

The

# Seafarers Log

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

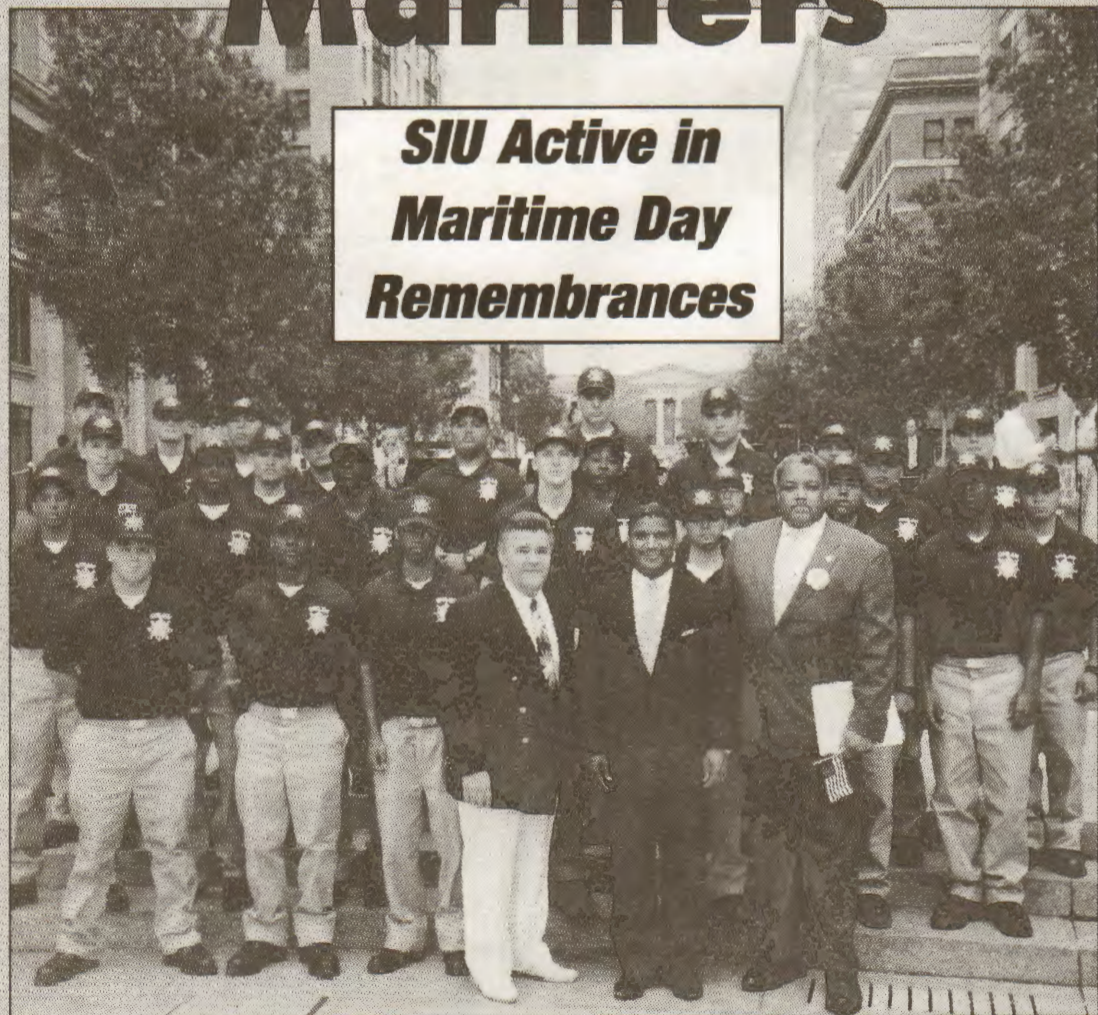
## New Jobs Delivered!



### Seafarers Crew MSC's USNS Charlton

## Nation Honors Mariners

**SIU Active in Maritime Day Remembrances**

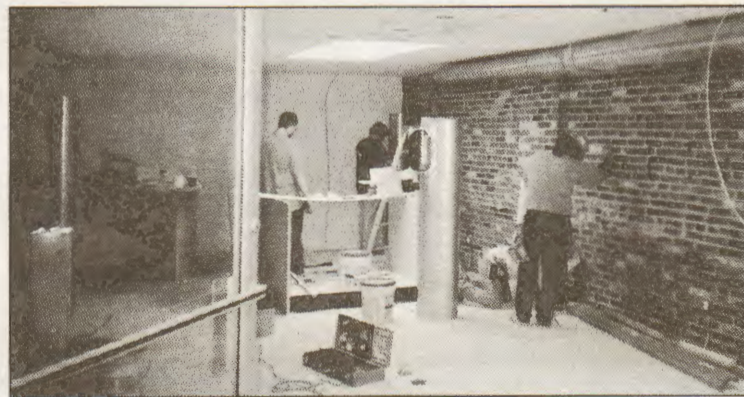


The SIU took part in several National Maritime Day events, including the one hosted May 25 in Washington, D.C. by the U.S. Maritime Administration. Pictured at that ceremony are (front, from left) SIU President Michael Sacco, U.S. Secretary of Transportation Rodney Slater and U.S. Maritime Administrator Clyde Hart, along with students from the Paul Hall Center for Maritime Training and Education. Pages 8-9.



SIU members recently welcomed new job opportunities aboard the Military Sealift Command's latest vessel, the USNS Charlton (top photo). The prepositioning ship was delivered in May. Pictured above are some of the Seafarers composing the Charlton's first full crew. Page 3.

### New SIU Hall Opens In Baltimore



Construction of the union's new hall in Baltimore was ongoing when this photo was snapped in mid-June, but the facility remained on schedule for a July 1 opening. Page 3.

### STCW 'In Plain English'

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### Crews React to SL-7 Pact

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## President's Report

### Progress In Y2K

As we enter the second half of the year 2000, it already has been a fantastic year for the SIU.



Michael Sacco

Consider what we've accomplished during the past six months. New jobs on prepositioning ships, car carriers, tankers and passenger vessels—with many more on the horizon. The opening of new SIU halls in Guam and Baltimore. Excellent new contracts for the fast sealift and Ready Reserve Force vessels, the latter of which should come to fruition soon.

At the Paul Hall Center for Maritime Training and Education, new simulators are being installed. They are the best of their kind, and will provide new and experienced Seafarers alike the opportunity to fine-tune their trade.

Additionally, members continue to express their strong endorsement of the historic merger of the National Maritime Union into the SIU. There is no doubt the merger will benefit both unions, and I appreciate the overwhelming support you have given.

All of these developments begin with you, the rank-and-file member. The pride you take in your work, and the safe, professional way you go about your job, bring consistently positive feedback about SIU members from all segments of the industry.

In fact, everywhere I go to represent the SIU, I am heartened by what others say about our members.

But, like a sports team that's riding an impressive winning streak, we can't afford to let down or coast. Because the challenges and the competition do not end.

Our industry is heavily regulated by the government, and so we depend on electing representatives who understand the U.S. fleet's vital role in national security. So much of our livelihoods are tied to politics.

That's why we all must participate in the upcoming elections. We must throw all of our support behind the candidates who will work to ensure a strong, viable U.S. merchant marine. As we prepare to elect a new president, a new Congress and a third of the Senate, I urge you to be involved.

This also is an election year for the SIU. Once again, it's important to participate. Every vote counts, so don't sit back and let others choose the leadership of your union. Get the facts, make an informed decision and cast your ballot. The more members get involved, the stronger the SIU will be.

As for gaining even more shipboard jobs for the future, our union prides itself on providing the best-trained mariners in the world—and so we rely on each Seafarer to work safe, work hard and upgrade whenever possible. The best ammunition the SIU possesses when it comes to getting new jobs and keeping the ones we already have, is the reliable performance of Seafarers throughout the industry.

The Paul Hall Center is the perfect tool to ensure that the SIU never runs out of that ammunition. Please take advantage of it.

I am proud of the SIU's accomplishments so far this year and, going back further, throughout the 1990s. We have come a long way.

With your continued support and good work, I know we're headed for even better things in the months and years ahead.

## Former MSC Commander Urges New Maritime Policy

### Adm. Perkins Cites Merchant Marine's Essential Role in U.S. National Defense

*Editor's note: U.S. Navy Vice Admiral James B. Perkins, former head of the Military Sealift Command (MSC), stated last month that the nation must take immediate steps to ensure the survival and growth of the American Merchant Marine.*

*Perkins released a paper titled, "Game, Set, Match: The U.S. Merchant Marine and National Defense." In it, he emphasizes the U.S. Merchant Marine's crucial role in national security. He also urges continued support for the Maritime Security Program and cargo preference laws, plus various tax incentives, among other steps.*

*Perkins retired in February 1999 after a two-year stint as commander of MSC.*

*Here is his report from last month.*

The first Independence Day of the new millennium is a good time to remember how much this country's freedom depends on the U.S. Merchant Marine. One major reason: In times of war or international crises, 95 percent of the weapons, supplies and equipment needed by our forces overseas are carried by ships—usually over thousands of miles of ocean.

To accomplish this mission, the military uses privately owned commercial vessels, flying the United States flag, and the U.S. Merchant Marine to supplement its own transportation assets.

And it's been this way for a long time. The history of the merchant marine in military service is characterized by high heroism

and noble sacrifice. Merchant mariners have served in all of America's wars, enduring their finest, but most tragic hour during World War II with a per capita casualty rate second only to the Marines. There is very good reason why the U.S. Merchant Marine is called "the vital fourth arm of national defense."

What if our Merchant Marine weren't there? The answer is more important than ever, and as former Commander of the Navy's Military Sealift Command, I saw it every day, up close, and personal: The U.S. Merchant Marine is absolutely vital to sustain U.S. troops overseas.

Today, many merchant mariners are on duty crewing over 100 auxiliary vessels for the Navy, while others stand by for the day when they will be called forward to support military operations abroad. And they most assuredly will be. But the real question is: Will the U.S. commercial fleet and manpower be there in sufficient numbers when the call comes? My crystal ball is a bit cloudy.

In recent years, no economic sector has ebbed so dramatically as the U.S. maritime industry. It wasn't always so. In 1945, two-thirds of the world's merchant ships flew the U.S. flag. These vessels not only fulfilled crucial wartime missions, but dominated the sea-lanes of international commerce for decades afterward.

Those days are over. Except in a few niche markets, the U.S.-flag Merchant Marine has been done



U.S. Navy Vice Adm. James B. Perkins, who headed the Military Sealift Command for two years, says the nation cannot do without a strong U.S. Merchant Marine.

in by the unlevel playing field of international competition.

As a result, our merchant fleet is shrinking rapidly, down more than half since 1981 and facing extinction in international shipping trades. The oceangoing fleet now numbers only 203 ships with military utility—including 114 cargo ships, 86 tankers and one passenger vessel.

Meanwhile, the great American economic powerhouse booms to the point where the world catches pneumonia if the U.S. sneezes. This country now generates an astounding 25-30 percent of all international commerce, but less than 3 percent arrives on or leaves our shores aboard U.S.-flag ships.

*Continued on page 5*

## Another Take on FOC Cruise Ships: LA Times Bares 'Sweatshops at Sea'

Runaway-flag cruise lines continue to take a pounding in the U.S. commercial press.

The latest piece exposing the conditions on runaway-flag cruise vessels (also called flag-of-convenience or FOC ships) appeared May 30 in the *Los Angeles Times* and subsequently was reprinted in several affiliated newspapers, including *The Tampa Tribune-Times*.

Written by Christopher Reynolds and Dan Weikel, the 2,500-word article explores some of the difficult and often unsafe conditions faced by crews on FOC cruise ships—such as those operated by Miami-based Carnival Cruise Lines and Royal Caribbean. The authors cited crews who have sued for millions of dollars in back wages; described questionable medical practices including one scenario in which a crew member lost a hand; and recalled the tragic tale of 31 mariners who died in 1998 when their vessel was ordered to sea "despite an approaching hurricane."

They also interviewed crew members who asserted that many of them "plunge into debt" to secure jobs on the vessels. This often involves not only the legitimate job-related expenses, but also illegal payments to recruiters who otherwise may block an individual's employment.

Additionally, Reynolds and Weikel pointed out that many of the crews "are recruited from some of the world's poorest nations," and they face "a wage scale that often begins at less than \$2 an hour." A minister interviewed for the story described runaway-flag passenger ships as "sweatshops at sea" and "ocean-going maquiladoras."

Several anonymous cruise ship workers said they

do not complain because they're afraid they will be fired.

One said he suffered severe burns because he didn't understand orders given to him in English. Along those lines, the writers point out that the language barrier potentially places passengers in harm's way. "Because companies recruit in many countries, plaintiffs' lawyers and U.S. transportation investigators question whether crew members can communicate with crewmates and passengers, especially in emergencies," they noted.

Those concerns have been borne out more than once in recent years, beginning with the much-publicized *Ecstasy* fire in 1998. In fact, that accident touched off an unprecedented flurry of media coverage about runaway-flag shipping that has included a *60 Minutes* report, at least two front-page stories in *The New York Times* and numerous other press accounts.

