's a bit time-consuming, but I love baking for them. I also love meeting and being around all the nice people."

McAll named **Devon Harrison, Ralph Smith, G.W. Williamson, George W. Dean, M.J. Danzy, Bill Robinson, Henry Miller and Leslie Guillot** as some of the retired SIU brothers on whom he depends to help with the association. "Countless others have also helped me over the years, but because of health reasons, they aren't able to lend a hand like they once did," he said.

"It just makes me feel great to see the guys and members of their families somewhere besides the mortuaries," McAll reiterated. "I admit that it (the association) does not satisfy that



Pensioner Richard McAll, left, his wife, Frances, and SIU Port Agent Ed Kelly prepare a warmer to keep food piping hot.

void I feel because of not going to sea anymore, but in a way, it makes it easier.

"Sometimes I think about going back again, just one more time," McAll continued. "But I guess I am just dreaming."

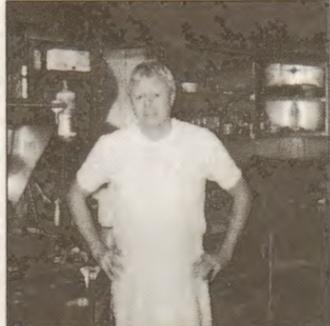


The menu was packed with choices at the Mobile Christmas party. Here, guests enjoy their selections.



Pensioner Richard McAll, wearing apron in center, sees how the food supply is holding up during the SIU Christmas party in Mobile.

SEALAND ACHIEVER



With its strategic mid-Atlantic location and natural deepwater harbor, it is no wonder that Norfolk, Va. is one of the country's most diverse ports. These three photos were snapped during a recent stopover in Norfolk by the containership *SeaLand Achiever*, operated by U.S. Ship Management, Inc. In the above photo are AB Kenneth L. McLamb (seated) and AB Brad D. Brunette. At top right is Chief Cook Robert T. Seim, and at right are (from left) AB Mark J. Butler and GUDE Tyrone J. Matthews.



1st LT. JACK LUMMUS



The *1st Lt. Jack Lummus*, a prepositioning ship operated by American Overseas Marine, was getting ready to lay up in the Newport News shipyard when these photos were taken. Above, Bosun Richard Hilbert and below, SAs Daniel T. Mergillano and Edward Ellis prepare to leave the vessel.



USNS YANO



Working in the steward department aboard the *USNS Yano*, a roll-on/roll-off vessel, are Steward/Baker Gualberto M. Mirador and Chief Cook Marie P. Mitchell.

USNS GORDON



The *USNS Gordon* is one of several ships crewed by members from the SIU, MFOW and SUP. Above, in the galley, is SIU member Chief Steward Winston E. Marchman.



In and Around the Port of Norfolk

USNS STALWART



Taking a quick break on the TAGOS vessel are (from left) OS/ Storekeeper De Gutenberg Poitevien, AB Roderick Hall, OS Centino Angel and Bosun Ray Wilkes. Norfolk is a base of operations for the TAGOS fleet.



The galley gang is comprised of (from left) SA Jose Román, Chief Steward Rich Wythe and Chief Cook Rudy Catahan.



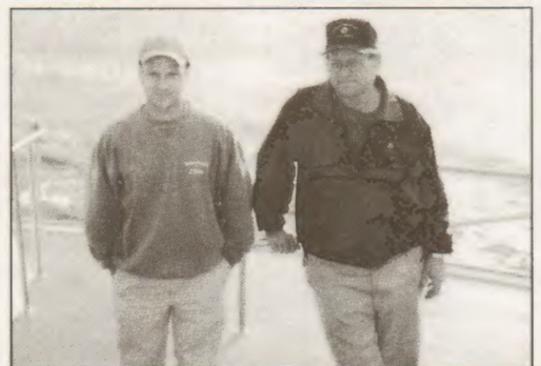
Checking the medical stores are MDRs Edward Levenson (left) and Mark Pearson.



The *Stalwart's* engine department members include Hussein Kirkland (left) and Russell English.

MARYLAND PILOTS

Launch Operator Joe Rollins (right) works for Maryland Pilots, which comes under the jurisdiction of the port of Norfolk. Below are Station Engineer Rob Beckett (left) and Launch Operator Kevin Pankoke.



TAX TIPS for SEAFARERS

Presented on these two pages of the *Seafarers LOG* are handy tax tips—some of which are intended specifically for mariners. Included are the new deduction amounts for 2000 as well as where to get additional information.

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099.
- Itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payment records for items such as a home mortgage or home equity loan.
- Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 2000 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.ustreas.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form

1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-255-8299. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 67b, 67c and 67d on their Form 1040. Line 67b is for the bank's routing number. Line 67c indicates the type of account, and line 67d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,800 per person. In 2000, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

Standard Deduction Has Increased:

The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 2000, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

Interest on Secured Loans Deductible: Interest paid on mort-

gages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

Deductions Subject to 2% of Adjusted Gross Income: These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, safe deposit box rental and tax preparation fees.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax-deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 16 of this year, the IRS is accepting a standard mileage rate of 32.5 cents per mile for all miles driven in 2000. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals

When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$38 per day in the continental U.S. and \$42 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$34. In some locations it is \$42, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

There has been a recent tax court case (*Johnson v. Comm. TC No. 5114-98*) where a merchant seaman was denied a full deduction for the full M & IE rates. The court ruled that in situations where meals are provided at no cost, the incidental expense rate allowable as an itemized deduction is limited to \$2 (in the continental U.S.) and rates ranging from \$1 to \$53 in other areas. In lieu of these rates, to the extent you have receipts, a higher deduction amount may be allowed.

Limit on Itemized Deductions:

WHERE TO GET INFORMATION

General Information:

1-800-829-1040 may be called for general information. IRS staff answer questions 24 hours a day.

Publications:

Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help:

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and the letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available from 7:00 a.m. until 11:30 p.m. (local time).

Personal Computer:

Access the IRS's Internet Web Site at www.irs.ustreas.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, send them comments or requests for help via e-mail; and sign up to receive the latest tax issues and news by e-mail from the IRS Digital Dispatch.

Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a social security number with the letter.

In 2000, itemized deductions may be limited for individuals earning more than \$128,950 of federal adjusted gross income (or \$64,475 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2000, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$10,380 and no qualifying children—\$353 maximum credit; taxpayers with income less than \$27,413 and with 1 qualifying child—\$2,353 maximum credit; taxpayers with income less than \$31,152 and with 2 or more qualifying children—\$3,888 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security

Number: Each dependent must have a social security number (SSN). Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive an SSN.

Dependent Child Credit:

Effective for tax year 2000, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is \$500 per child. The credit begins to phase out when modified Adjusted Gross In-

come (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$5,500 for married taxpayers filing separately.

Credit for Higher Education

Tuition: Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,500 per student for each of the first two years of postsecondary education. For qualified expenses paid after January 1, 2000, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits are subject to income limitations. The phaseout of the credits begins for most taxpayers when modified AGI reaches \$40,000, and completely phase out when modified AGI reaches \$50,000. For joint filers, the phaseout range is \$80,000 to \$100,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately.

Student Loan Interest:

Taxpayers may be able to deduct up to \$2,000 of interest paid after December 31, 1999 for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Individual Retirement Accounts:

• **Education IRAs**—Taxpayers can contribute up to \$500 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribu-

Filing Status	Standard Deduction
Single	\$4,400
Married filing joint return or qualifying widow(er) with dependent children	\$7,350
Married filing separate return	\$3,675
Head of household	\$6,450

tion will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning Credit is claimed. Also, no contribution may be made by any person for the same beneficiary during any year in which a contribution is made to a qualified state tuition program.

● **Roth IRAs**—The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$2,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

● **Penalty-Free IRA Distributions**—The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, cash, bank check or money order.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2000, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported.

- Jones Act settlements for lost wages.
- Amounts received in place of

wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.

- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.

● Bartering income (fair-market value of goods or services received in return for services).

● Tier 2 and supplemental annuities under the Railroad Retirement Act.

● Lump-sum distributions.

● Gains from the sale or exchange (including barter) or real estate, securities, coins, gold, silver, gems or other property (capital gains).

● Accumulation distributions from trusts.

● Prizes and awards (contests, raffles, lottery and gambling winnings).

● Earned income from sources outside the United States.

● Director's fees.

● Fees received as an executor or administrator of an estate.

● Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

● Benefits from government welfare programs.

● Jones Act settlements for injuries, pain, suffering, medical costs.

● Maintenance and Cure.

● Workers' compensation benefits, insurance, damages, etc. for injury or sickness.

● Disability retirement payments (and other benefits) paid by the Veterans' Administration.

● Child support.

● Gifts, money or other property inherited or willed.

● Dividends on veterans' life insurance.

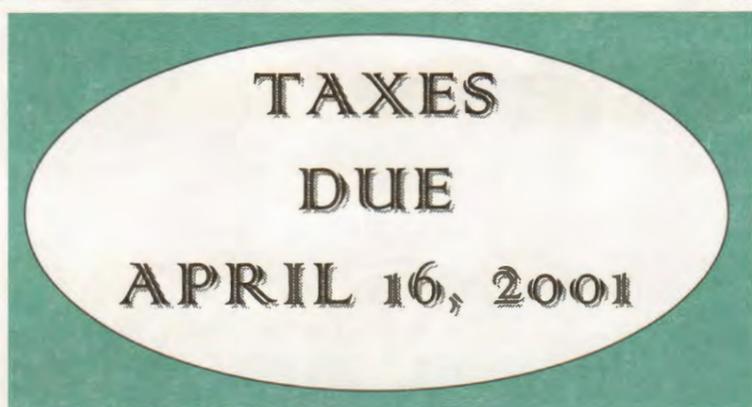
● Life insurance proceeds received because of a person's death.

● Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.

● Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 2001 to file his or her 2000 federal



WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, inter-coastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

Late last year, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file a tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due.

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests (800) 829-3676. Also, the form is available from all main IRS branch offices and from the IRS web site at www.irs.ustreas.gov. And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes

due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension.

OVERSEAS AT TAX TIME

Should a Seafarer find himself or herself overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in:

- Berlin, Germany
- Caracas, Venezuela
- London, England
- Mexico City, Mexico
- Nassau, Bahamas
- Ottawa, Canada
- Paris, France
- Riyadh, Saudi Arabia
- Rome, Italy
- Sao Paulo, Brazil
- Sydney, Australia

STCW: The Clock Is Ticking!



Feb. 1, 2002 is the deadline for full implementation of the 1995 STCW amendments. For most Seafarers, the two main requirements are STCW Basic Safety Training and a 1995 STCW certificate.

Make sure you meet the requirements! After Feb. 1, 2002, your job may be at stake!

For more information:

- Contact the Paul Hall Center toll-free at 877-235-3275, or
- See page 10 of the November 2000 issue of the *Seafarers LOG*, or
- Visit the U.S. Coast Guard's STCW web site at <http://uscg.mil/stcw/>

If you need STCW training, apply **now** to the Paul Hall Center.

Seafarers Scholarships Reach All- Time High



With the recent expansion of the Seafarers Health and Benefits Plan scholarship program, a record \$132,000 in grants will be awarded this year. The breakdown is as follows:

- Five scholarships for SIU dependents, for \$20,000 apiece;
- Three scholarships for SIU members—one for \$20,000, two each for \$6,000.

The deadline for receipt of Seafarers scholarship applications is April 15, 2001. The first step in the application process is obtaining a scholarship program booklet which lists eligibility requirements and application procedures. It includes the application form and is available in any SIU hall. You also may get the booklet by filling out the coupon on this page 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. Previous applicants who were not selected for a scholarship remain eligible.

Please send me the 2001 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

Watkins Crew Spreads Holiday Cheer Seafarers Volunteer at San Diego Veterans Center



FOR A GOOD CAUSE: *USNS Watkins* crew members pause for a snapshot on Christmas, a day they spent helping others. Pictured from left to right are (seated) OMU Antuan Barnes, Second Mate John Herget, AB Clinton "Brian" Gillins, (standing) Third Mate Stephen Barry, SA Shelly Womble, AB Trawn Gooch, NMU retiree H. George Diaz, 1st Asst. Engineer Ted Elmendorf, Storekeeper Gary Bruber and Chief Engineer Gary McGrath.

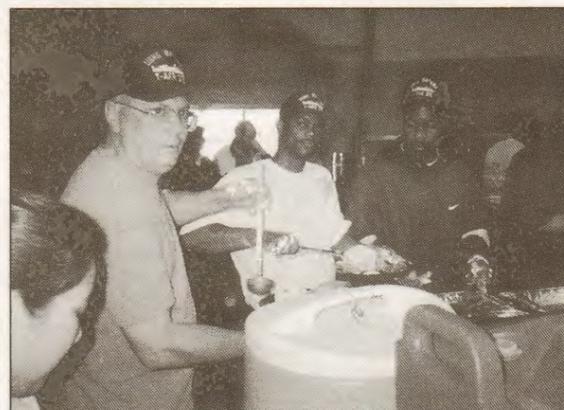
Seafarers and officers aboard the *USNS Watkins* perked up the holiday spirits of some Southern California citizens by volunteering for Christmas activities both at a San Diego rehabilitation center for homeless war veterans and at a separate, nearby homeless shelter.

Unlicensed and licensed mariners from the *Watkins* "helped set up and decorate. We helped feed ... and then we helped clean up," noted Third Mate Stephen Barry, a former SIU representative.

Barry said the volunteers were compensated with "the reward of giving, the company of others on a special day and a home-cooked meal to warm our bellies. Ironically, the meals preparation was overseen by retired NMU chef of 23 years, H. George Diaz."

Afterward, the *Watkins*' personnel returned to the vessel—currently based at San Diego's NASSCO shipyard—and resumed their task of preparing the new ship for its first assignment, in Diego Garcia.

The 950-foot vessel will carry a wide range of equipment for the U.S. Army, including tanks and armored personnel carriers. It's a roll-on/roll-off ship that can travel at 24 knots.



Serving meals at a shelter in San Diego are (from left) Storekeeper Gary Bruber, OMU Antuan Barnes and AB Clinton "Brian" Gillins.

Dispatchers' Report for Deep Sea

DECEMBER 16, 2000 — JANUARY 15, 2001

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	4	2	3	3	2	2	0	2	0	2
Baltimore	3	4	1	3	3	0	1	6	2	2
Guam	0	1	1	0	0	1	0	0	1	0
Honolulu	10	6	3	12	5	1	0	16	11	5
Houston	28	12	2	19	8	2	5	51	19	7
Jacksonville	34	11	10	26	11	2	10	63	25	21
Mobile	13	3	3	20	7	5	5	21	5	8
New Orleans	14	7	12	10	12	6	3	32	15	13
New York	18	9	5	13	9	6	2	40	17	7
Norfolk	9	15	2	7	11	4	3	30	23	6
Philadelphia	8	3	1	6	4	3	2	6	3	2
Piney Point	1	1	0	0	2	0	1	1	3	0
Puerto Rico	11	6	2	9	5	2	4	12	5	3
San Francisco	22	6	3	21	9	3	6	37	9	5
St. Louis	3	6	4	1	4	2	2	5	4	3
Tacoma	28	6	12	19	4	5	18	45	13	17
Wilmington	23	9	7	20	11	3	13	37	14	10
Totals	229	107	71	189	107	47	75	404	169	111
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	1	6	1	1	3	0	1	7	5	3
Guam	0	0	0	0	0	0	0	1	0	1
Honolulu	7	6	2	5	5	1	0	13	8	4
Houston	11	6	1	14	4	1	5	24	5	6
Jacksonville	17	9	5	18	7	6	6	30	19	4
Mobile	10	2	0	6	3	0	3	11	12	2
New Orleans	4	9	3	4	3	1	1	12	20	6
New York	7	5	2	7	2	1	1	18	16	1
Norfolk	5	4	3	7	5	5	0	10	11	7
Philadelphia	1	2	0	0	4	0	2	6	4	0
Piney Point	0	0	1	0	1	0	0	5	1	1
Puerto Rico	3	4	0	4	4	0	1	8	3	0
San Francisco	8	5	3	4	4	1	2	18	9	4
St. Louis	3	4	0	2	2	0	0	1	4	0
Tacoma	18	8	6	12	2	5	9	20	10	7
Wilmington	5	7	1	6	5	2	2	8	13	1
Totals	100	77	28	90	54	23	33	192	140	47
STEWARD DEPARTMENT										
Algonac	0	0	0	1	0	0	0	1	0	1
Baltimore	3	1	0	4	0	0	1	5	1	0
Guam	0	1	0	0	1	0	0	0	0	0
Honolulu	8	3	8	8	1	9	2	15	5	21
Houston	16	2	2	11	2	2	4	19	4	1
Jacksonville	8	4	5	18	2	1	6	21	11	9
Mobile	6	3	0	2	0	1	2	12	4	3
New Orleans	8	6	0	7	5	0	2	15	9	1
New York	20	4	2	15	2	1	5	29	7	2
Norfolk	4	10	4	4	5	4	3	9	14	6
Philadelphia	4	1	0	0	1	0	1	5	0	0
Piney Point	4	1	0	0	2	0	1	6	4	0
Puerto Rico	1	0	1	1	0	0	2	4	0	1
San Francisco	23	2	0	21	3	0	8	39	8	0
St. Louis	3	1	2	3	0	1	0	1	1	1
Tacoma	19	4	3	15	3	3	7	33	4	2
Wilmington	13	5	1	9	3	1	5	27	6	2
Totals	140	48	28	119	30	23	49	241	78	50
ENTRY DEPARTMENT										
Algonac	0	0	0	0	0	1	0	1	1	0
Baltimore	0	3	1	0	1	0	0	0	4	3
Guam	0	0	0	0	0	0	0	0	0	3
Honolulu	5	32	71	7	26	46	0	4	36	93
Houston	0	7	5	1	4	1	0	2	22	5
Jacksonville	3	14	6	3	8	11	0	5	29	15
Mobile	1	7	1	1	3	3	0	3	12	5
New Orleans	2	5	6	0	5	5	0	8	15	10
New York	5	14	15	1	15	10	0	10	38	37
Norfolk	0	9	9	2	6	11	0	0	15	13
Philadelphia	0	1	1	1	1	0	0	0	0	5
Piney Point	0	1	13	0	9	17	0	0	8	14
Puerto Rico	3	2	7	0	5	5	0	8	2	5
San Francisco	4	15	4	2	13	8	0	10	19	7
St. Louis	0	0	2	0	1	0	0	0	0	3
Tacoma	4	11	19	4	7	15	0	7	27	20
Wilmington	2	8	18	2	5	11	0	3	16	28
Totals	29	129	178	24	109	144	0	61	244	266
Totals All Departments	498	361	305	422	300	237	157	898	631	474

**"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.

March & April 2001 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday, March 5, April 2
Algonac	Friday: March 9, April 6
Baltimore	Thursday: March 8, April 5
Duluth	Wednesday: March 14, April 11
Honolulu	Friday: March 16, April 13
Houston	Monday: March 12, April 9
Jacksonville	Thursday: March 8, April 5
Jersey City	Wednesday: March 21, April 18
Mobile	Wednesday: March 14, April 11
New Bedford	Tuesday: March 20, April 17
New Orleans	Tuesday: March 13, April 10
New York	Tuesday: March 6, April 3
Norfolk	Thursday: March 8, April 5
Philadelphia	Wednesday: March 7, April 4
San Francisco	Thursday: March 15, April 12
San Juan	Thursday: March 8, April 5
St. Louis	Friday: March 16, April 13
Tacoma	Friday: March 23, April 20
Wilmington	Monday: March 19, April 16

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

Personal

WALTER KEANE

Walter Keane shipped out of Brooklyn, N.Y. in 1965. Anyone with information on his whereabouts is asked to contact his daughter, Doreen Keane, at P.O. Box 176, Palm Harbor, FL 34682; or call (727) 772-1643.