Runaway-flag ships (passenger and cargo vessels alike) are registered in a nation other than the one of ownership. Very often, they carry Third World, multinational crews—some of dubious qualifications.

By using the runaway-flag scam, shipowners can avoid paying taxes and hide from labor and environmental laws.

*Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, August 21, 2000 for the observance of Paul Hall's birthday (unless an emergency arises). Normal business hours will resume the following workday.*

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The SIU on line: [www.seafarers.org](http://www.seafarers.org)

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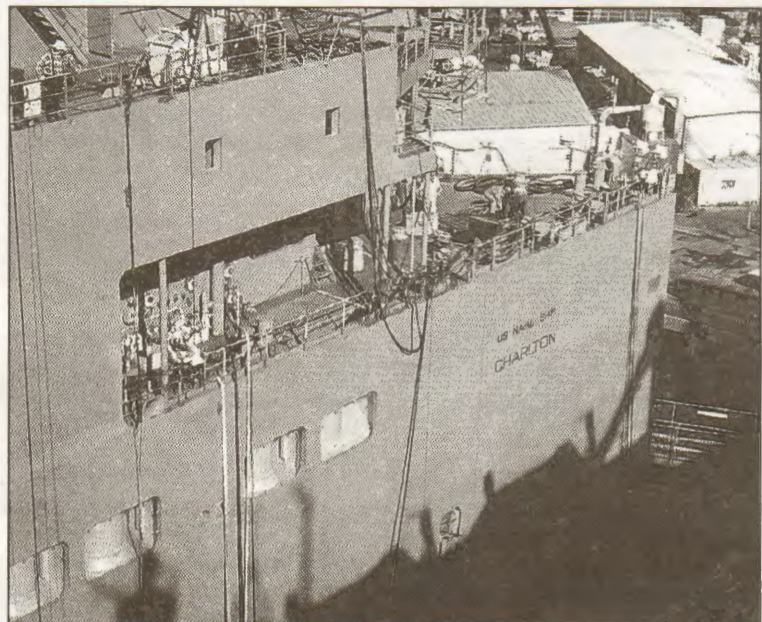
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# Seafarers Crew MSC's Newest RO/RO

## USNS Charlton Strengthens Prepositioning Fleet



U.S. sealift capacity increased with the recent delivery of the SIU-crewed USNS Charlton in San Diego.

The U.S. Military Sealift Command's newest prepositioning ship has been delivered, and with it comes new jobs for the SIU.

Seafarers are sailing aboard the USNS Charlton, a 950-foot roll-on/roll-off (RO/RO) vessel that is scheduled to receive its first assignment early this month. Bosun T.C. Oneyear said on June 21 that the crew is anxious to begin its next task.

"The ship seems to be very sound, but right now we have no indication where it's going," he noted. "But no matter what, we'll be ready."

AB Laurentis Colbert said, "It's a huge ship and it's brand new. Overall, everything has been fine so far."

Constructed at San Diego's NASSCO shipyard, the Charlton is one of 14 new builds scheduled

as part of a government-mandated initiative to improve America's sealift capability. Six converted vessels round out that fleet, known as the strategic sealift program.

The next new ship due out is the USNS Watkins, probably in October. It also will be crewed by SIU members.

Seafarers composing the initial crew of the Charlton include Bosun Oneyear, ABs Colbert, Johnny Birdwell, Nathaniel Carr, Peri Drew, Michael Mayo and Ferdinand Viniegra, OSS Stephen Gallegos, Greg Baker and Isaac Diaz, Electrician Timothy Pillsworth, QMEDs Alan Nelson and Steven Campbell, OMUs Jeffrey Bukey, Gualberto Salaria and Sergio Ayala, GUDE Ellis Clayborn, Chief Steward Christopher Hale,

### USNS Charlton At a Glance

- Length: 950 feet
- Beam: 106 feet
- Draft: 34 feet
- Displacement: 62,644 long tons
- Speed: 24 knots
- Cargo space: 390,000 square feet

Source: Military Sealift Command

Chief Cook Claudia Kammeyer, SAs Tawnia Stucker and George Gauggel, and Storekeeper Kevin Wortman.

The Charlton is operated by Maersk Line Limited of Norfolk, Va. and is named in memory of U.S. Army Sergeant Cornelius H. Charlton, a posthumous recipient of the Medal of Honor for his heroic actions during battle in Korea in 1952.

## New Hall Opens in Baltimore

Following nominal delays in construction last month, the SIU's new hall in Baltimore was scheduled to open July 1, after this edition of the Seafarers LOG went to press. It is located at 2315 Essex Street.

"It's going to be the most beautiful hall in the SIU. I love it," stated Chief Steward Jose Luaces shortly after seeing the near-finished product. "It's close to the waterfront and it's in a good neighborhood. It's going to have everything we need. Every member should be proud of it."

QMED Teddy Wallace and Oiler Loring Callwood also welcomed the move from the old facility on East Baltimore Street, where the hall had been located since November 1954.

"The SIU couldn't have picked a better location for the new hall," observed Wallace. "I know the area well and I'm very happy with the change."

Callwood noted there is a bus

stop directly in front of the hall and said the close access will benefit area members like him by providing transportation options. "I'm happy about that and I'm looking forward to the move," he said.

The Essex Street facility is a former art studio that has been completely refurbished inside and substantially modified outside. It is located in Canton near Fell's Point, considered an attractively burgeoning area.

The Washington Post, in a major story about Canton in its real estate section of June 10, described the area as "Baltimore's hottest neighborhood these days, the city's own example of gentrification in these times of good housing markets across the country."

In its heyday, the expansive hall on East Baltimore Street was considered among the best of its kind. Before that building opened, the SIU's Baltimore hall was located on North Gay Street.

### How To Get There

The new Baltimore hall is roughly a five-minute drive from the old one on East Baltimore Street. Seafarers going to the new hall from East Baltimore Street can turn right on Patterson Park Avenue, then left on Eastern Avenue, right on Montford and right on Essex.

If going to the new hall from the inner harbor, take Pratt Street, turn right on S. Broadway, left on Eastern Avenue, right on S. Chester Street, slightly left on Boston Street, left on Leakin Street and right on Essex.

The new hall:  
2315 Essex Street  
Baltimore, MD 21224  
(410) 327-4900



This issue of the Seafarers LOG went to press more than a week before the Baltimore hall's scheduled July 1 opening. The two photos above, showing parts of the exterior and interior, were taken in mid-June while refurbishment of the Essex Street facility was ongoing. Photos of the finished product will be printed in next month's LOG.

## Columbia Queen Sails; Patriot Launches Dec. 9

The new SIU-crewed Columbia Queen riverboat made its inaugural voyage last month following a June 3 christening in Portland, Ore.

Owned by The Delta Queen Steamboat Co., a New Orleans-based subsidiary of American

Classic Voyages, the vessel is 218 feet long and can carry up to 161 passengers. It is scheduled to offer cruises in the Pacific Northwest.

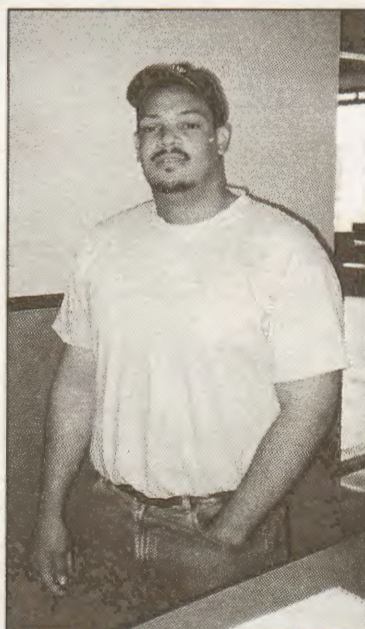
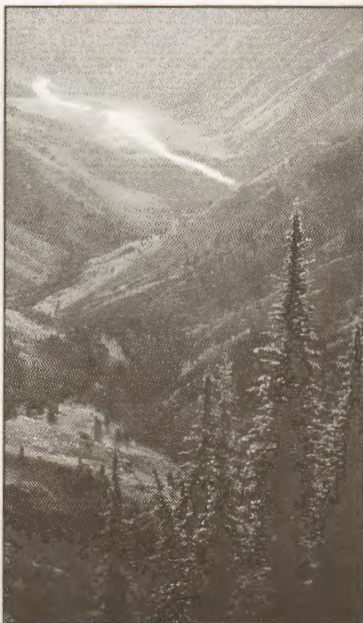
Also last month, the first hull for American Classic Voyages' new fleet of coastal passenger

ships was successfully launched in Jacksonville, Fla. The Cape May Light is on target to begin sailing in spring 2001.

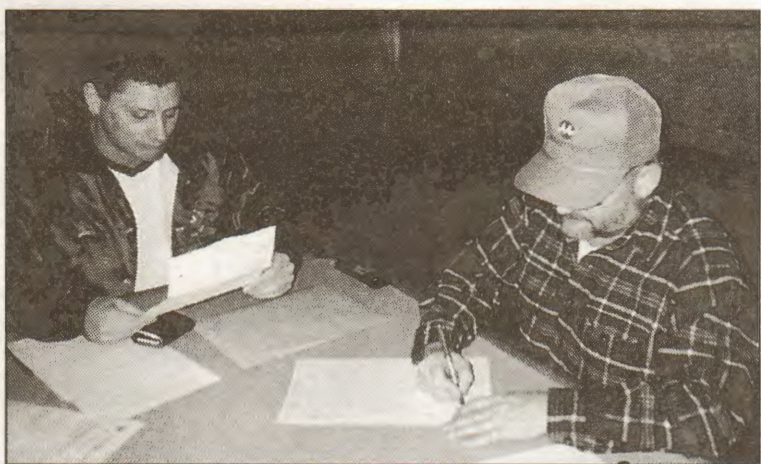
Additionally, United States Lines recently announced that the deep sea cruise ship MS Patriot will debut Dec. 9 in the Hawaiian Islands. Formerly Holland America Line's Nieuw Amsterdam, the Patriot holds 1,212 passengers.



The Columbia Queen debuted last month in Portland, Ore. It will offer cruises in the Pacific Northwest (right).



QMED Teddy Wallace (left) and Oiler Loring Callwood (right) both say the new hall is a positive move for the SIU.



SIU Philadelphia Port Agent Joe Soresi (left) discusses the new contract with Captain Melvin Braddy.

## Express Marine Crews Approve New Contract

SIU members who sail aboard Express Marine tugboats and barges have approved a new three-year contract that includes numerous gains.

Approved in early May, the agreement is retroactive to March 16, 2000. It calls for wage increases in each year of the pact and also features a one-time bonus of \$1,000 per member. Other highlights include:

- Prescription benefits for dependents.
- 100-percent coverage of outpatient care for dependents.
- Increased optical benefits.
- A doubling of the death benefit.
- Work-rule improvements.
- A pension-credit increase.

Serving on the negotiating committee were SIU Philadelphia Port Agent Joe Soresi, Captain James Dixon, Mate Riley Johnson Jr. and AB/Cook Hilton Foster.

Seafarers ratified the contract via a mail-in secret ballot. The votes were counted May 2 on the tug *Russell B. Murray* by Captain Miles Ireland, Mate Guy Pruitt Sr. and AB/Cook Jesse Gardner.

Express Marine is based in Pennsauken, N.J. near Camden. The company operates five tugs and barges that move coal along the East Coast. They are the *Guardian*, *Russell B. Murray*, *Baltimore*, *Consort* and *Escort*.



Above: Pictured aboard the *Russell B. Murray* are (from left) AB/Cook Jesse Gardner, Captain Miles Ireland, SIU Port Agent Joe Soresi and Mate Guy Pruitt Sr. The three boatmen counted the secret ballots which confirmed ratification of a new three-year contract.



Left: Mate Guy Pruitt Sr. (left) and AB/Cook Jesse Gardner count the ballots.

# Indy Crew to the Rescue

## Seafarers' Swift Reactions Save Lives

SIU crew members aboard the *SS Independence* rescued several people recently in two separate occurrences while underway in the Hawaiian Islands. The actions of Seafarers in both events prevented potential loss of life.

In the first incident, SIU Waiter George Dezafra performed the Heimlich Maneuver on Kaye Spargur.

Spargur, a passenger on the *Independence* from Tucson, Ariz., was having dinner in the vessel's dining room May 15. Her otherwise delightful meal was ruined when food lodged in her throat and cut off her air supply.

Luckily for her, Dezafra was close by and hastened to her rescue. The Pearl City, Hawaii native had learned the emergency-response procedure during a shipboard training session earlier this year. Rick Redmond, an instructor at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., conducted Dezafra's class (and provided the photos accompanying this story).

*Independence* Head Waiter Christyn Nawrot, an SIU member who calls Michigan home, comforted the choking victim once Dezafra had ensured her air passages were clear.

The second episode occurred during the evening

of June 5 some five miles south of Oahu. At approximately 10:30 p.m., the vigilant eyes of AB Jessie Bongolan and 3rd Officer Kawika Lucas caught glimpses of what they deemed an emergency situation. By interpreting light signals and flares, they ascertained that a sailboat they saw had no means of power or other communications.