A Day of Thanksgiving on the Anderson



Steward Michael H. Watts (right) and Chief Cook Ramont Jackson are all smiles after a busy day preparing and serving the crew of the Pfc. James Anderson Jr. a delicious Thanksgiving dinner.

Let Them Eat Cake



Alphonse Thomas (inset), who has sailed as a QMED for more than 25 years, provided a beautiful cake for the Thanksgiving Day holiday at the hall in New Orleans. His generosity was appreciated by all.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 2000 — JANUARY 15, 2001

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	19	5	0	2	1	0	17	4
ENGINE DEPARTMENT									
Algonac	0	8	1	0	5	1	0	3	0
STEWARD DEPARTMENT									
Algonac	0	6	7	0	1	0	0	5	7
ENTRY DEPARTMENT									
Algonac	0	13	24	0	6	5	0	7	19
Totals All Depts	0	46	37	0	14	7	0	32	30

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

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

Dispatchers' Report for Inland Waters

DECEMBER 16, 2000 — JANUARY 15, 2001

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	2	1	0	1	0	0	1	2
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	6	1	1	14	1	1	22
Totals	0	2	7	1	2	14	1	2	24
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	1	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	1	0	1
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	1	0	0	0
Totals	0	0	0	0	0	1	0	0	0
Totals All Depts	0	2	7	1	2	15	2	2	25

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

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

PIC-FROM-THE-PAST



The photo at left was sent to the LOG by Pensioner **Andrew H. Reasko** of San Francisco, Calif. It was taken in Baltimore in 1947 while waiting for a ship. From the left are AB Joseph Gaziak, AB Ralph Vall and Messman Reasko.

Brother Reasko, 74, sailed with the SIU for 42 years, retiring in 1988 at the age of 62. He upgraded his skills at the union's training facility in Piney Point, Md., attaining the rating of recertified steward.

In inset, Reasko (second from left) and two retired Seafarers join former SIU West Coast VP George McCartney (right) at the Thanksgiving Day festivities held at the SIU hall in San Francisco.

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





An Inland captain is among the 13 Seafarers announcing their retirements this month. **James Rider** navigated the inland waterways as a captain for nearly 30 years. Along the way, he upgraded his seafaring skills at the SIU's training school in Piney Point, Md.

Including Rider, four of the retirees sailed in the deep sea division. Four plied the Great Lakes, and the remaining five navigated the inland waterways. Seven of the retirees worked in the deck department, two 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



SAMUEL CAPRO, 64, hails from New Orleans. Brother Capro started his career with the SIU in 1963, joining in the

port of New Orleans. A member of the steward department, he first shipped aboard Delta Steamship Lines' *Del Sol*. Brother Capro last sailed aboard Waterman Steamship Corp.'s *Jeb Stuart*. He lives in St. Bernard, La.

CHARLES S. DEMOURELLE, 64, is a native of New Orleans. He began his career with the SIU in 1965, joining in the port of Houston. Brother Demourelle first shipped aboard a Wall Street Traders, Inc. vessel. A member of the engine depart-



ment, he last sailed aboard the *Sea-Land Crusader*. Brother Demourelle resides in Houston.



SMAIL HARIRI, 65, joined the SIU in 1980 in the port of Seattle. Born in Yemen, Brother Hariri shipped as a

member of the steward department. He first worked aboard Delta Steamship Lines' *Santa Adela*. Brother Hariri upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He last sailed aboard the *Sea-Land Developer*. Brother Hariri lives in Seattle.

JULIO REYES

REYES, 65, joined the SIU in 1961 in the port of New York. Brother Reyes sailed as a member of the engine department. He first sailed aboard Waterman Steamship Corp. vessels. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1976. A native of Puerto Rico, he last shipped aboard the *CSX Spirit*. Brother Reyes resides in Fajardo, P.R.



GREAT LAKES



JOHN D. APPELT, 65, joined the SIU in 1989 in the port of Algonac, Mich. Prior to joining the SIU, Brother Appelt served in the U.S. Army from 1958 to 1960. Born in

Detroit, he first sailed aboard Bob-Lo Island Company vessels. Brother Appelt shipped as a member of the deck department, last working aboard American Steamship Co.'s *H. Lee White*. Brother Appelt calls Crosswell, Mich. home.

GILBERTO O. GARCIA, 70, began his SIU career in 1968. He first sailed aboard the *Ann Arbor RR Cord*, operated by Michigan Interstate Railway. Born in Puerto Rico, Brother Garcia shipped as a member of the deck department. He last sailed aboard American Steamship Co.'s *H. Lee White*. Brother Garcia calls Philadelphia home.



ABDOL GHANI MOHSSEN, 61, hails from Yemen. Brother Mohssen started his career with the SIU

in 1969, joining in the port of Detroit. A member of the steward department, he first sailed aboard the *Wacosta*, operated by Sea-Land Service. Brother Mohssen upgraded his skills at the SIU's training school in Piney Point, Md. in 1989. He last shipped aboard American Steamship Co.'s *Walter J. McCarthy*. Brother Mohssen calls Dearborn, Mich. home.

Welcome Ashore

Each month, the *Seafarers LOG* pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

JAMES A RIDER, 62, was born in Benzonia, Mich. He joined the SIU in 1962 in the port of Detroit. Sailing as a captain, he worked primarily aboard Luedtke Engineering vessels. Brother Rider upgraded his skills at the Paul Hall Center for Maritime Training and Education in 1992. He lives in Arcadia, Fla.

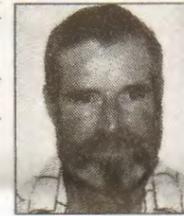


JOHN J. WALSH, 61, started his SIU career in 1961, joining in the port of Cleveland. Born in Ohio, he shipped as a

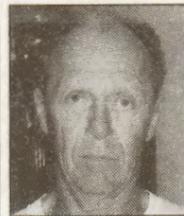
member of the deck department. Boatman Walsh worked primarily aboard Great Lakes Dredge & Dock's *Leammerhirt*. He calls Marblehead, Ohio home.

INLAND

FREDERICK C. MOUNTFORD, 62 started his SIU career in 1985. He joined in the port of Wilmington, Calif. and sailed as a member of the deck department. Born in England, Boatman Mountford worked primarily aboard Crowley Towing and Transportation vessels. He



lives in Brush Prairie, Wash.



RUSSELL F. RHODA, 61, began his career with the SIU in 1972, joining in the port of Philadelphia. Boatman

Rhoda sailed primarily aboard Interstate Oil Transport Company vessels. The Pennsylvania native shipped as a member of the deck department. Boatman Rhoda calls Cape May Court House, N.J. home.

CARMELO SALAMAN, 61, joined the SIU in 1976 in his native Puerto Rico. A member of the steward department, Boatman Salaman worked primarily aboard Crowley Towing & Transportation Co. vessels. He lives in Juanita Bay, P.R.

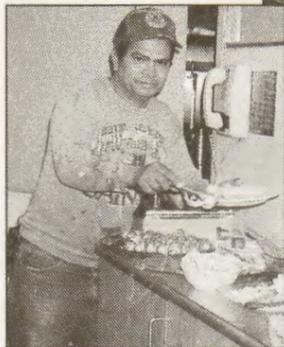


PATRICK W. THOMAS JR., 43, hails from Texas. He began his career with the SIU in 1976, joining in Port Arthur, Texas.



Boatman Thomas shipped as a member of the deck department, first sailing aboard a Marine Fueling, Inc. vessel. He last worked for Moran Towing of Texas. Boatman Thomas lives in Vidor, Texas.

Enjoying Thanksgiving Aboard the Ambrose Channel



Crew members who were working aboard the *Ambrose Channel* last Nov. 23 were treated to a Thanksgiving Day feast. In top photo, GVA Marcos Guity, Chief Steward Elena Curley and Chief Cook Jimmy Cordova begin preparations. At left, Bosun Mario Romero starts with the appetizers, while other crew members (below) enjoy their meal.



Reprinted from past issues of the *Seafarers LOG*

1946

The membership voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibilities and advisability of establishing an upgrading school in the Port of New Orleans. The membership felt very strongly that the union should establish and operate its own training schools rather than have schools controlled and operated by the government. An additional reason is that there is a shortage of qualified ratings in all departments.

1955

The membership of the Seafarers International Union, Atlantic & Gulf District, ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Men sailing before Dec. 31, 1950 got "A" ratings; men sailing regularly

since Jan. 1, 1951 were rated Class "B" and men who had no time aboard SIU ships before Jan. 1, 1955 or who had not shipped regularly during the periods to cover classes A and B received a "C" rating. In the future, seamen with A" ratings will receive preference over the other two categories for job calls and the "B" rated seamen will receive preference over "C" men.

THIS MONTH IN SIU HISTORY

1970

Members of the SIU, Atlantic, Gulf, Lakes and Inland Waters District have voted overwhelmingly, in a secret (ballot) referendum, to adopt proposed amendments to the constitution. This marks the first time in almost 10 years that significant changes have been made in the union's constitution. Three propositions were on the ballot, and each passed. They covered the proposed new constitution itself, changes on initiation fees, and changes in the method of paying dues. None of the changes had any bearing on job rights of Seafarers. Constitutional changes deal only with [members' rights within the union].

Final Departures

DEEP SEA

KASIMIRS ABARONS



Pensioner Kasimirs Abarons, 84, died Oct. 23, 2000. Brother Abarons started his career with the SIU in 1951 in the port of Seattle. A member of the engine department, he first sailed aboard the *Mankato Victory*, operated by Victory Carriers, Inc. Brother Abarons last shipped aboard the *Sea-Land Philadelphia*. He began receiving his pension in 1981. Brother Abarons lived in Spanaway, Wash.

JAMES BERGSTROM



Pensioner James Bergstrom, 72, died Oct. 29, 2000. Born in Davis, W. Va., he joined the SIU in 1947 in the port of Baltimore. Brother Bergstrom first shipped aboard an Emerson Steamship Company vessel. A member of the steward department, he last sailed on Delta Steamship Lines' *Santa Rosa*. Brother Bergstrom served in the U.S. Army from 1951 to 1953. He began receiving his pension in 1985. He lived in Mt. Storm, W. Va.

PRESTON BRIDGEFORTH



Pensioner Preston Bridgeforth, 72, passed away Sept. 6, 2000. The Virginia native graduated from the Marine Cooks & Stewards (MC&S) training school and joined that union in 1959. Brother Bridgeforth shipped in the steward department, first sailing aboard an American President Lines vessel. He last worked on a Crowley vessel. Brother Bridgeforth began receiving his pension in 1993. He lived in Baltimore.

WARDELL BROWN

Brother Wardell Brown, 33, passed away Nov. 11, 1999. He began his SIU career in 1988. Born in Norfolk, Va., Brother Brown first shipped aboard Ocean Service's *Paul Buck*. A member of the steward department, he last sailed aboard the *Cornhusker State*, operated by Interocean Uglund Management Corp. Brother Brown called Chesapeake, Va. home.

RONALD CARRAWAY



Pensioner Ronald Carraway, 70, died Nov. 1, 2000. He started his SIU career in 1957, joining in the port of Seattle. A member of the deck department, Brother Carraway first shipped aboard a Waterman Steamship Corp. vessel. He last worked aboard the cable ship *Long Lines*. A native of Detroit, Brother Carraway served in the U.S. Army from 1946 to 1951. He also was a member of the U.S. Air Force, serving from 1951 to 1954. Brother Carraway began receiving his pension in 1990. He lived in Roseville, Mich.

THOMAS CORRELL

Pensioner Thomas Correll, 64, died

Aug. 31, 2000. Brother Correll started his career with the SIU in 1960, joining in the port of New York. Born in Brooklyn, N.Y., he sailed primarily aboard Sea-Land Service vessels. The deck department member last sailed aboard the *Sea-Land Crusader*. Brother Correll began receiving his pension in 1999. He lived in his native Brooklyn.

VINCENT D'AMELIA

Brother Vincent D'Amelia, 39, passed away Oct. 16, 2000. Born in Binghamton, N.Y., Brother D'Amelia started his SIU career in 1997, joining in the port of Piney Point, Md. A member of the deck department, he first shipped aboard the *Duchess*, operated by Ocean Duchess, Inc. He last worked aboard the *LNG Capricorn*. Brother D'Amelia lived in New York.

LEROY DOTY

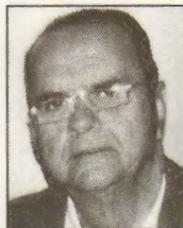


Pensioner Leroy Doty, 79, passed away Oct. 28, 2000. Brother Doty began his SIU career in 1947, joining in the port of New York. He first shipped aboard the *Pan Atlantic*. A member of the deck department, Brother Doty last sailed aboard a Michigan Tankers vessel. The Akron, Ohio native began receiving his pension in 1978. Brother Doty lived in Lakewood, N.J.

THOMAS DOWDELL

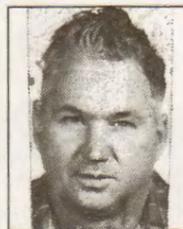
Brother Thomas Dowdell, 41, died Sept. 8, 2000. He began his SIU career in 1978, joining in the port of Piney Point, Md. A member of the deck department, the New York City native shipped in both the deep sea and inland divisions. He first worked aboard a National Marine Service vessel. Brother Dowdell last shipped aboard the *1st Lt. Alex Bonnyman*, operated by Maersk Line, Ltd. He lived in New York.

LOUIS DURACKER



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

JAMES FLEMING



Pensioner James Fleming, 84, passed away Oct. 28, 2000. He began his career with the SIU in 1942. Brother Fleming shipped as a member of both the deck and steward departments. The Mobile, Ala. native last worked aboard Cove Shipping Co.'s *Cove Sailor*. Brother Fleming served in the U.S. Army from 1944 to 1946. He began receiving his pension in 1982. Brother Fleming lived in Grand Bay, Ala.

CHARLES GALLAGHER

Pensioner Charles Gallagher, 69, passed away Aug. 31, 2000. Brother Gallagher started his career with the Seafarers in 1960, joining in the port

of New York. Born in Massachusetts, he sailed as a member of the engine department. Brother Gallagher first shipped aboard an Interocean Management vessel. He last sailed aboard the *HMI Dynachem*. Brother Gallagher began receiving his pension in 1989. He called Port Neches, Texas home.

DYKE GARDNER

Brother Dyke Gardner, 54, died Oct. 2, 2000 and was buried at sea. He began his career with the Seafarers in 1962, joining in the port of Houston. He shipped as a member of the engine department. A native of California, Brother Gardner first sailed aboard the *Sea-Land Arizona*. He last worked aboard the *USNS Algol*, operated by Bay Ship Management. He lived in Derry, N.H.

KENNETH HARDER



Pensioner Kenneth Harder, 62, passed away Aug. 20, 2000. Brother Harder started his SIU career in 1970, joining in the port of New York. He served in the U.S. Air Force from 1955 to 1959. Born in San Francisco, Brother Harder sailed as a member of the engine department. His last ship was the *Sea-Land Enterprise*. Brother Harder began receiving his pension in 1999. He resided in his native California.

ALBARO HERNANDEZ

Pensioner Albaro Hernandez, 72, died Oct. 31, 2000. Brother Hernandez began his career with the SIU in 1952, joining in the port of New Orleans. Born in Texas, he served in the U.S. Marine Corps from 1944 to 1945. Brother Hernandez sailed as a member of the deck department. His first ship was the *Transatlantic*. Brother Hernandez last worked aboard the *Overseas Valdez*. He began receiving his pension in 1993. Brother Hernandez resided in Corpus Christi, Texas.

HEMINGTON HURLSTONE



Pensioner Hemington Hurlstone, 86, passed away Nov. 5, 2000. He joined the SIU in 1945 in the port of Mobile, Ala. Born in the Cayman Islands, Brother Hurlstone shipped as a member of the deck department. He first sailed aboard a Waterman Steamship vessel. Brother Hurlstone last worked on the *Sea-Land Consumer*. He began receiving his pension in 1979. He lived in Inverness, Fla.

HUGO JEFFCOAT



Pensioner Hugo Jeffcoat, 85, died Oct. 31, 2000. Brother Jeffcoat started his SIU career in 1950, joining in the port of New York. A member of the deck department, he first shipped aboard the *City of Alma*, operated by Waterman Steamship Corp. Brother Jeffcoat last sailed aboard the *J.B. White*, another Waterman vessel. Born in Lexington, S.C., he served in the U.S. Navy from 1942 to 1945. Brother Jeffcoat began receiving his pension in 1977. He lived in Livingston, Texas.

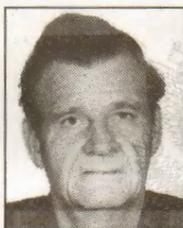
ARMANDO LUPARI



Pensioner Armando Lupari, 77, passed away Oct. 27, 2000. He began his career with the SIU in 1963, joining in the port of

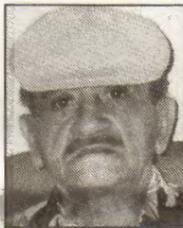
Baltimore. Brother Lupari shipped as a member of the engine department. His last vessel was the *Sea-Land Consumer*. Born in McKeesport, Pa., Brother Lupari served in the U.S. Army from 1948 to 1952. He began receiving his pension in 1986. Brother Lupari called Kenner, La. home.

ROBERT MICHAEL



Pensioner Robert Michael, 70, died Oct. 17, 2000. He began his career with the Seafarers in 1951, joining in the port of Jacksonville, Fla. Born in Florida, he shipped as a member of the deck department. Brother Michael last worked aboard Seahawk Management's *Falcon Champion*. He began receiving his pension in 1989. Brother Michael lived in his native Jacksonville.

JOSE ROSS



Pensioner Jose Ross, 79, passed away Nov. 10, 2000. Brother Ross started his career with the Seafarers in 1952. A member of the steward department, he first sailed aboard a Waterman Steamship Corp. vessel and last shipped aboard Puerto Rico Marine Management's *Mayaquez*. He began receiving his pension in 1987. Born in Puerto Rico, Brother Ross called Clearwater, Fla. home.

CHARLES WATSON



Pensioner Charles Watson, 80, died Oct. 10, 2000. Brother Watson joined the MC&S in the port of San Francisco. Born in Atlanta, he sailed primarily aboard Matson Navigation Co. vessels. Brother Watson began receiving his pension in 1970. He lived in Riverside, Calif.

INLAND

SAMUEL JACKSON

Pensioner Samuel Jackson, 62, passed away Sept. 27, 2000. Born in South Carolina, Boatman Jackson joined the Seafarers in 1976 in the port of Houston. A member of the engine department, he worked primarily aboard Marine Contracting & Towing Co. vessels. He began receiving his pension in 2000. Boatman Jackson lived in Awenden, S.C.