What concerned the duo more, however, was the fact that the vessel was pitching and rolling, and continually drifting farther away from the islands. They advised the *Independence's* captain of the situation and ensured notification of the Coast Guard.

The *Independence* then maneuvered within close proximity of the vessel and stood by until the Coast Guard arrived. No lives were lost.

The *Independence* is operated by American Hawaii Cruises.

*(Editor's Note: The foregoing are just two examples of situations encountered by SIU members in the performance of their daily duties. Should you or any SIU member you know have similar experiences, please notify the staff of the Seafarers LOG at (301) 899-0675; by mail at 5201 Auth Way, Camp Springs, MD 20746; or by email at jlbiscardo@worldweb.net)*



Head Waiter Christyn Nawrot (left) and Waiter George Dezafra (right) join Perry and Kaye Spargur in the dining room of the *Independence*. The Spargurs, a couple from Tucson, Ariz., were the center of attention recently aboard the vessel when Kaye became ill after having food lodge in her airways. Both waiters, members of the SIU, assisted the victim in her recovery.

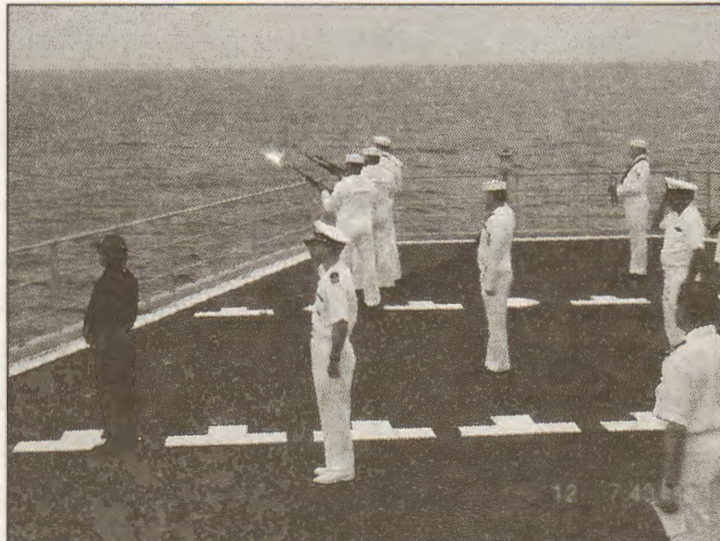
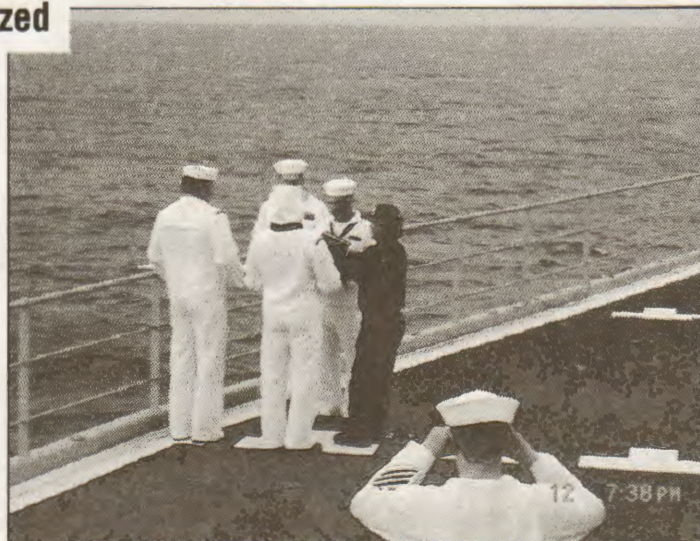
**Training Aboard the Independence—**  
Crew members aboard the *Independence* recently underwent onboard emergency squad firefighting training. Completing the exercise were (left to right) Engine Storekeeper Jonathan Barraca, OS Awadh Abdulla and AB Dave Horton.



## Steward Maiello Memorialized



On May 12, the cremated remains of Chief Steward Robert James Maiello were committed at sea, approximately 50 nautical miles south of Cape Hatteras, N.C. The ceremony took place aboard the *Cape Johnson*, pictured at right. Brother Maiello passed away Dec. 22, 1999. He was 53 and had been an active SIU member for 10 years.



## Merger Discussed in New York



In separate meetings May 9 in Brooklyn, N.Y., members of the SIU (below) and the NMU (left) discussed the merger of the two unions. SIU President Michael Sacco (center) addressed both gatherings. He is joined by NMU President René Lioeanjie (right) and NMU VP Charlie Stewart (left). By overwhelming majorities and in separate votes lasting from Dec. 1, 1999 through Jan. 31, 2000, Seafarers and NMU members approved a referendum to proceed with merging the two unions. Next, SIU members will vote during the November-December SIU general election whether to approve needed constitutional changes. After that, another vote will take place for SIU members to approve or reject many of the specific terms of the merger.



## Adm. Perkins States U.S. Needs Merchant Marine

Continued from page 2

At the same time, the U.S. Navy has also shrunk dramatically. Since the end of the Cold War, the active duty fleet has been cut almost in half, and is now just over 300 ships—the lowest number since the early 1930s.

Current (inadequate) shipbuilding budgets are drawing the fleet down further. This will, of course, make things tougher for the remaining ships and sailors who provide vital U.S. forward presence around the world. With operating tempo at an unprecedented peacetime high, the Navy faces very difficult recruiting and retention challenges.

Still, the Navy must be there when the country calls, and is adapting to the quiet revolution taking place in the way we support America's men and women in uniform overseas. Military logistics strategy is changing from "just in case" to "just in time"—an approach dependent upon rapid, reliable delivery of essential supplies.

Massive warehouses are giving way to a transportation-based system constantly on the move through state-of-the-art private sector ports and other transit facilities which speed military supplies from factory to foxhole. The mountains of stock on-hand are gone. The Armed Services now purchase and deploy supplies nearly simultaneously with force movement, synchronized to support maximum momentum for the troops.

In other words, essential materiel is flowing through the pipeline to the right place, at the right time, and in the right amount. Continued success depends on the U.S.-flag commercial fleet, both to carry cargo and petroleum, and to provide crews for ships held in reserve status. While the new logistics strategy is both more efficient and necessary, there is less margin for error.

With that in mind, the next president and Congress must adopt maritime policies which ensure a U.S.-flag fleet fully capable of providing crucial com-

mercial shipping assets. Without such action, maintaining smaller inventories and moving more supplies via merchant ships exposes military distribution channels to critical shortfalls—which could cost lives.

***"We simply can't do without ships under the American flag, built in American shipyards, and manned by American crews as a vital part of our national defense"***

To avoid such an unacceptable possibility, a comprehensive program must be developed to ensure survival and encourage growth of the U.S. Merchant Marine. The economic benefits and enhanced defense capabilities far outweigh incidental and non-recurring costs.

I recommend a balance of government promotional programs and private sector competitiveness initiatives that will help level the maritime playing field. As it is, U.S.-flag vessels must compete against foreign state-owned ships, subsidized shippers and shipyards, and the industrial cartels of America's strongest economic competitors.

At home, our Merchant Marine operates under the most demanding regulatory regime in the world—which costs more, but assures safety—while foreign shipping interests are subject to minimal regulation, enforcement and taxes.

We need a blend of tax incentives, regulatory relief, capital modernization and increased competitiveness, while maintaining the support provided by traditional maritime programs and laws. The most important include:

- sustained funding for the

Maritime Security Program (MSP). Launched in 1996, MSP underwrites a partnership between the federal government [and ship] operators in which U.S.-flag, U.S. citizen-crewed ships, equipment, terminals and management services are available to the Department of Defense during national emergencies. With 47 vessels currently enrolled, the program is authorized until 2005 and deserves strong support thereafter.

- strict compliance with existing cargo preference laws which require that certain U.S. government-impelled cargoes be shipped on U.S.-flag vessels. Preference cargoes are the single most important incentive for American operators in the international trades to remain under the U.S. flag, providing a vital base of guaranteed cargo to offset foreign-flag advantages. Without these cargoes, virtually every U.S.-flag vessel in the international markets would be forced either out of business or out of U.S. registry, [which is] obviously unacceptable; and

- a range of corporate tax incentives to grow the fleet and narrow the cost disparity between doing business under the U.S. flag and that of other nations. Like most enterprises, international shipping is an industry where capital pursues the greatest return for the least expense, with a maximum degree of freedom. It must become attractive to investors once more.

In this brave new world of just-in-time logistics, we cannot function militarily without a robust marine transportation capability, and it must be grounded on a thriving U.S. Merchant Marine. A solid partnership with the commercial U.S.-flag fleet is not just the best way, it is the only way to get the job done and answer the bell when the next crisis arises—as it will. We simply can't do without ships under the American flag, built in American shipyards, and manned by American crews as a vital part of our national defense arsenal. They need our help—and quickly.

# IMO Revising SOLAS Chapter Group Formed to Enhance Passenger-Ship Safety

The year 2002 already stands out in the maritime industry because it is a compliance date for the amended STCW convention.

Now, another revised treaty is targeted for implementation that year.

During a recent meeting of its Maritime Safety Committee in London, the International Maritime Organization (IMO) began updating Chapter V of the International Safety of Life at Sea (SOLAS) Convention. IMO aims to consider "the complete revised draft text" of Chapter V this December and then apply the final version beginning in July 2002.

Chapter V concerns shipboard navigational equipment and systems. The proposed revisions include mandates for voyage data recorders ("black boxes"), automatic ship identification systems and ARPA, among others.

"Most of the deep sea fleet will easily meet the new requirements, but it may impact heavily on the offshore supply industry,"

noted Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training, who attended the IMO meeting May 15-26.

During the same session, IMO Secretary-General William O'Neil called for "global consideration of safety issues pertaining to passenger ships, with particular emphasis on large cruise ships." The safety committee formed a working group that is scheduled to convene later this year, when it will address passenger vessel construction and equipment; crisis and crowd management; crew and passenger training; personnel evacuation; and potential risks large passenger vessels may face in the next few years.

O'Neil said that while the structural integrity of recently built large cruise ships isn't in doubt, it is questionable whether or not maritime treaties including SOLAS and STCW "duly address all the safety aspects of their operation—in particular, in emergency situations."

## SIU Present at Ratings Task Force Meeting



The SIU took part in a meeting of the International Transport Workers' Federation's (ITF's) ratings task force May 23-24 in Auckland, New Zealand. The agenda included examination of a detailed report concerning the worldwide supply of "suitably trained" merchant mariners. Above, SIU Executive VP John Fay (center), who chairs the ITF's Seafarers' Section, hears a breakdown of the report. Below (from left), Fay and SIU Secretary-Treasurer David Heindel, a guest at the task force session, are pictured with Dave Morgan, national president of the New Zealand Seafarers' Union.



# STCW in Plain English

## Vocational Education Director Tackles Segments of Amended '95 Convention

*Editor's note: Bill Eglinton, director of vocational education at the Paul Hall Center and a regular participant in international forums pertaining to STCW and other regulations impacting the maritime industry, wrote the following article. This is the first in an occasional series intended to keep Seafarers updated on the rules governing their trade.*

Most of the U.S. maritime industry is familiar with our nation's rules and regulations stemming from the U.S. Coast Guard which impact our daily lives—anything from pollution prevention, to getting our AB or QMED endorsement, to our personal lives ashore (driving, medical issues, etc.).

But, where did the newest international treaties and conventions come from?

SIU members most certainly have heard of the STCW Convention by now. The *Seafarers LOG* must have published 50 related articles or more over the past several years, but I want to put it in everyday terms—language that hopefully will give you both a sense of understanding and a sense of urgency.

The United Nations has an entity that deals with maritime issues, the International Maritime Organization (IMO), which is headquartered in London. Maritime nations that belong to the IMO (about 133) agree to follow various international agreements, called treaties or conventions. Over the years, the IMO has produced several conventions including the Safety of Life at Sea Convention (SOLAS), the Marine Pollution Convention (MARPOL) and others.

Almost all of these conventions deal with equipment, construction or operational procedures. Only one IMO convention deals with people—the Standards of Training, Certification and Watchkeeping (STCW) Convention.

This convention was put

together in 1978, but the U.S. did not sign onto it until 1991. I won't bore you with the details of why we waited so long, but in 1992 we started letting everyone know that we were now on board with this convention, the requirements of which we easily met.

However, that 1978 convention was under revision, and we stayed tuned for further news because who knew what might be in store for us. Oh boy, what an understatement!

The heart of the 1995 revised STCW Convention puts its emphasis on the training and assessment of mariner practical skills (proficiencies). In short, taking a multiple-choice examination to become an electrician, AB, Third Mate/Engineer, won't cut it anymore. You must demonstrate that you can do your job.

Hey, isn't this what we have been saying for years? Don't ask me a bunch of theoretical multiple-choice questions, give me that piece of equipment and I'll show you how it works!