CLAUDE JACOBS

Boatman Claude Jacobs, 45, died Sept. 20, 2000. He joined the Seafarers in the port of Norfolk, Va. He last worked aboard a Maritrans vessel. Boatman Jacobs lived in Virginia Beach, Va.

ELWOOD WHITE

Pensioner Elwood White, 79, passed



away Nov. 20, 2000. Born in Virginia, Boatman White started his career with the Seafarers in 1961, joining in the port of Norfolk, Va. He sailed as a captain, working primarily aboard Allied Towing Co. vessels. He served in the U.S. Navy from 1942 to 1945. Boatman White began receiving his pension in 1985. He lived in his native Virginia.

GREAT LAKES

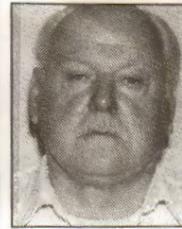
SAM DYER



Pensioner Sam Dyer, 90, passed away Nov. 23, 2000. Born in Harrisburg, Pa., Brother Dyer began his career with the SIU in 1960, joining in

the port of Detroit. A member of the deck department, he sailed primarily aboard Great Lakes Dredge & Dock Co. vessels. Brother Dyer served in the U.S. Army from 1944 to 1945. He began receiving his pension in 1976. Brother Dyer lived in Hampton, Mich.

WILLIAM GALLAGHER



Pensioner William Gallagher, 74, passed away Nov. 8, 2000. He started his SIU career in 1961, joining in the port of Cleveland.

Brother Gallagher served in the U.S. Navy from 1943 to 1946. Born in Ohio, he shipped as a member of the deck department. Brother Gallagher sailed primarily aboard Great Lakes Dredge and Dock Co. vessels. His last ship was the *Leimmerhirt*. He began receiving his pension in 1984. Brother Gallagher lived in Norwalk, Ohio.

NATHAN HAURING



Pensioner Nathan Hauring, 57, died Nov. 1, 2000. Brother Hauring started his career with the SIU in 1973, joining in the port of

Duluth, Minn. A member of the deck department, Brother Hauring first shipped aboard a Great Lakes Associates vessel. Born in Ahmeek, Mich., Brother Hauring last worked aboard the *Saint Clair*. He served in the U.S. Navy from 1960 to 1964 and began receiving his SIU pension in 1997. Brother Hauring lived in Portage, Mich.

RAILROAD MARINE

ARTHUR MARTINI



Pensioner Arthur Martini, 85, died Nov. 22, 2000. A native of Brooklyn, he joined the Seafarers in 1963 in the port of New York. The deck department

member first sailed aboard an Erie Lackawanna Railroad Co. vessel. He last worked on New York Dock Railway Co. vessels. Brother Martini began receiving his pension in 1977. He lived in New York.

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.

AMERICAN MERLIN (Osprey-Acomarit Ship Mgmt.), Oct. 12—Chairman **James V. Triassi Jr.**, Secretary **Steven M. Dickson**, Educational Director **Jason M. Crist**, Deck Delegate **Duane R. Costello**, Engine Delegate **John W. Robinson Jr.**, Steward Delegate **Hamin Sialana**. Chairman asked everyone to report any unsafe conditions. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Clarification requested on company policy of holding percentage of income on foreign voyages for repatriation. New movies requested (24 per quarter as per company agreement) as well as news and sports programs. Crew members reminded to separate plastic items from garbage. Vote of thanks given to steward department for job well done. Next port: Dar es Salaam, Tanzania.

DEFENDER (U.S. Ship Mgmt.), Oct. 31—Chairman **Juan Castillo**, Secretary **Steven R. Wagner**, Educational Director **Tom Odum**, Deck Delegate **Tan Joon**, Engine Delegate **Edward Krebs**, Steward Delegate **Peter Crum**. Chairman announced payoff scheduled Nov. 2 in Lake Charles, La. Everything running smoothly in all departments. Crew members reminded to put in for relief several weeks before time up. New chairs and couch purchased for crew lounge. Everyone asked to try and keep them in good condition. Secretary asked those getting off to have clean linen for relief. Educational director reminded crew members of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Suggestion made for contracts department to review pension plan to enable Seafarers to retire at any age with full benefits after 20 years seetime. Steward department and rest of crew given vote of thanks. Next ports: Lake Charles; Tampa, Fla.

HMI PETROCHEM (IUM), Oct. 31—Chairman **Michael E. Brown**, Secretary **William Perry**, Educational Director **William H. Day**, Engine Delegate **C. Foster Jr.**, Steward Delegate **Joseph Jones**. Chairman announced ship scheduled for Port Arthur, Texas shipyard in mid-November in preparation for possible Alaska run. No layoff expected. Entire crew looking forward to spending Christmas at home. Educational director urged everyone to upgrade at Paul Hall Center, try new simulators there, and keep all shipping documents up to date. No beefs or disputed OT reported. Suggestion made for contracts department to consider reduction of tour of duty from 120 days to 90 to earn transportation, and for relief requests to be sent to manpower in timely fashion. Next port: Corpus Christi, Texas.

INTEGRITY (U.S. Ship Mgmt.), Oct. 29—Chairman **Domingo Leon Jr.**, Secretary **Stephanio L. Sizemore**. Chairman talked about need for bus service to and from main gate in Genoa and Malta. Steward asked crew members to inform cook if they will not be eat-

ing aboard ship while in port. Educational director reminded crew to leave clean linen in rooms when departing ship. Treasurer announced \$113 in ship's movie fund. Thanks given to **John Rodriguez** for organizing video library. No beefs or disputed OT reported. Several items discussed from current LOG, including progress made by SIU aboard military ships. Request made for health ID cards for members and dependents to show proof of insurance. Suggestion made for crew members to have transportation provided by company to place of residence. Steward department complimented by crew for culinary skills. Wiper **Tony Rosario** given vote of thanks for sharing his artistic talents in making crafts from tin cans. Beautiful work! Bosun thanked entire crew for working well together. Next ports: Elizabeth, N.J.; Charleston, S.C.; Houston; Freeport, Bahamas.

ITB NEW YORK (Sheridan Transportation Corp.), Oct. 28—Chairman **Stephen J. Argay**, Secretary **Abraham Martinez**, Educational Director **John Binpong**, Deck Delegate **Anthony Heinoidt**, Engine Delegate **Jared Lee**, Steward Delegate **Ali Muther**. Chairman thanked everyone for help in separating plastic items from trash. Educational director advised crew members to check expiration date on STCW and upgrade at Piney Point facility. No beefs or disputed OT reported. Still no TV reception, not even in port. Suggestion made for next contract to include day off for every 30 worked. Next ports: Lakes Charles, La.; Port Everglades, Fla.

LIBERTY SPIRIT (Liberty Maritime), Oct. 29—Chairman **Ronald Owens**, Secretary **Henry E. Manning**, Steward Delegate **Jorge Bernardez**. Chairman talked about STCW requirements and urged everyone to have necessary endorsements. Educational director reminded crew members about training benefits at Paul Hall Center and about importance of contributing to SPAD. Engine delegate brought up some problems in his department; no disputed OT reported. Request made for new TV and VCR in crew lounge.

LNG GEMINI (Pronav Ship Mgmt.), Oct. 29—Chairman **Charles H. Kahl**, Secretary **Ronald E. Aubuchon**, Educational Director **Mark A. Freeman**, Deck Delegate **David D. Freeman**, Engine Delegate **Kevin W. Conklin**, Steward Delegate **John D. Bukowsky**. Chairman talked about working together, with each crew member trying to make a better and safer tour for everyone. He noted that if any problems arise, they should first go through proper channels within SIU. Secretary led discussion on relevance of social values. He stated all Seafarers, regardless of gender, should be treated with respect at all times. Educational director reminded crew of importance of upgrading skills at Piney Point facility. "You have to learn more in order to earn more," he stated. He also urged any member

who wants to attend college to apply for an SIU scholarship. Treasurer announced several hundred dollars in ship's fund to be used for videos, magazine subscriptions, pool parties, gym equipment, etc. Deck delegate reminded crew of safety factors in their work—wearing ear protection, safety goggles and safety belts. Engine delegate expressed gratitude to deck/maintenance department for assistance tying up ship. Clarification requested on money purchase pension plan, new contract, and Marshall Island discharges. Compliments given to steward department for job well done and for maintaining high standards of SIU. Next port: Osaka, Japan.

OVERSEAS MARILYN (OSG Ship Mgmt.), Oct. 29—Chairman **Marco A. Galliano**, Secretary **Darrell C. Weatherspoon**, Engine Delegate **Guadalupe Campbell**, Steward Delegate **Stanley C. Washington**. Chairman reported ship returning from round-the-world voyage and going into shipyard for a few days before loading cargo for North Korea. Secretary stated it was a long trip, but quite an experience for most of crew. No beefs or disputed OT reported. Request made for contracts department to look into obtaining prescription coverage for dependents, reducing eligibility time for vacation benefits and reinstating transportation to port of engagement. Next port: Portland, Ore.

PETERSBURG (IUM), Oct. 2—Chairman **Eddie Hall**, Secretary **George J. Borromeo**, Educational Director **Ronald Day**, Steward Delegate **George Burgos**. Vessel reactivated from shipyard in Singapore, now stationed in Guam. One QMED day worker on emergency leave. Chairman reminded crew members about mandatory attendance at fire and boat drills. He said no news yet about pay increase. Educational director and ship's secretary talked about compliance of STCW requirements by Feb. 1, 2002, including need for endorsements in damage control, tankerman assistant/cargo (DL) and fire fighting. **Wendy Fearing** elected ship's treasurer. She'll speak with master regarding balance of ship's fund. No beefs or disputed OT reported. Request made for contracts department to try to negotiate reduction of eligibility time for vacation benefits and better insurance coverage.

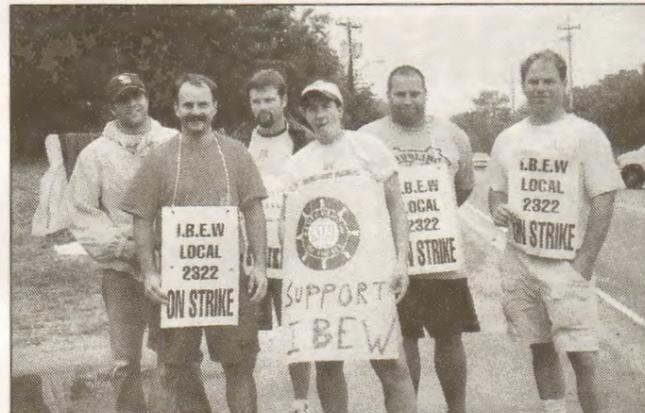
USNS HEEZEN (Dyn Marine), Oct. 15—Chairman **Edward Nelson**, Secretary **Eric Johnson**, Educational Director **Pat Yarrow**, Deck Delegate **Shane Hiller**, Steward Delegate **Julio Arzu**. Number of important issues were discussed, including vacation, penalty meal hour, health plan, union dues, holiday and weekend pay, separation of trash and STCW qualifications. Secretary also advised everyone to make sure clinic card is current. Educational director urged crew members to attend upgrading classes at Piney Point. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department for great job. Ship heading to New Jersey.

CHALLENGER (CSX Lines), Nov. 5—Chairman **Roy L. Williams**, Secretary **William E. Bragg**, Educational Director **Hardin C. Chancey**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Jerome E. Dooms**, Steward Delegate **Angel B. Correa**. Chairman read president's report from LOG and informed crew of planned payoff Nov. 14. Ship will be on weekly service between Jacksonville and San Juan at least

until shipyard period in mid-January 2001. Secretary passed on word from master regarding advance notice of travel destination when transportation is due. Discussion held on SIU voting procedures and sample ballot. Educational director led discussion about STCW requirements and basic English testing. He reminded crew to update training skills and not wait until last minute. Treasur-

er announced \$24 in ship's fund. No beefs or disputed OT reported. Requests made to

On the Picket Line Against Verizon



Before joining the *Cape Jacob* in Diego Garcia, Chief Steward Lauren Oram (holding SIU sign) showed her support for striking IBEW Local 2322 members in her hometown of Hyannis, Mass.

er announced \$40 in ship's fund after purchase of TVs and VCRs. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing seetime needed to file for vacation benefits. Ship's committee will discuss with captain feasibility of installing radio and TV antennae during shipyard period. Next ports: Jacksonville; San Juan, P.R.

ENTERPRISE (CSX Lines), Nov. 16—Chairman **Robert S. Wilson**, Secretary **Franchesca D. Rose**, Educational Director **Ray L. Chapman**, Deck Delegate **George D. Vukmir**, Engine Delegate **Vernon Edwards**, Steward Delegate **Thomas K. Gingerich**. Chairman reminded crew of STCW deadline Feb. 1, 2002. Members will not be able to sail without proper endorsements. Secretary urged everyone to try and recruit new members into school's unlicensed apprentice program to help keep union and U.S. maritime industry strong. She stressed need to be involved in all safety and fire drills aboard ship. Educational director suggested crew members update fire fighting endorsements early to avoid last-minute rush before STCW deadline. No beefs or disputed OT reported. Request made for heating and air conditioning to be fixed while ship is in yard.

KODIAK (CSX Lines), Nov. 6—Chairman **Garry D. Walker**, Secretary **Muhamed N. Sani**, Educational Director **Thomas Hogan**. Chairman announced late ship arrival in Tacoma Nov. 8 due to heavy weather. Blanket day off postponed until crew can get maximum time off. He urged all members to vote in SIU election. He also told crew that following recent Coast Guard inspection, USCG remarked that *Kodiak's* crew was most professional and well trained they observed all year. Great job! Educational director recommended attending Paul Hall Center for upgrading skills. Crew also advised to check out scholarship opportunities for themselves and dependents. No beefs or disputed OT reported. Suggestion made to get prescription coverage for spouses and children. Crew also would like to see more effort by rank-and-file to increase input into next contract negotiations.

MAERSK ARIZONA (Maersk

Lines), Nov. 7—Chairman **Kevin A. Kellum**, Secretary **Cirilo S. Centeno**, Educational Director **David W. King**. Secretary reported ship due Nov. 12 in Mombasa, Kenya. Educational director reminded crew to upgrade skills at Piney Point and complete required courses for STCW compliance. Treasurer announced \$24 in ship's fund. No beefs or disputed OT reported. Requests made to

increase vacation and order another radio for crew's lounge. Next port: New Orleans.

NORTHERN LIGHTS (IUM), Nov. 16—Chairman **John O. Glenn**, Secretary **Travis R. Jefferson**, Educational Director **Daniel P. Mitchell**, Deck Delegate **Stephen W. Grier**, Engine Delegate **Randall Story**. Chairman led discussion on taking care of older members by raising pension benefits. Secretary advised everyone to check expiration date on z-cards and clinic cards. Ship going into dry dock Nov. 22. Educational director stressed importance of taking advantage of educational facilities at Piney Point and having necessary endorsements for STCW. No beefs or disputed OT reported. Request made for new radio and TV antenna. Ship's crew congratulated President Mike Sacco for good job. Thanks also given to steward department for job well done and to entire crew for helping keep clean ship. Next port: Tacoma, Wash.

CAPE JACOB (Amsea), Dec. 5—Chairman **Robert Johnson**, Secretary **Lauren Oram**, Educational Director **Lawrence T. French III**, Deck Delegate **John S. Zabielski**, Engine Delegate **James Van Dyke**, Steward Delegate **Arturo A. Rodriguez**. Chairman noted crew rotations beginning to straighten out and said crew members seem happy with new contract and pay raise. He reminded everyone to call the company about relief 10 days before end of 120-day rotation. Secretary reported \$700 in ship's fund to be used for movies, ship's hats, etc. Educational director talked about need to comply with STCW by Feb. 1, 2002 and noted good article in November LOG about it. He also mentioned state-of-the-art simulators for training at the Paul Hall Center and reminded everyone to have TRBs updated and signed. No beefs or disputed OT reported. President's report from LOG read and discussed. Members agreed headquarters working hard to get good jobs. *Cape Jacob* will be 40 years old Jan. 16. Captain thinking about celebration. Crew wishes to send holiday greetings from Diego Garcia to all SIU brothers and sisters.

THE GALLEY CORNER



Chief Cook/Chief Steward
Sandra Jean Leonard

If anyone is looking for a particular recipe or has one of their own that they would like to share, drop Chef Hetmanski a line at the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674 or e-mail to: shlssvoc@us.hsnet.net.

Enchilada Sauce

"We have to think fast and be creative when cooking aboard ship, especially when we run out of a specific ingredient. That is how this sauce was created."

- ½ chicken (washed and cleaned)
- 3½ cups water
- 4 tablespoons chili powder
- 1 teaspoon cumin
- 2 tablespoons chicken base
- 2 teaspoons cilantro, fresh or dried
- 3 diced tomatoes (or 2 diced tomatillos)
- 1 cup celery, chopped
- 1 cup onion, chopped
- ½ cup green pepper, chopped
- ½ cup minced garlic.

Combine all the ingredients and boil until soft (about 25 minutes). Strain the ingredients and return to stove. Make paste of flour and water to thicken ingredients.

This makes a good Mexican sauce for enchiladas or breakfast burritos.

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 1999 through December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees has committed itself to pay all claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,419,785 as of December 31, 1999, compared to \$14,965,512 as of January 1, 1999 (as restated). During the plan year the plan experienced an increase in its net assets of \$454,273. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$41,812,138 including employer contributions of \$41,560,397, realized (loss) of \$(78,297) from the sale of assets, earnings from investments of \$1,433,871 and unrealized (depreciation) of assets of \$(1,103,833).

Plan expenses were \$41,357,865. These expenses included \$4,418,701 in administrative expenses and \$36,939,164 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transaction in excess of 5 percent of plan assets; and
- 4) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, Maryland 20746 (301) 899-0675. The charge to cover copying costs will be \$4.50 for the full annual report, or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of the report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, Maryland 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Request to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington D.C. 20216.

Letters to the Editor

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

Note of Appreciation For Pension Bonus

Just a thanks to all at the SIU Pension Fund for the year-end bonus. It is very much appreciated.

A very Merry Christmas to all brothers and sisters in the SIU.

Horace Wiltshire
Norfolk, VA

Just Doing a Job; No Reward Expected

I just finished reading an article in the December 2000 LOG that reminded me of something that happened many years ago [page 5, "Lakes Seafarers, Gordon Crew Honored for Dramatic Rescues"].

During the season of 1935, I was an AB watchman aboard the *Frank Billings*. The *Billings* was tied up for the evening, as the grain scoopers did not unload at night. The watchmen stood a ladder watch by the after ladder.

Mine was the 8-to-12 watch. It was a dark night, and at 10:00 I saw the headlights of a car coming down to the dock.

The car let a man out and then drove away. As soon as the man got out, I knew there was trouble. I could see that the man was loaded and would probably fall in the water.

I knew there was no time to spare. I grabbed a life ring off the after cabins and hurried down the ladder. When I reached the bottom, the man fell in.

I dropped the life ring in the water and jumped in after it. A person drowning will grab anything they can to keep from sinking. Just as he was ready to go down for the second time, I grabbed an arm and pulled it through the life ring.