Now, whom does it affect and when does it take place? First, the STCW Convention applies to *all* mariners working aboard seagoing merchant vessels, whether on domestic or international voyages. Inland and Great Lakes vessels are not under the STCW Convention. So, if you sail aboard near-coastal or deep sea ships, listen up! To better understand when these changes kick in, you should be aware of three important dates.

**February 1, 1997:** Various requirements of the amended 1995 STCW Convention entered into force, namely: Basic Safety Training (BST); special training for certain types of ships (tankers and RO/RO passenger ships); and familiarization instruction when joining a new ship. This marks the beginning of what is called the transitional period, which means we have five years to put in place all the new requirements—that is until Feb. 1, 2002.

**August 1, 1998:** If you started your seagoing career (sailing) before this date, you have until Feb. 1, 2002 to comply with the revised 1995 STCW Convention. However, if you started sailing or began maritime training after this date, you must be in full compliance with STCW now.

**February 1, 2002:** The implementation period ends and all seafarers must meet all the requirements of the revised 1995 STCW Convention.

The SIU and the Paul Hall Center for Maritime Training and Education saw these new changes coming. In fact, we got involved by sending people to the IMO meetings as part of the U.S. delegations. Immediately we wrote articles in the *LOG* so the membership could know what was taking place, and practically every month the *LOG* updated the developments occurring in our industry.

So, with that history lesson out of the way, what do YOU have to do? Unlicensed Seafarers must concern themselves with two things: having taken a Coast Guard-approved Basic Safety Training (BST) course or being trained and assessed aboard ship with entries made into your Training Record Book (TRB) and if you are a watchstanding deck or engine department person, you need to have a 1995 STCW certificate.

If you do not have Basic Safety Training or the 1995 STCW certificate, if required, by February 1, 2002, YOU CANNOT SAIL ABOARD DEEP SEA OR NEAR-COASTAL SHIPS!

The Paul Hall Center at Piney Point, Md. has been offering the BST classes for some time now. We have many classes scheduled through the end of this year, and next year we will run these classes continuously. So, get scheduled for this course!

Here's another incentive to take the BST course as soon as

### U.S. Coast Guard Regional Exam Centers

(Updated as of May 2000)

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
Bldg. 14, Rm. 109, Coast Guard Isl.  
Alameda, CA 94501-5100  
Phone: (510) 437-3092

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
510 L Street, Suite 100  
Anchorage, AK 99501-1946  
Phone: (907) 271-6736

U.S. Coast Guard  
Regional Examination Center  
U.S. Custom House  
40 South Gay Street  
Baltimore, MD 21202-4022  
Phone: (410) 962-5132

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
455 Commercial Street  
Boston, MA 02109-1045  
Phone: (617) 223-3040

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
196 Tradd Street  
Charleston, SC 29401-1899  
Phone: (843) 724-7693

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
433 Ala Moana Blvd.  
Honolulu, HI 96813-4909  
Phone: (808) 522-8264

U.S. Coast Guard  
Regional Examination Center  
8876 Gulf Freeway, Suite 200  
Houston, TX 77017-6595  
Phone: (713) 948-3350

U.S. Coast Guard  
Regional Examination Center  
2760 Sherwood Lane, Suite 2A  
Juneau, AK 99801-8545  
Phone: (907) 463-2458

U.S. Coast Guard Marine Safety Ofc  
Regional Examination Center  
165 N. Pico Avenue  
Long Beach, CA 90802  
Phone: (562) 980-4485

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
200 Jefferson Ave., Suite 1302  
Memphis, TN 38103  
Phone: (901) 544-3297

U.S. Coast Guard  
Regional Examination Center  
Claude Pepper Federal Building  
51 SW. 1st Ave, 6th Floor  
Miami, FL 33130-1608  
Phone: (305) 536-6548/6874

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
9820 Lake Forest Blvd, Suite P  
New Orleans, LA 70127-3077  
Phone: (504) 589-6183

U.S. Coast Guard  
Marine Inspection Office  
Regional Examination Center  
Battery Park Building  
New York, NY 10004-8545  
Phone: (212) 668-7492

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
6767 North Basin Avenue  
Portland, OR 97217-3992  
Phone: (503) 240-9346

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
1519 Alaskan Way South  
Seattle, WA 98134-1192  
Phone: (206) 217-6115

U.S. Coast Guard  
Marine Safety Office  
Regional Examination Center  
1222 Spruce Street, Suite 8.104E  
St. Louis, MO 63103-2835  
Phone: (314) 539-3091

U.S. Coast Guard  
Regional Examination Center  
Federal Building, Room 501  
234 Summit Street  
Toledo, OH 43604-1590  
Phone: (419) 259-6395

Members should not expect same-day service for document renewals or STCW certificates. Please call the REC in advance with your request.

possible. If you hold an endorsement for lifeboatman that was issued before August 1, 1998 and you try to renew your MMD before Feb. 1, 2002, then the only way you can keep that lifeboat endorsement when renewing is by providing proof of complying with the Basic Safety requirements of STCW.

If you sail as AB, Boatswain's Mate, FOWT or QMED watchstander, you must have a 1995 STCW certificate by Feb. 1, 2002. To get this certificate, go to any U.S. Coast Guard Regional

Examination Center (REC) with the following things: your merchant mariner's document (MMD); Training Record Book (TRB); BST course certificate, and one (1) passport photo. There is no charge for the 1995 STCW certificate. You can also get your certificate through the mail by sending notarized copies of your MMD and BST certificate and the photo to your nearest Coast Guard REC (see listing above of all Regional Examination Centers).

Don't wait till the last minute on this: the clock is ticking!

## Construction Continues On Simulator Complex

### GMDSS Component to Augment Training



Construction on the simulator complex addition at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., began in mid-April. The facility's exterior has been completed. Construction crews will soon move to the inside to begin finishing the structure's interior.

The infrastructure for a new state-of-the-art simulator complex continues to take shape at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. In addition to the existing Lindsey Williams Building, which has been refurbished, the aggregate structure will feature a five-classroom addition.

Construction on the addition began about eight weeks ago, according to J.C. Wiegman, assistant director of vocational education at the center. The building's exterior has been completed, and construction crews will soon move to the inside to begin finishing the structure's interior.

"Once completed, the addition will contain five classrooms," Wiegman said. "Three of the rooms will be for general purpose use, a fourth for multi-functional applications and the fifth for our crane simulator."

The Global Marine Distress Sequencing System simulator (GMDSS) is one of the many training tools that will be housed in the complex (articles were published on the shiphandling and engine room simulators in the May and June editions of the *Seafarers LOG*, respectively). It will be utilized by Seafarers who seek General Operator Certificates (GOC) or Restricted

Operator Certificates (ROC).

Fully compliant with IMO resolutions and the latest STCW code requirements, the simulator can also be used as a component of the mariner's training and examination for the First Class or Second Class Radio Electronics Certificate.

The system will have the capability to accommodate two instructors and 10 students simultaneously in a multi-functional classroom. It also will have the capacity to accurately imitate communication between ships, and among ships and co-stations using terrestrial satellite communications systems. Both types of communication can be accomplished with a high degree of realism.

Additionally, unlicensed apprentices can be familiarized with the correct operation of GMDSS equipment for distress and general communication.

"We will be training able bodied seamen, the limited license people and the licensed people who need GMDSS," said Russell Levin, an instructor at the center. "We also have quite a few people within the SIU who already have licenses and who will be training on this equipment."

Continued on page 11

# 'Vote of Thanks'

## Crews Commend Contract Improvements

Buoyed by big gains in a new five-year contract covering fast sealift ships, SIU members last month expressed strong satisfaction with the agreement.

During three separate shipboard meetings June 8 in Baltimore with SIU Vice President Contracts Augie Tellez, SIU crews on the *USNS Wright*, *Cape Washington* and *Cape May* enthusiastically offered votes of thanks for the union's work in securing major improvements in the fast sealift contract. That agreement covers eight vessels which also are known as SL-7s. They are the *USNS Algol*, *USNS Altair*, *USNS Antares*, *USNS Bellatrix*, *USNS Capella*, *USNS Denebola*, *USNS Pollux* and *USNS Regulus*.

As reported last month, the contract keeps the jobs on the eight ships with the SIU. Highlights include substantial wage increases both in full operating status and reduced operating status; Seafarers Welfare and Pension Plans benefits at their top levels; and inclusion of the Seafarers Money Purchase Pension Plan at 5 percent of base wages.

SIU-contracted American Overseas Marine (AMSEA) won the pact with the U.S. Military Sealift Command to operate the ships.

The new contract "is well-deserved. It's great news," said Bosun John Toomey aboard the *Cape May*.

On the *Wright*, Bosun Thomas Moore described the contractual gains as "incredible. This is a big step forward."

Several Seafarers stated that the new agreement is particularly satisfying to the numerous members who have spent considerable time working aboard the fast sealift ships.

Tellez reminded them that the union "always has said the hardest thing is to get that first contract, and once we're in, things will improve. It doesn't happen overnight, but this contract proves our point."

Also last month, Seafarers were cautiously optimistic about the recent contract awards by the U.S. Maritime Administration for operation of 74 Ready Reserve Force (RRF) vessels. Although several companies protested the awards—resulting in a stopgap extension of the existing contract—the SIU secured substantial wage increases and benefit gains aboard the 45 RRF ships awarded to its contracted operators. The union strongly anticipates that when the challenged bids are resolved (tentatively expected by late September), the SIU will end up with a very similar number of ships and an equal or better contract compared to the one used in the original award.



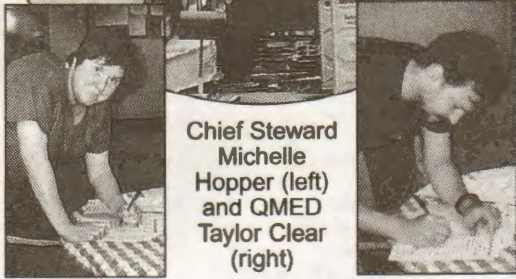
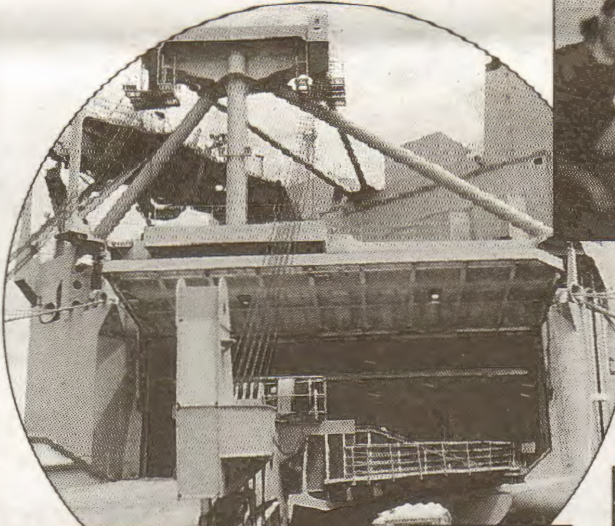
Pictured aboard the *USNS Wright* are (from left) Bosun Thomas Moore, GUDE Mark Canada, SIU VP Contracts Augie Tellez, (sitting) Chief Steward Richard Mata, SIU Baltimore Port Agent Dennis Metz and QMED/Electrician James Weismore.



Bosun Thomas Moore signs the patrolman's report aboard the *Wright*.



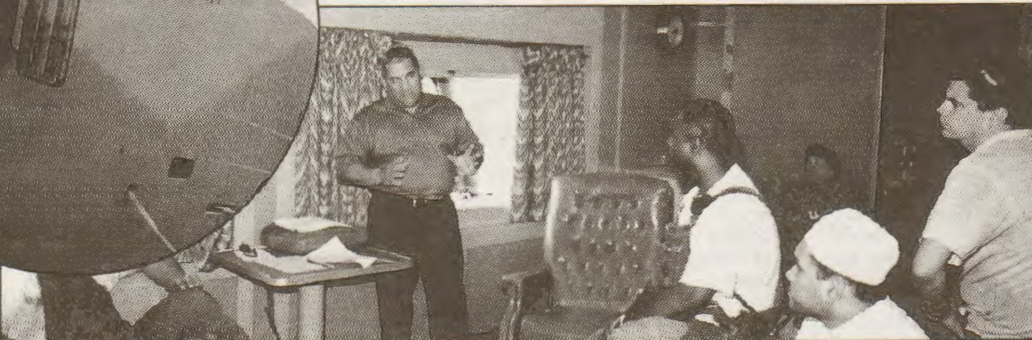
The *USNS Denebola* is one of eight fast sealift ships covered by the new five-year contract. Pictured on the vessel after reviewing contract highlights are (seated, from left) SA John Weber, Chief Cook Dante Black, Chief Steward Gary Lackey, Bosun Willie Reynolds, AB Donald Gearhart, (standing) Wiper Carlos Perez, AB Ben Shupp, Electrician Ronald Kitlas, Wiper Enrique Nunez and OS C. Salim.