I did not worry anymore as I had him pinned.

Someone called the cops, and a short time later they came down with the necessary equipment. I watched as they worked on the man, pumping out booze and polluted water.

When he came to, he said "thank you," and that was reward enough.

I've heard of people getting medals for saving someone. I did not receive any, nor did I expect any. I had a job to do and I did it.

At the time I was 27 years old. Now I am 92. That winter I got married, and we have been together ever since.

I don't want to appear a braggart, just saying what happened 65 years ago.

Andrew Aspster
Exeland, Wis.

Liberty Sea Captain Proud of Shipmate Walker

As captain of the vessel M/V *Liberty Sea*, I take great honor and pride in writing this letter regarding SIU member **Thomas W. Walker**. It has been my pleasure and privilege to sail with Mr. Walker over the past few years.

Every day that Mr. Walker is on board, his performance and ability have been outstanding. Mr. Walker has one of the highest work ethics and productivity of any unlicensed—or licensed—personnel I have sailed with. His comments, actions and lifestyle have always been in a gentlemanly manner. Mr. Walker has always displayed and shown a great pride and respect for his family, shipmates and union affiliation. He brings true meaning to the term "Able Bodied Seaman."

During the present voyage to Haifa, Israel, the vessel's boatswain was given a medical repatriation on our last day prior to sailing for the United States. Due to the fact I felt the position of boatswain should be filled for the continuity of operations and continuity of union leadership, Mr. Walker was promoted into this all important billet. Without any hesitation, he filled the void of the missing boatswain, and has completed the task with the highest ability. Mr. Walker led by example and gained a type of respect that few in a position of leadership have ever received.

At this time I would like to commend the Seafarers International Union for having Thomas Walker as a rank-and-file member. He is the type of Seafarer that should be made an example of throughout the SIU and throughout the industry. I can only hope that Mr. Walker's experience this voyage will improve his chances within the SIU to become a fully certified boatswain. Mr. Walker will well represent the shipping industry and the SIU into the future. I am

proud to call Thomas Walker my boatswain, and my shipmate.

Captain C.R. Balomenos
Master, *Liberty Sea*

Remembering the War And Help from Union

I wish I were 18 years old again and going to sea.

I first shipped out Feb. 6, 1942 aboard the *SS Republic* from the NMU hall in New Orleans. There were no modern simulators back then or any formal training. The ship was torpedoed. It was the start of the coastwise slaughter known as Torpedo Junction. More than 259 ships were sunk on the eastern seaboard.

If 20 years makes a generation, we were the fourth arm of defense three generations ago. There has been a big change since then.

We were the unarmed and unprotected seamen who kept the ships and cargoes sailing through the wolf packs, delivering the valu-

able cargoes wherever needed.

There were five fatalities aboard the *Republic*, and each subsequent torpedo would take its toll.

Like today, the unions were trying to help their own members and still help our nation at war.

Marie C. Durand
Lydia, La.

Pfeiffer Crew Salutes Steward Dept.

The three-man steward department aboard the M/V *R.J. Pfeiffer* has done an excellent job [see photo below].

From scratch cakes, homemade bagels and pastries to eggs benedict and Christmas dinner with all the trimmings, these Seafarers have done a first-rate job. This galley puts out five-star cuisine every meal.

On behalf of myself and the entire crew of the *Pfeiffer*, we salute them.

J. W. Bert
Master, *R.J. Pfeiffer*



The galley gang on the *Pfeiffer* consists of (from left) Chief Steward Sonny Moe, Chief Cook Sue Moe and Assistant Cook Henry Wright Jr.

Sailing With the Crusader Crew



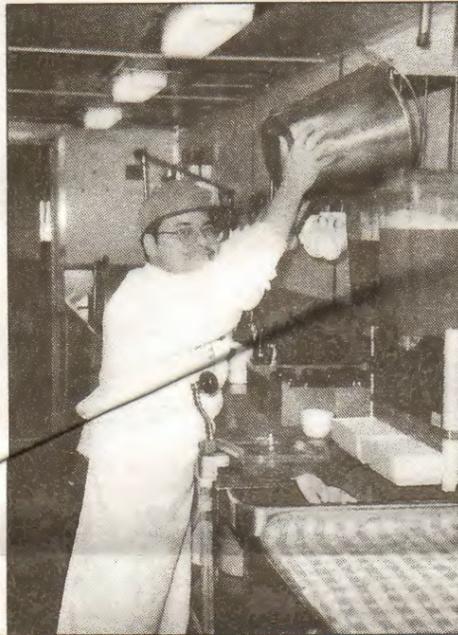
When the CSX *Crusader* paid off in Houston last month, SIU Patrolman Frank Cottogin (second from right) was on hand to meet with the crew. From the left are AB Isaac Vega Mercado, AB Francisco Cáceres, Cottogin and AB Angel Velez.



Steward Gwendolyn Shinholster ladles out some freshly made soup.



Joseph Mele sailed as bosun during this voyage of the *Crusader*.



DEU Eusebio Zapata (left) poses for a photo with Chief Cook Bill Bles on deck.

Left: SA Antonio Colon makes sure the juice dispensers aboard the container ship are always full.



Awaiting the start of the shipboard union meeting are (from left) AB Francisco Cáceres, AB Isaac Vega Mercado, Electrician Kevin Cooper, AB Angel Velez, Steward Gwendolyn Shinholster and DEU Eusebio Zapata.

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 con-

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

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

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment oppor-

tunities 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.

Paul Hall Center Classes



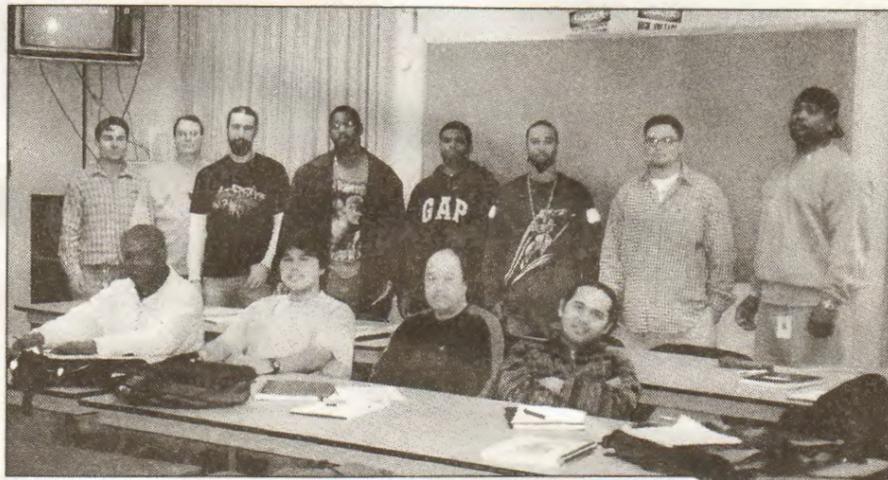
Unlicensed Apprentice Water Survival Class 611 — Unlicensed apprentices from class 611 who graduated from the water survival course are (in alphabetical order) Jason Caylor, Jose Cuevas Rivera, Lance Cutchember, William Devoe, Rodney Dupree, Trent Enoch, David Gulick, James Hall, Miguel Hernandez-Pacheco, Derek Ivory, Aubrey Leon-Guerrero, Brandon Lovejoy, Michael McClendon, Kevini Quitugua, Kelvin Riddick, Brian Rosario, Joshua Rosario, Pete San Nicolas Jr., Jesse Solangon Jr., Richard Striverson, Daniel Thompson and April Tryck.



STCW — Crew members who will be working aboard American Classic Voyages' new cruise ships recently completed required classes for STCW compliance. In no specific order, the course roster includes Kathleen Cade, Tyrone Bailey, Rondi Bucknot, Matthew Wilson, Jason Francis, Michelle Spinneweber, Giles Kingsley, Lincoln Nixon, Joyce Mason, Craig Ballard, Christopher Love, Paula McGlumphy, Candy Donnelly, Valerie Graham, Keshia McKnight, Maria Smith, Olive Stewart and Catrease Wilson.

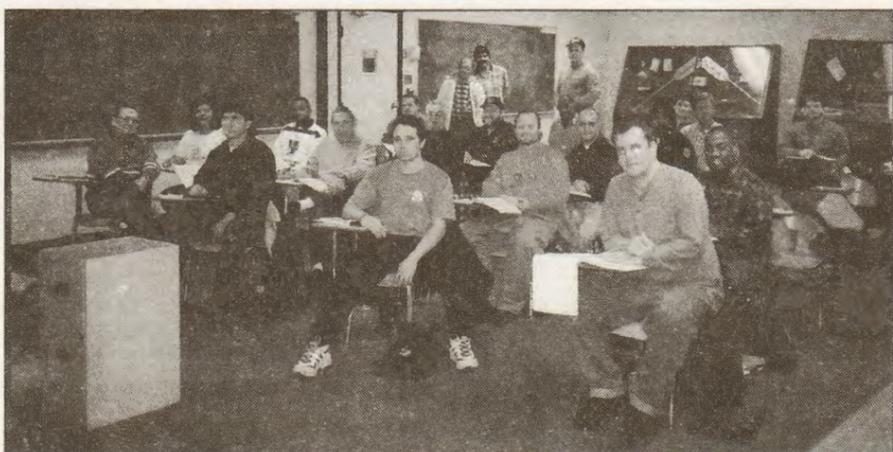


Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Instructor Chef Ed White, Charles Carroll, Instructor Anitra McLeod, Lloyd Hall Sr., Adry Libra and Asst. Instructor Jeff Radcliffe-Nelson.