Chief Steward Michelle Hopper (left) and QMED Taylor Clear (right)



Besides the new contract, Seafarers on the *Cape Washington* also discussed the expanding U.S.-flag passenger fleet, the Jones Act and other issues. Pictured from the left are Bosun Rick James, Electrician Steve Kafka, QMED Taylor Clear, SIU VP Contracts Augie Tellez, Chief Steward Michelle Hopper and SIU Baltimore Port Agent Dennis Metz.



Above: Seafarers meet aboard the *Cape May*. Left: Pictured from the left are Baltimore Port Agent Dennis Metz, (rear) AB Billy Ray Hanbury, First Engineer William Camacho, Chief Engineer James Wingate, Second Engineer Jim Van Pelt, Bosun John Toomey, SIU VP Contracts Augie Tellez and Steward/Baker John Reid. The officers all are SIU hawsepipers.



Pictured aboard the *Bellatrix* are (from left) Bosun Charles Touzet, AB James Wilkerson, OS David Frank and AB Antonio Santos.



# Nation Honors Merchant Mariners

## SIU Participates in Several Ceremonies

Americans across the nation paid tribute last month to the bravery and sacrifices of the thousands of U.S. merchant mariners who so honorably have served our country, especially those who gave their lives during armed conflict. The occasion was National Maritime Day—an annual observance dating back to 1933 that acknowledges this often forgotten group's contributions.

The SIU participated in several ceremonies, including three in Washington, D.C. on May 25 and two West Coast observances earlier that week. The events in and near the nation's capital were conducted by, respectively, the U.S. Maritime Administration (MarAd), the Port of Washington Propeller Club and the U.S. Military Sealift Command (MSC).

### MarAd Memorial

MarAd's event in Washington, called the Merchant Marine Memorial Service 2000, took place at the U.S. Navy Memorial.

In his opening remarks, Maritime Administrator Clyde J. Hart dubbed the gathering as "a day set aside to honor the brave American civilians and merchant mariners who gave their lives to protect the freedoms we cherish."

"It is also a day for rejoicing," Hart continued, "rejoicing not only for their courage and selflessness, but for their exuberance and innovation."

Noting that the event's purpose was to focus on the contributions of seamen, principally those who made the ultimate sacrifice during World War II, Hart said, "Their passing is reason for sorrow, their presence reason for joy. We honor them with praise for their maritime skills honed by tough physical work in the seas' unforgiving environment."

Keynote speaker Rodney Slater called the nation's merchant fleet "the United States' first Navy." Recounting their contributions during the Revolutionary War, the Secretary of Transportation said, "The U.S. merchant marine, which defeated the British navy to gain America's independence, has served our country—and served it well—in every war since 1775. There is no more devoted community of professionals than those who serve the nation's marine transportation system."



Former U.S. Rep. Helen Bentley presents remarks in behalf of Rep. Herb Bateman. Both are strong supporters of the U.S. merchant fleet.

After noting that more than 6,000 merchant mariners lost their lives "for the cause of freedom during World War II," Slater reflected on the admiration President Franklin D. Roosevelt possessed for the men who composed the U.S. fleet. He quoted the late commander-in-chief as having stated: "(Mariners) have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous job ever undertaken. As time goes on, there will be greater public understanding of our merchant's fleet record during this war (World War II)."

He further illustrated the vital importance of the maritime industry today to America, noting that it annually accounts for some three-fourths of a trillion dollars of America's gross national product.

"Our domestic fleet is one of our most productive and cost-effective modes of transportation," Slater said, "moving 24

percent of the nation's cargo at less than 2 percent of America's total freight cost. U.S. commercial ports handle 95 percent of the nation's international trade."

He concluded, "Despite the challenges, the future is bright."

SIU President Michel Sacco associated the plight of merchant mariners during World War II to that of front line soldier.

"The seafarers of World War II were attacked from every angle," Sacco explained. "They were bombed from enemy airplanes, fired upon by enemy ships, torpedoed by enemy submarines. Many did not survive. They died in blazing explosions, in icy waters, in lifeboats that drifted into oblivion. They burned and drowned and starved."

"But there has never been any quit in the American merchant marine," the SIU president asserted. "That's why leaders of that era, from Roosevelt to Eisenhower on down, emphatically stated that the merchant marine made all the difference in winning the war."



Representing the Seafarers at the annual wreath-laying ceremony aboard the *Jeremiah O'Brien* in San Francisco are retired SIU VP West Coast George McCartney (right) and SIU Representative Chester Wheeler (second from right).



Left and below: Guests observe the presentation of colors at last month's Maritime Day ceremony conducted in Washington, D.C. by the U.S. Maritime Administration.



Sacco said that while ceremonies such as the memorial service are important, there is another way we as Americans can pay tribute to the thousands who gave their lives during World War II as well as those who served during other conflicts.

"The best way we can honor them and confirm that they did not die in vain is to keep the American flag flying on the high seas," Sacco said.

Sacco reminded those in attendance (including Seafarers from the Paul Hall Center for Maritime Training and Education in Piney Point, Md.) that America depends on the sealift provided by a strong merchant marine whenever involved in conflict.

"I wholeheartedly believe that the young men and women now entering the industry can look forward to a bright future and a

lifetime career in the U.S. merchant marine," he concluded.

Two other speakers were featured at the MarAd ceremony.

Raymond Ebeling, president and chairman, American Roll-On/Roll-Off Carriers, urged support for the Jones Act and the Maritime Security Program. He also called for "a new comprehensive and aggressive maritime policy."

Ebeling said that the beginning point of that new policy must be an agreement by all key stakeholders on the future role of the U.S. merchant marine and of U.S. flag carriers in terms of support of national defense policy.

Edward Kelly, vice president, American Maritime Officers, who had just returned from the meeting of the International Maritime Organization in London, reflected on his trip and shared his impressions on how the world views our maritime industry.

"At the meetings, the United States is still recognized as a global leader in almost everything," he said. "Included are maritime safety, quality and standards. However we do not measure up in the number of ships we have or in the number of mariners at sea, and certainly not in the number of ships we have under construction."

Kelly said that the IMO and the world look to the United States for leadership, and it is essential that we present a stronger maritime trade commitment to them.

"In order to live up to our calling," Kelly suggested, "we must have a national maritime policy that promotes the U.S.-flag merchant marine adequate to meet out national and economic security needs."

He concluded his remarks by suggesting that "a most fitting memorial for those who have given their lives would be a merchant marine fleet of over 500 ships, a maritime program and more ships capable of functioning as a Navy auxiliary in times of national emergency. In this man-

Continued on next page

### National Maritime Memorial Day Proclamation

May 22, 2000

Americans have always looked to the sea as a source of prosperity and security. Bounded by two oceans and the Gulf of Mexico, with the Great Lakes, the Saint Lawrence Seaway, scores of harbors, ports, and inlets, and thousands of miles of inland river shorelines, our Nation has been blessed with an unparalleled means of moving passengers and freight, protecting our freedom, and linking our citizens with the world.

Today, 95 percent of our imports and exports are moved by water — more than one billion metric tons of cargo — and our waterways currently handle 140 million passengers a year. Our domestic fleet is one of our most productive and cost-effective modes of transportation, moving 24 percent of the Nation's cargo at less than 2 percent of America's total freight cost. The men and women of the U.S. Merchant Marine and the thousands of other workers in our Nation's maritime industry have made immeasurable contributions to our economic strength, standard of living, and leadership in the global marketplace.

The U.S. Merchant Marine plays an equally important role in maintaining our national security. In times of conflict or crisis, the Armed Forces rely upon the Merchant Marine's seafaring capability to transport critically needed equipment and supplies. Time and again, American mariners have demonstrated their willingness and ability to meet often daunting challenges. From World War II to Korea to Vietnam, from Desert Storm to the Balkans and in numerous incidents in between, the U.S. Merchant Marine has responded with courage, patriotism, and a steadfast devotion to duty.

The 21st century will hold new challenges for our maritime industry, including an anticipated doubling of cargo and passenger traffic in the next two decades. If we are to meet those challenges, we must maintain a robust U.S.-flag fleet, crewed by American mariners. Last September, the Secretary of Transportation presented to the Congress a blueprint for modernizing our Marine Transportation System — the waterways, ports, railways, and roads that move people and goods to, from, and on the water. We must build more and better ships, modernize our shipyards, create deeper ports for today's ever larger container ships and ocean liners, and maintain a skilled maritime workforce. We must also ensure that local, State, and Federal agencies, the U.S. military, the maritime industry, shippers, labor unions, environmental groups, and other concerned organizations work in partnership to carry out this blueprint.

As we celebrate National Maritime Day this year, we also mark the 50th anniversary of the U.S. Maritime Administration. Throughout the past five decades, the dedicated men and women of this agency have worked to improve the competitiveness of our maritime industry in world markets and to strengthen our ability to respond swiftly and effectively in times of crisis. On behalf of a grateful Nation, I salute these outstanding public servants for their commitment to the U.S. Merchant Marine and to the shipbuilding, repair services, ports, and intermodal water and land transportation systems they need to function efficiently.

In recognition of the importance of the U.S. Merchant Marine to our Nation's prosperity and security, the Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

Now, therefore, I, William J. Clinton, President of the United States of America, do hereby proclaim May 22, 2000, as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies, and activities and by displaying the flag of the United States in their homes and in their communities. I also request that all merchant ships sailing under the American flag dress ship on that day.

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

William J. Clinton



Continued from previous page

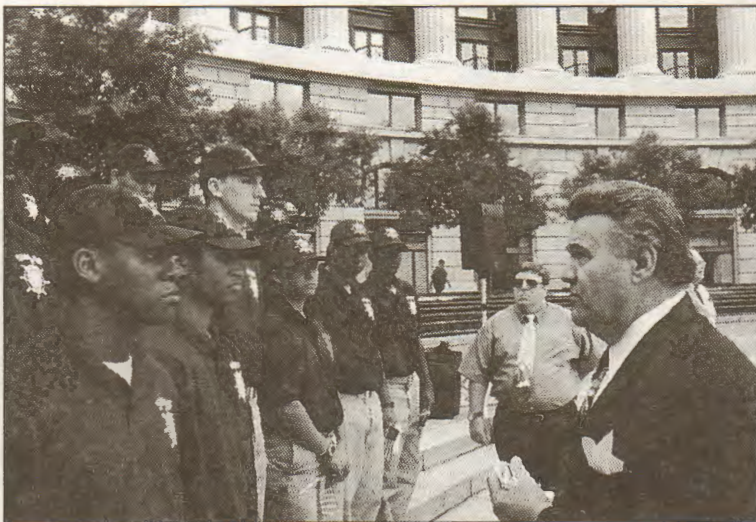
ner, we would honor those who have gone before us."

**Backing from Bateman**

Congressman Herbert H. Bateman (R-Va.), chairman of the Special Oversight Panel on the Merchant Marine of the House Armed Services Committee, was scheduled to deliver the keynote address at the Propeller Club's annual Maritime Day luncheon. The congressman, however, was unable to attend due to a death in his family.

Helen Delich Bentley, former member of Congress from Maryland and former chairman of the Federal Maritime Commission, read his prepared speech at the U.S. Navy Yard. In part, Rep. Bateman's remarks were as follows:

"We in the Congress are committed to providing the necessary resources and support for the maritime community so that you can continue to perform the outstanding work that has proven so beneficial to our nation. To that end, we share a set of common goals: we must have a strong maritime industry, including a viable and economically competitive U.S.-flag fleet; a strong shipbuilding industrial base; and an economically viable nationwide infrastructure of servicable



SIU President Michael Sacco discusses the MarAd ceremony with students from the Paul Hall Center for Maritime Training and Education.

harbors on the Great Lakes, inland waterways and seacoasts of the United States....

"The maritime industry, the Congress and the administration must continue to plead our case with the American people. An informed public will allow us to provide the necessary funding to preserve maritime power as the underpinning of our national security....

"I would be remiss if I did not mention several other pillars of our maritime security. The Jones Act, the Passenger Vessel Services Act, and the America's cargo preference laws are keeping our merchant marine afloat.

Ships would not be under construction in the U.S. today if it were not for these laws. And ships would not be flying the United States flag for employing American citizen mariners if it were not for these laws.

"We must all vigorously enforce the letter and spirit of these statutes while bringing new ideas to the table to expand the U.S. fleet by stimulating growth in each pillar of our merchant marine."

**MSC Ceremony**

"Today, National Maritime Day, we take time to remember and celebrate the heroic feats of the men and women who have served this nation as merchant mariners. Established in 1933, this special day recognizes the service and sacrifice of those who have served ashore and afloat, going in harm's way when necessary."

So stated Adm. Donald Pilling, vice chief of naval operations, during his keynote address at the MSC ceremony at the Washington Navy Yard. A wreath-laying ceremony commemorating the American merchant mariners lost to hostile action followed the admiral's address.

The event, which attracted



Adm. Donald Pilling, vice chief of naval operations (left photo), and Vice Adm. Gordon S. Holder, commander of MSC (right), comment on the need for a strong American merchant marine.



MSC's event drew more than 300 people (above) and included a wreath-laying ceremony (below).