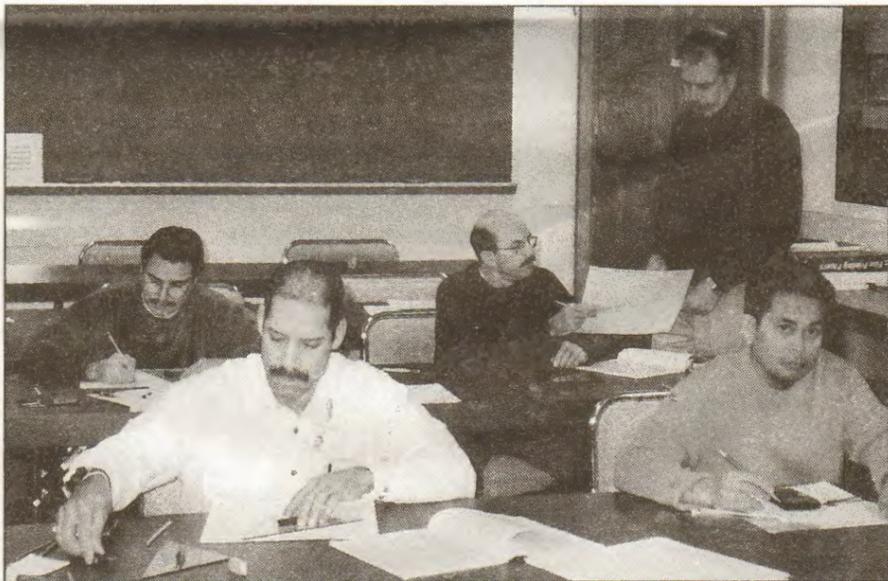
QMED — Working toward their QMED ratings are (in alphabetical order) Moses Adegunwa, Mark Ciciulla, John Conn, Sylvester Crawford Jr., Elvin Fontanilla, Jean Home, Scott Lucero, Florencio Marfa Jr., Ronald Miller Jr., Sammy Montana, Adam Nor and Cle Popperwill. They are scheduled to complete the training next month.

Chief Cook — Practicing in the culinary lab with Instructor Chef John Dobson (center) are Lolita Sanchez (left) and Linda McPhetridge.



Upgraders Lifeboat/Water Survival — Marking the Jan. 19 completion of the upgraders lifeboat/water survival class are (in no specific order) Wayne Simpkins, Gary Mann, Donald Stickens, Abdulwali Suwaileh, James Bening, Eric Meier, Lee McMillan, Patrick Chalmers, Israel Watson, Benjamin LaPointe, Jason Tucker, Lafe Fraley, Walter Sipper Jr., Gerald Young, James Poole Jr., Clovis Pomare, Yamira Colon, Francisco Bravo, David Wardingley and Frank Donaldson. Their instructor, Bernabe Pelingon, is standing (with white jacket).

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.



Radar — Under the instruction of Herb Wallen (standing, right), students completing the radar course Jan. 19 work in the classroom and also enjoy using the new simulators. Pictured (in alphabetical order) are Douglas Buchanan, Noel Camacho, Rodney Miller and Woodrow Shelton Jr.

GED — Taking advantage of the training offered at the Paul Hall Center, Unlicensed Apprentice William Schuchardt earns his GED.

Presenting him with his diploma at the membership meeting in Piney Point are SIU President Michael Sacco (left) and SIU Secretary-Treasurer David Heindel.



SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman (including simulator steering assessments)	March 10	April 6
Special Able Seaman (Inland and Lakes members)	February 3 February 24	February 23 March 16
Lifeboatman/Water Survival	February 17 February 24 March 17 March 24	March 3 March 10 March 31 April 7
Radar (simulator)	April 7	April 20
Automatic Radar Plotting Aids* (ARPA) (simulator) (*must have radar unlimited)	April 21	April 27
GMDSS (simulator)	February 17 March 17 April 14 May 12	March 2 March 30 April 27 May 25
Limited License	May 5	May 11

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	February 3 March 24	March 16 May 4
QMED - Any Rating	April 30	July 20
Welding	February 3 March 3 March 31	February 23 March 23 April 20

Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations/Advanced Galley Operations modules start every week beginning January 8. Certified Chief Cook/Chief Steward classes start every other week beginning January 6.		
Steward Recertification	February 3	March 5

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting	February 17 March 17	February 24 March 24
Advanced Fire Fighting	February 10	February 24
Government Vessels	February 3 February 24 March 3 March 24 March 31 April 14 April 28 May 12 May 26 June 9 June 23	February 23 March 16 March 23 April 13 April 20 May 4 May 18 June 1 June 15 June 29 July 13
STCW Basic Safety	February 17 March 17 March 31	February 24 March 24 April 7
STCW Medical Care Provider	February 24 March 24	March 3 March 31
Basic Fire Fighting/STCW	February 3 February 17 March 3 March 31 April 14 April 28 May 12 May 26	February 16 March 2 March 16 April 13 April 27 May 11 May 25 June 8
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 3 March 3 March 31 April 28 May 26	February 17 March 17 April 14 May 12 June 9
Tankerman (PIC) Barge* (*must have basic fire fighting)	March 10	March 17

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

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SUMMARY ANNUAL REPORT

Seafarers Vacation Fund

— page 20



SIU-Crewed Tugs Assist LST-325 In Final Stretch of Historic Voyage

Pless, Obregon Crews Meet Veteran Group Overseas

Though a very peripheral part of the story, the SIU—on both sides of the Atlantic—played a role in the historic return last month of the *LST-325* to the United States.

In Crete, Seafarers from the repositioning ships *Maj Stephen W. Pless* and *Pfc Eguene A. Obregon* offered pointers last fall to the veteran, volunteer crew of the 59-year-old ship, and also enjoyed socializing together.

On Jan. 10, two SIU-crewed Crescent tugs assisted the *LST-325* into Mobile, Ala., where more than 4,000 people showed up, including congressional representatives, state officials, national media reporters—and the vessel's original commander.

The crowd turned out to cheer the 29 U.S. veterans (average age, 72) who brought home the World War II-era craft. They also witnessed a truly significant artifact, for the *LST-325* took part in the invasions at Normandy, Sicily and Salerno and later was utilized in Korea and Vietnam.

LST stands for landing ship tank.

"The entire harbor knocked off (work) just to watch the ship come up the river," said Captain **Mike Yarbrough**, who guided the tug *Alabama* during the *LST-325* docking. "It was really neat, really festive."

"Just seeing those fellas aboard that ship, knowing they crossed the Atlantic Ocean all the way from Greece, shows their patriotism," Yarbrough continued. "It had to be a rough ride."

The tugboat captain briefly chatted with some of the LST

crew and found them friendly. "Two gentlemen took our line and asked if we had any beer on board," he chuckled. "We shot the bull for a while, asked them how the trip was. They hit some bad weather and also had a little engine trouble, but overall they said it was great. They all had a wonderful sense of humor."

Seafarers from the *Obregon* and *Pless* found the veterans similarly engaging when they met last year. "We were the only other American ships in the area (around Crete), and we'd talk to them whenever we were off," noted QMED **Charles Clackley**. "We gave them some technical advice, what it was going to take to meet safety specs."

"They're a good bunch of people," stated QMED **Bobby Bell**. "They were salvaging parts from other LSTs to rebuild one. They deserve all the recognition."

The *LST-325*'s voyage to Mobile covered an estimated 4,350 miles and included stops in Athens and Gibraltar. The journey began Nov. 14.

Veterans had begun repair work last August, in Crete's 100-plus degree heat. They received some help from active U.S. Navy personnel and other volunteers for the most labor-intensive work. They also got a needed boost from BP, which donated the approximately 40,000 gallons of diesel fuel needed for the trip.

Vital to War Effort

British Prime Minister Winston Churchill is credited

with the idea for LSTs. U.S. yards produced more than 1,000 of the roll-on/roll-off ships during World War II, with an average construction time of around two months.

They were designed to deliver troops and materiel close to shore, and could draw 6 feet of water or less. Their RO/RO design employed the same basic concept as that of today's LMSRs, though the LSTs were roughly one-third the size of the modern vessels.

Another key difference: The LSTs featured deck guns—18 aboard the *LST-325*, for instance.

The LSTs could transport approximately 140 troops, 16 tanks and a smaller landing ship. Despite often being described as "long, slow targets," only 36 were lost during the war (23 to enemy action, the others to accidents or storms).

The *LST-325* was decommissioned in 1946 but later reactivated. Eventually, the U.S. gave it to the Greek navy in 1964. The Greeks used it for about 30 years, then removed it from service.

Last year, it took an act of Congress to enable Greece to turn over the *LST-325* to a U.S. veterans group. The ship now is owned by the U.S. LST Association, and plans call for a thorough refurbishment and use as a travelling museum.

The LST will remain in Mobile at least until September. Its ultimate home port has not been determined.

LST-325 Facts

- Length: 328 feet
- Width: 50 feet
- Top speed: 12 knots
- Built: 1942
- Early LSTs simply were known by their hull number, which is the case with *LST-325*. Later versions were named.
- Participated in invasions at Normandy, Sicily and Salerno. Also sailed in Korea and Vietnam.
- Plans call for refurbishment and use as traveling museum.



SIU boatmen who helped dock the *LST-325* in Mobile, Ala. included (front row, from left) Joe Tucker, Ricky Shumock, Kyle Tucker, John Wint, Benny Tucker, (second row) SIU Port Agent Ed Kelley, Dan Hanbury, Johnny Johnston, Gerald Beuk and Mike Yarbrough.



Crew members on the Crescent tug *Ervin S. Cooper* get into the patriotic spirit as the WWII-era ship arrives in Mobile. Pictured from left to right are Benny Tucker, John Wint, Dispatcher Brooks Pate and Ricky Shumock.



The SIU-crewed tug *Alabama* helps bring in the *LST-325* last month in Mobile, Ala.