**Vice Presidential Salute**

America's strength at sea has always been a key part of our national security. Bounded by two oceans, crisscrossed by inland waters, topped by our Great Lakes and supported by the Gulf of Mexico, America is literally encircled by waters that require us to maintain our competitive edge. The U.S. Merchant Marine, a fleet that is U.S. built, U.S. owned, and U.S. crewed, is helping to ensure that success in the 21<sup>st</sup> century.

A strong America requires a strong merchant marine. I am proud of our administration's record in promoting the development and maintenance of a modern, efficient merchant fleet, capable of helping our expanding world trade and meeting the needs of the military in times of conflict or national emergency. The Jones Act is the foundation of our American maritime industry and an essential part of the fabric of our nation's economic and national security. I am committed to ensuring the presence of a U.S. flag merchant fleet capable of meeting our defense sealift needs and ensuring a presence in international maritime commerce.

On this National Maritime Day I salute the dedicated men and women of our U.S. Merchant Marine and wish them God Speed and smooth sailing as we ask the nation to pause and honor all of their contributions to our nation.

Al Gore

more than 300 participants and spectators, was hosted by Vice Adm. Gordon S. Holder, commander of MSC. Posting the colors and providing music were members of the U.S. Navy Ceremonial Guard and the U.S. Navy Band, respectively.

Also on hand were the master and crew of the ocean-going tug *USNS Mohawk* who represented MSC ships and America's merchant mariners around the world. Seafarers from the Paul Hall Center for Maritime Training and Education in Piney Point, Md., were also in attendance.

Admiral Pilling noted that although the Washington Navy Yard was a fitting place to acknowledge the mammoth contributions of America's merchant mariners to our nation's very existence, the yard's history isn't as long as that registered by the merchant mariners.

"While the yard contains 200 years of history, that number falls 25 years short of the service given by these gallant men and women," the admiral said. "Their history is full of courageous deeds and selfless sacrifice."

After tracing their record from the Revolutionary War to the present, Admiral Pilling commented on the historically close relationship merchant seamen have always shared with their uniformed comrades.

"It is vital that the partnership between the U.S. merchant marine and the U.S. Navy remains strong, especially in these days of 'rightsizing' and shrinking budgets," Admiral Pilling offered. "At the same time, the modern global market requires a powerful maritime force to protect our interests and prevent hostilities. Our maritime forces must be able to prevail in conflict.

"As we move into a new millennium, I have complete faith in the men and women of our merchant marine," he continued. "I know they will be there, whenever the nation calls, a crucial part of our maritime force."

Admiral Pilling concluded his remarks with a statement of gratitude to all merchant mariners who paid the ultimate sacrifice for this nation. "I extend a heartfelt thanks and the appreciation of the nation to the men and women of America's merchant marine, for your heroism, your sacrifices, your undaunted service."



U.S. Secretary of Transportation Rodney Slater



U.S. Maritime Administrator Clyde Hart



SIU President Michael Sacco

# Maersk Sealand Opens New Houston Terminal

## New York's 30-Year Lease Approved

Maersk Sealand has expanded its operations in Houston with the recent opening of a 71-acre terminal. The Terminal Six facility, ceremonially opened by the company and the port of Houston May 17, includes four cranes, a dozen receiving/delivering lanes, six scales plus an additional 16 acres being developed. It features 2000-foot berths and dock-side rail.

A number of SIU members and officials attended the kickoff at the Barbours Cut Container Terminal.

Two weeks later, Maersk Sealand welcomed news from the northeast that the governors of New York and New Jersey finally cleared the way for implementa-

tion of a 30-year lease between the port and the company. New Jersey's Christie Whitman and New York's George Pataki ended a 17-month stalemate that had delayed the shipping line's expansion at Port Elizabeth, N.J.

According to press reports, the governors had been at odds regarding which state benefits more from its Port Authority revenues. They approved the lease after agreeing to earmark \$250 million for New York transportation projects, allow privatization of the World Trade Center and study a possible increase in fares for the commuter rail linking the two states.



Attending the ceremonial opening at the Barbours Cut facility are (from left) Recertified Steward Fernando Urias, AB Travis Corgey, Bosun John Cain, SIU Safety Director Kenneth Moore, Bosun's Mate Gilbert Rodriguez, SIU VP Gulf Coast Dean Corgey, SIU Asst. VP Jim McGee and Electrician Randy Clark.

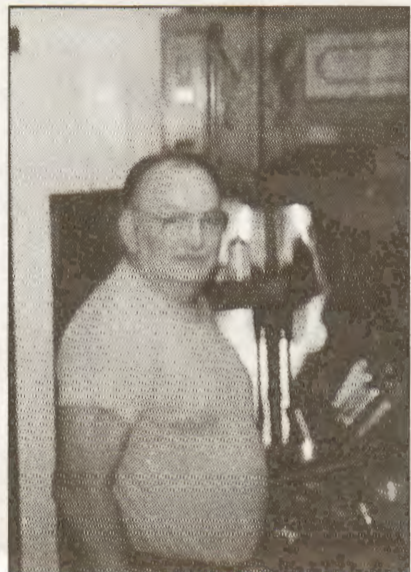


Bosun John Cain (left) and SIU VP Gulf Coast Dean Corgey (right) are pictured with Maersk President and CEO Tommy Thomsen at the Terminal Six opening in Houston on May 17.



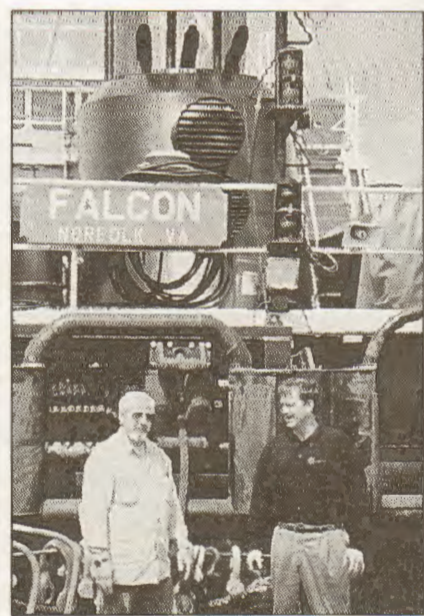
The new terminal already spans 71 acres and will expand by another 16 currently being developed.

## Allied Tug Falcon Awaits New Charter



Chief Cook Donald Lee Jones

Seafarers met with SIU officials aboard the Allied Towing tug *Falcon* (below) recently in the port of Norfolk, Va. The vessel was in the shipyard getting prepared for a new charter. In addition to distributing copies of the most recent *Seafarers LOG* and other union forms, officials also discussed the new contract, pensions and the proposed merger of the NMU into the SIU.



Captain R.C. Morris and Port Captain Andy Higbee



Chief Engineer Hugh L. Gibbs Jr. and Utility Man Richard E. Hamilton.



Mate Thomas B. Mercer and Port Engineer Wiggins

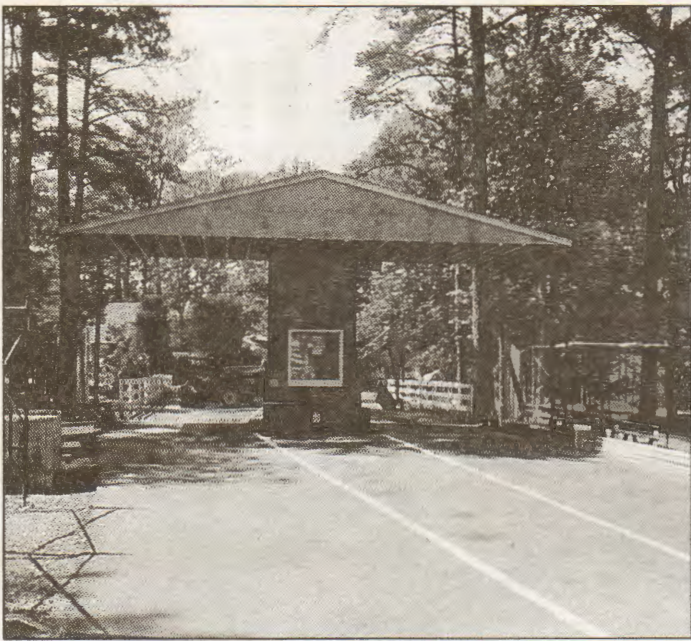
## USNS Soderman Ties Up In Norfolk



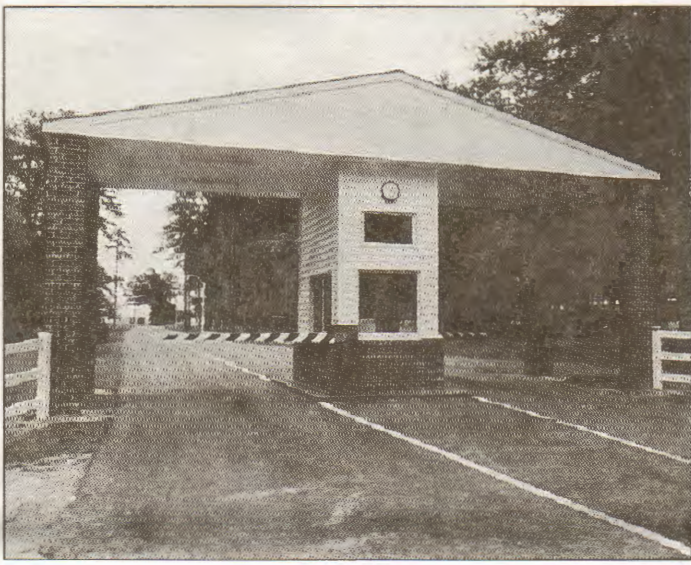
SIU officials recently greeted the crew of the *USNS Soderman* as it tied up in the Port of Norfolk, Va. Officials passed out the latest edition of the *Seafarers LOG* as well as other SIU forms to crew members. Pictured above (from left) are Chief Steward Ron Jones, SA Herman Stith and Chief Cook Thomas Johnson. Pictured below (from left) are AB Tim Kacer, SIU Representative Pat Vandergriff, Bosun Jeff Saxon and OS Paul Hennessey.



## Front-Gate Facelift Almost Finished



The front gate at the Paul Hall Center for Maritime Training and Education is being refurbished. It is scheduled for completion this month. The center is located in Piney Point, Md.



## Simulator Complex Under Construction

Continued from page 6

Levin said the center's original GMDSS system was radio-operator Morse Code-based, or ship-to-ship. However, things have changed tremendously where communications are concerned, he added. With the advent of satellite communications and the ability of satellites to detect signals, communications developers decided that rather than retaining a ship-to-ship-based system, a better approach would be to go ship-to-shore.

"They decided on this approach because the shore folks could manage communication input much better by using a rescue coordinating center," Levin offered. "As a result, the International Maritime Organization (IMO), an IMO subcommittee, and other working groups in various countries developed the

GMDSS. They also developed equipment requirements, operating procedures and examinations."

Levin said GMDSS training in the United States, and in most other countries today, is standardized. Signatory nations must comply with Standards of Training Certification and Watchkeeping (STCW) laws.

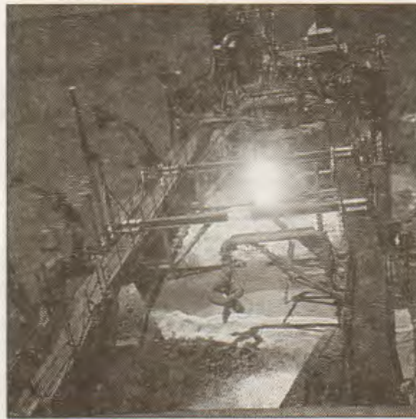
These prerequisites, the same that exist for other countries, presently are satisfied in the U.S. through a 70-hour course. One requirement in that course is the demonstrated ability (for assessment) of actually operating the equipment.

The instructor concluded that the GMDSS simulators should help students at the Paul Hall Center learn communications systems quicker and hone their ability to interact with them.



When completed, the simulator complex addition will contain five classrooms. Three of the rooms will be for general purpose use, a fourth for multi-functional applications and the fifth for a crane simulator.

## Dredging With the Manhattan Island



Two NATCO dredges—the *Dodge Island* and the *Manhattan Island*—currently are working in San Juan Bay, P.R. on a nearly year-long project to deepen the shipping channel. At left is the dredging process in operation and (below) the *Manhattan Island* enters San Juan bay for its first week of work.



AB Ray Maddock (left) works aboard the *Manhattan Island* while AB Kevin Hamilton (right) is the on-duty launch operator for the dredge.



## Maritime Briefs

### Hart Goes to New Department; Graykowski Fills MarAd Post

The U.S. Department of Transportation recently announced that Maritime Administrator Clyde Hart will serve as the acting deputy administrator of the new Federal Motor Carrier Safety Administration (FMCSA). During Hart's leave of absence from MarAd, Deputy Administrator John Graykowski will be its acting administrator.

The FMCSA was established Jan. 1. Its mission is to improve roadway safety by preventing commercial motor vehicle-related injuries and fatalities.

Graykowski previously served as acting head of MarAd from 1997 to 1998.

### Port Waves Rent For Lane Victory

Los Angeles harbor commissioners last month approved a five-year rent-free agreement with the group operating the historic vessel *SS Lane Victory*. The lease is expected to save an estimated \$270,000 for the U.S. Merchant Marine Veterans of World War II, the volunteer association in charge of the ship.

The *Lane Victory*—which served in World War

II, the Korean War and the Vietnam War—has been berthed in Los Angeles for the past 11 years. It is a floating memorial but remains fully operational, offering a half-dozen or so one-day cruises to Catalina during the summer.

Maintenance and operation of the vessel costs an estimated \$200,000 even without any rent, according to a report in the *Los Angeles Times*.



### ITF Delivers For Crews On Runaway-Flag Ships

The International Transport Workers' Federation (ITF) recently reported that in 1999 it recovered more than \$23 million in back pay owed to crews on 551 runaway-flag and other substandard ships.

The ITF is composed of 570 affiliate unions—including the SIU—in more than 130 countries. Those unions represent more than five million members.

In addition to securing back wages for the crews, the ITF through its 100-plus inspectors last year arrested numerous unsafe ships and ensured that proper repairs were made.

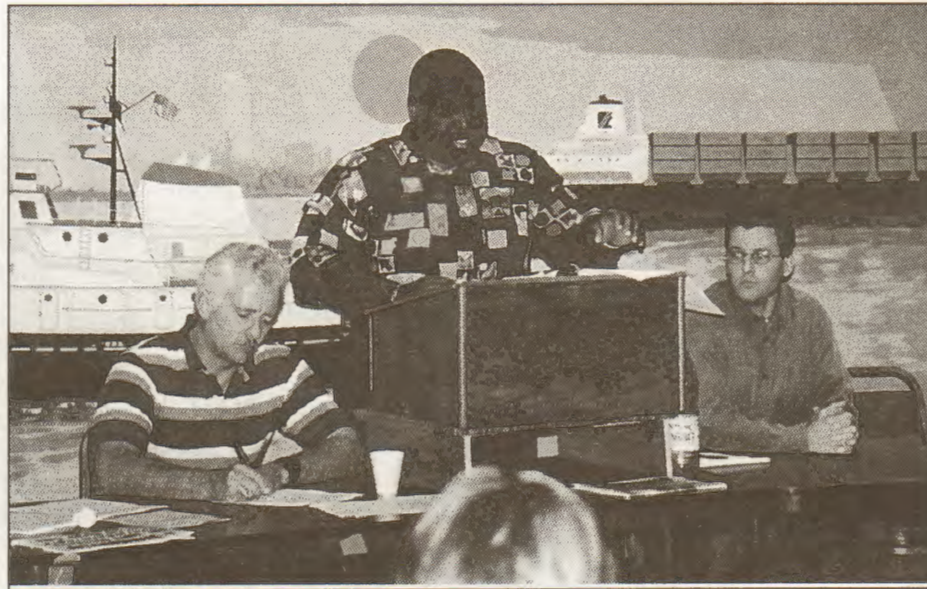
## With St. Louis AMMV Chapter



SIU President Michael Sacco (fourth from right) and Missouri Gov. Mel Carnahan (fifth from right) greet members of the Samuel Parker Chapter of the American Merchant Marine Veterans during this year's St. Louis Port Council dinner. The event took place April 8. Pictured from left to right are Donald Adams, SIU St. Louis Port Agent Becky Sleeper, Edward Dierkes, George Ward, Donald Witte, Mike Congardi, Carnahan, Sacco, Michael Buckley, John Ludwig and Jack Grothe.

## At the Hall

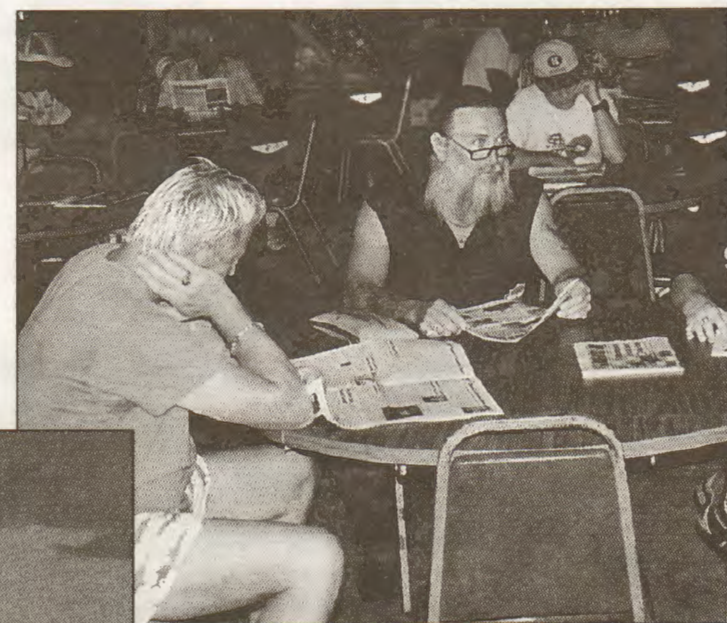
Right: Port Agent Anthony McQuay conducts a membership meeting at the Jacksonville hall with the help of VP Dean Corgey (left) and Patrolman Bryan Powell.



# With the In and A Jackson



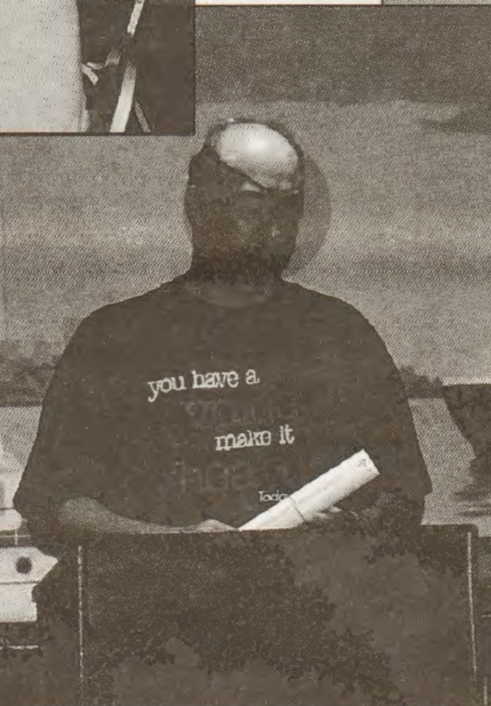
Catching up on union news during a monthly membership meeting are (from left) OMU Gary Doyen, OMU Patrick McPherson, Chief Cook Jack Hart, Steward/Baker Floyd Bishop and OMU Milton Israel Jr.



During a recent union meeting at the Jacksonville hall, Chief Cook Rob Seim, QEE Hardin Chancey and QEE Payne review the *Seafarers LOG* and discuss trends in the maritime industry.



Action on the counter at the Jacksonville hall is fast and furious most days.



Recertified Bosun David Campbell addresses the membership at a recent union meeting. Brother Campbell stressed the importance of upgrading at the Paul Hall Center and the need to bring new recruits into the union. (Campbell completed the bosun recertification course at the school in May.)

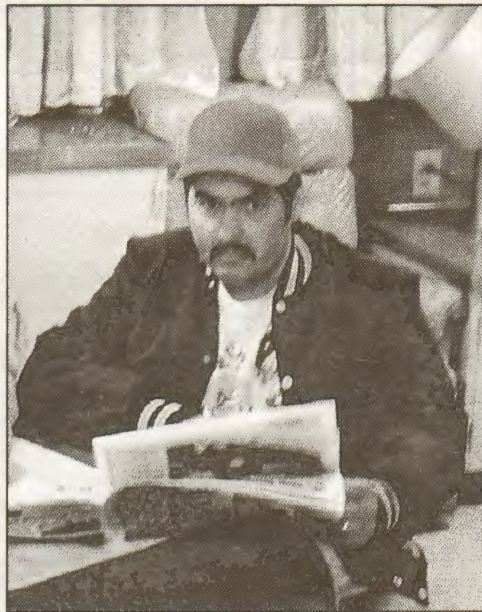


Port Agent Anthony McQuay presides over the voting booths while Recertified Bosun William "Scotty" Byrne receives his ballot. Brother Byrne cast the first vote at the Jacksonville hall in the SIU-NMU proposed merger.

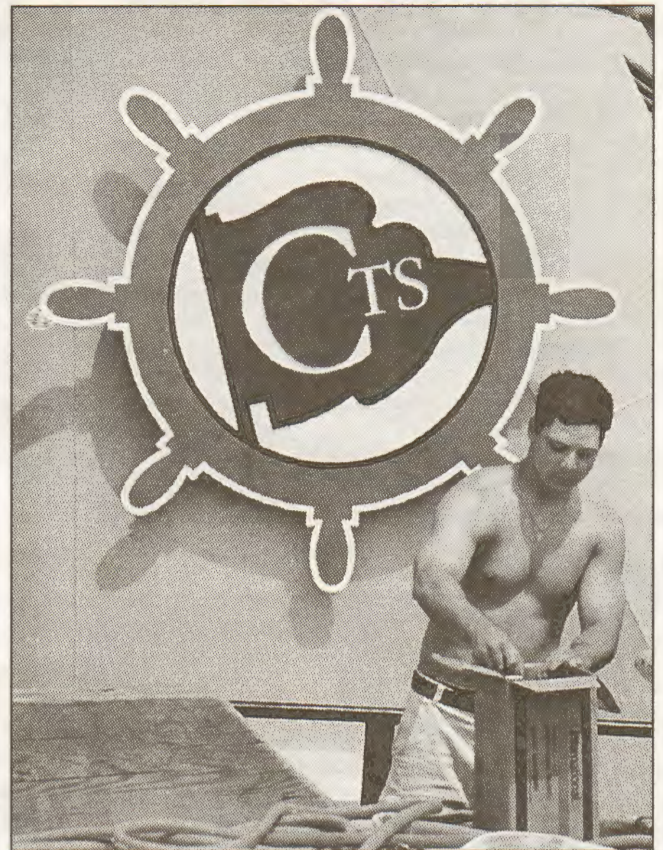


Left: Full book members raise their hands to be counted at the Jacksonville membership meeting.

# Members: Around the Hall



Recertified Steward Milton Younnett reads about new and upcoming SIU job opportunities while aboard the *Atlantic*.



Deckhand Derek Dragon unpacks and mixes paint for maintenance work at the docks of Crescent Towing and Salvage in Savannah, Ga.

## Aboard Vessels

The Jacksonville hall has the largest jurisdictional area as well as the largest coastal area of any of the SIU ports—spanning the region from the North Carolina border to Key West, Fla. to Panama City.

Needless to say, shipping is very good in Jacksonville, making many job calls quite competitive and action at the counter fast and furious.

Serving the membership throughout the region are Port Agent Anthony McQuay along with Patrolmen Bryan Powell (who provided the photos on these two pages) and Harmando Salazar. They meet the ships, tugs and dredges that hit port anywhere in their jurisdiction and also help the members with any business they need to take care of in the hall.



SIU Patrolman Bryan Powell (center) meets with two unlicensed apprentices—Ryan Smith (left) and Randolph Cash—aboard the *Atlantic*, a U.S. Ship Management Co. vessel.



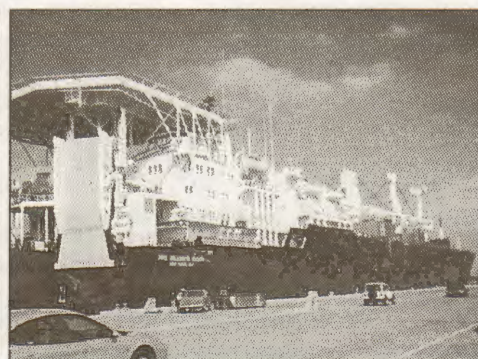
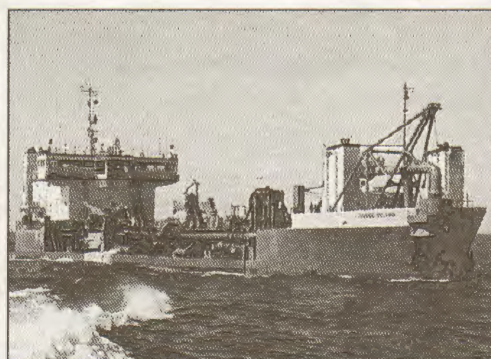
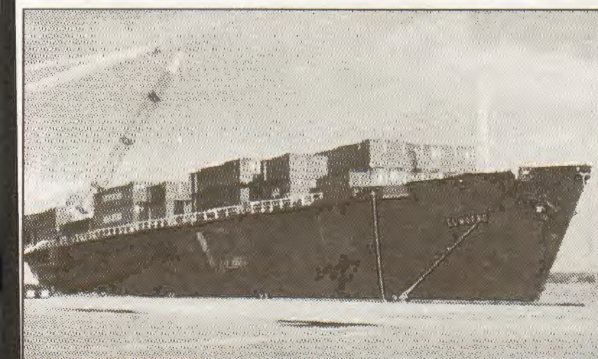
Since December, the port of Jacksonville has taken delivery of four new container cranes (like the one at left), for a total of 14. The new cranes help the port keep pace with the growing container trade and are part of a \$150 million investment in terminal improvements over the past three years.



Two members of the dock crew at Crowley are OSs Mario Morante and Jason Powell.



Also at Crowley, Port Agent Anthony McQuay (left) stops to chat with AB Gilberto Chamorro.



Many of the SIU-contracted ships, tugs and dredges come through or are stationed in the port of Jacksonville. The above vessels are just four of a larger number serviced by port officials recently. From the left are the *El Morro* (Sea Star); the dredge *Dodge Island* on the job in Georgetown, S.C.; the *PFC William B. Baugh* offloading at Blount Island Marine Terminal; and the tug *General Oglethorpe* of Crescent Towing & Salvage in Savannah, Ga.

# A VOYAGE TO INDIA-1940 by J. Melford Smith



Last April, the *Seafarers LOG* published part of Pensioner James M. Smith's journal of his trip to India in 1940 as an ordinary seaman aboard the *SS Steel Age*.

The vessel had steamed past the Rock of Gibraltar, through the Suez Canal and called on the ports of Alexandria, Egypt and Jidda, Saudi Arabia.

This second segment continues in Jidda.

This evening, Bud, Bill and I went ashore (\$5 for round-trip in launch) and were escorted around the city by an Arabian government official who could speak fairly good English. Jidda has no electric lights, using gas as its means of illumination. There are no paved streets and no sidewalks. The streets are hard-packed dirt, even in the "shopping district." There is an abundance of goats, donkeys (which are painted all colors of the rainbow), dirty dogs, cats and camels. The Arabs, however, are most kindly and not at all aggressive. I much prefer them to my late Egyptian fiends, er, friends.

My guide and interpreter was well dressed in the native garb of flowing silken robes, leather sandals and a blue silk sash. His headdress was the customary turban with a one-inch diameter black cord wrapped twice around. It is the badge of authority for government officials.

We walked through the dark streets flanked by buildings that were ornate but centuries old.

There was a distinctly oriental odor that I could not define, and I saw no women except two or three shrouded black creatures that somehow didn't resemble in any way the female of the species. From a minaret came the wail of a muezzin: plaintive, lonesome and searchingly thin, calling the faithful to evening prayer. The Moslems pray five times a day, and the muezzins, or priests, have the "good fortune" to be blinded while still young babies "so that they may see no evil."

We went through the east gate in the walled city and were on the road to Mecca for about 100 yards. There was a camel caravan camped alongside the road with the camels tethered nearby. Being an old farm boy from the mid-west, I couldn't resist trying to make friends with one of the animals. When I went to pat him (her?) on the nose, the beast made a swipe at me with huge yellow teeth, and I fell over backward, much to the merriment of the bedouins, who were rolling on the ground with laughter.

Returning to the center of the town, the government chap invited us to his house for tea. More dark alleys. On the floor in the entrance hall lay about a dozen ragged pilgrims, one of whom had a dangerous looking dagger. I stepped over them all very carefully. Up five short flights of stairs and into a well-furnished room with a platform bed built around two sides. There were about two dozen pillows of varying and beautiful design and a

thick rug on the floor that would cost a fortune in the States.

The windows were of wood and pointed at the top. On the wall was a picture of King Farouk and his Egyptian queen. There was a small table of teak or mahogany on which were small glasses, ash trays that were never meant for use and similar articles of beautiful but useless design.

The tea was thick, very sweet and very good. We chatted about Arabia and Egypt and T. E. Lawrence before leaving to visit the Americans' residence.

There are seven Americans here working for Standard Oil of California. We were welcomed with open arms (and scotch and sodas). We were the first Americans to visit them, and they were genuinely glad to see us. Everyone got slightly tipsy, and we arrived at the dock at midnight in a Ford touring sedan in high humor and noisy song.

**Saturday, March 9—**Woke up this morning with a hangover, and my mouth felt like the Russian Army had been marching through it in their stocking feet. Too many scotch and sodas, no doubt. Blistering hot today. Underway for Aden at 1600.

**Sunday, March 10—**Got up at noon. Have been reading "Beau Geste" by P.C. Wren, which I finished after getting off watch. Very good story. Played "quoits" this afternoon. It's like horseshoes but with eight-inch rings made of rope. The sea is smooth as glass and it's hotter than hell. We pass a ship every two or three hours. ETA at Aden is Tuesday morning.

**Monday, March 11—**The weather is very hot but we have a strong wind and a choppy sea. This wind is called a "khamsin," which means "50" in Arabic, because it blows 50 days a year. Passed two islands near the entrance to the Red Sea. We stand watches only since it's too hot to work on deck.

## Gulf of Aden

**Tuesday, March 12—**Entered the Gulf of Aden this morning. Raised land at 1400 and tied up to buoys in Aden harbor at 1600. Went ashore after dinner. There isn't much of interest here although Aden is the fueling port for all ships going to and from the Far East. This is a British military post where duty should be avoided if possible. It is incredibly barren, consisting of huge rugged-looking mountains of volcanic rock and, incidentally, one of the hottest places on earth, with temperatures running to 130 degrees.

There are a few Allied merchant ships in the harbor, all armed. While ashore, I walked around the English settlement, then down through the native quarter and back to the Crescent, which is a tree-lined street running along the shoreline of the

harbor. Had a drink with a couple British soldiers, then the three of us went to the cinema.

The movie was in an ancient amphitheater open to the starry night sky. I asked one of my companions about not having a roof. He said, "What for? It hasn't rained here for 105 years!" In Aden, I used five kinds of money—American, English, Arabian, Egyptian and Indian.

**Wednesday, March 13—**Underway at 1700 for Rastanura in the Persian Gulf. At sunset we were pushing our bow into the East Indian Ocean, a flat lazy sea turned to blue and gold by the setting sun. In the east, the first of the evening stars was twinkling in

*Somewhere east of Suez  
Where the best is like the  
worst  
Where there ain't no ten com-  
mandments  
And a man can raise a thirst*

**Saturday, March 23—**Underway at dawn yesterday for Karachi, India. The Arabs in Rastanura stole everything that wasn't bolted to the deck. They even stole the flag halyard! Today the weather is warm with calm seas as we cross the Gulf of Oman. I am drawing 100 rupees, which I hope will last until Calcutta.

**Sunday, March 24—**Easter Sunday. Fine weather and calm blue seas. There is a full moon these nights, making it very beautiful on the midwatch. While off watch, if I'm not working with the deck gang under supervision of the bosun, I lie on deck and read. At present am reading "History of the United States" by Emerson Fite. Am surprised at how much I still have to learn about American history.

**Tuesday, March 26—**Arrived in Karachi, which is at the mouth of the Indus River. Went ashore in the afternoon. Found the place very interesting and the prices low. Underway for Bombay on Wednesday.

**Friday, March 29—**We arrived in Bombay about noon. Went to a movie in the evening. Saw "Balalaika," then had dinner at the Taj Mahal Hotel—"The Gateway to India."

## Bombay Nights

Englishmen and ladies in evening clothes, beggars everywhere crying "Bakshish, Sahib," gharreys (horse-drawn carriages) and rickshaws, Indian girl prostitutes, some not more than children, Anglo-Indians called "Chichi's," and some of the most beautiful architecture in the world. The locals wear class marks on their foreheads and in their noses. Colorful saris on the women. And people, people everywhere.

The weather was hot and the nights beautiful. Sitting on the veranda with my British friends and a lovely Chichi girl named Terry. Thought of "The Romance of the East." Can't remember the author:

*The lilt of liquid Malay tunes  
Azure tropic skies  
The warmth of sunlight on  
lagoons  
Laughter in dark eyes.  
From distant lands these mag-  
ics come  
Where love and fragrance  
meet  
The lute and zithers gentle  
strum  
Is stilled by desert heat.  
From many a visioned  
unknown land  
A mystic world afar  
Mongolia, Tibet, Samarkand  
And fabled Zanzibar!*

On Sunday I went to the race track with my British friends, dressed in my new khaki shorts and pith helmet. Won a whole bunch of rupees but didn't realize how much until I returned to the hotel, emptied all my pockets and the ones I had stuffed in my shirt. Almost \$500! The most money I have ever had! On Monday I stopped at the bank and changed it to American dollars before returning to the ship and had Capt. Jones put it in the ship's safe.

We left Bombay this morning at dawn. As we made our way across the harbor through the heavy traffic, the sun rose out of the ocean to touch the rounded, pointed domes of the Taj Mahal Hotel and slowly flood the city with light, chasing the early morning mist before it. And so farewell to this great city of the East, where east is east and west is also east.

We are now bound for Colombo, Ceylon with an ETA for Thursday. There is a rumor going around that we will go to Singapore from Calcutta and back to the States via Honolulu. Around the world cruise!

## Colombo, Ceylon

**Friday, April 5—**Arrived in Colombo early Wednesday evening. We moored the ship to a buoy in the polluted harbor.

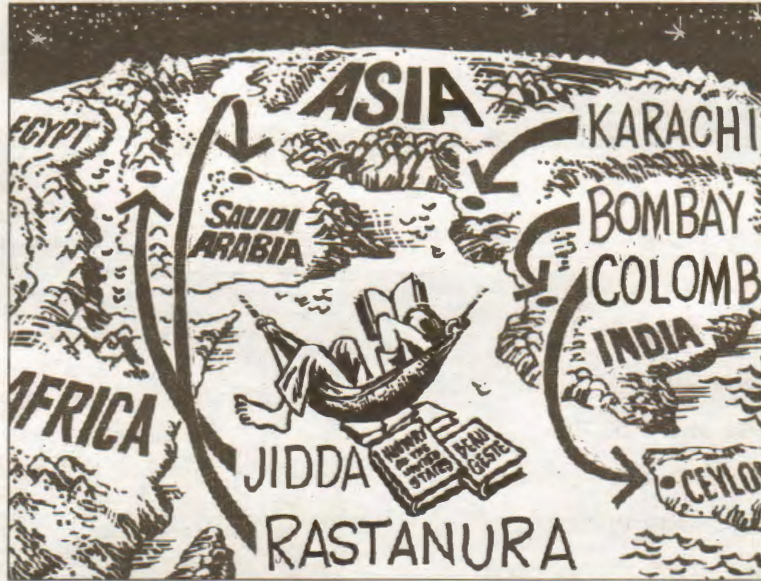
My watch partner, Bill Marks, had bought a tailored white sharkskin suit in Bombay and was wearing it for the first time. There were three bumboats tied up at the foot of the gangway. Bill went tripping merrily down the gangway. He jumped into the first boat, which tipped dangerously. Off balance, he jumped into the second boat with the same result. The third boat was a complete miss, and poor Bill wound up in the oily harbor water with his white sharkskin suit. A comical performance but a real loss for Bill.

I went ashore in a bumboat at a cost of one-half rupee. Colombo is a singularly beautiful town and has a fine European-style business district, elegant English tea rooms and the Grand Oriental hotel. The city is clean, and the native housing districts are a mile or more from the main shopping area.

The native Ceylonese are not so ragged as elsewhere in the East. Transportation is by rickshaw or trams and also fast motor buses. The dock where I landed is a very modern one with a money-changing place at the entrance. Opposite the dock is the Grand Oriental, so I stopped in. There was dancing in the ballroom with some rather bored-looking British colonials dressed in evening clothes and their very, very snobbish women. The atmosphere was a bit dull so I left. Perhaps Kipling had it right when he wrote about some girls back home in merry old England:

*Beefy face and grubby hand  
Law, what do they under-  
stand?  
I've a sweeter, neater maiden  
In a cleaner, greener land  
On the road to Mandalay.*

To be continued  
in a future issue of the  
*Seafarers LOG*.



a deep blue sky.

**Thursday, March 14—**Was really warm on deck today. Didn't get up 'til noon. This is really splendid cruising compared to my two years as a Marine on the *USS Houston*. There has been a ship in sight all day with guns mounted aft and no flag. We changed course just in case.

**Friday, March 15—**Fish on the menu today. Nothing of interest to write about. 1380 miles to our next port of call. Weather very hot—am getting a good tan.

**Tuesday, March 19—**For the past three days we have been cruising steadily northeast at 10 knots through the Indian Ocean. Today we entered the Persian Gulf from the Gulf of Oman. Both countries are in sight. On the port side, the high, desolate and rugged mountains of the Arabian Peninsula; to starboard, the low rolling coastal plain of Persia (Iran). We will be arriving in Rastanura Thursday morning. This evening there is a yellow moon lying low over the East Indian Sea, reminding me of more romantic moments. Just one year since Palm Beach. Ah, romance! Perhaps things will work out better in the future.

Read "Half a Loaf" by Grace A. Lewis, a tenderly romantic novel of the trials and tribulations of a young author and his wife.

**Thursday, March 21—**Arrived at Rastanura this morning. A most desolate place with nothing to signify its existence but a few oil tanks. Flat desert, no trees. The British pilot who brought the ship in said, "When the wind isn't blowing like hell from the north, it's blowing like hell from the south." It is so hot and dry we are thirsty all the time. I wonder if Kipling was in a situation like this in northern India when he wrote:

# Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2000

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
	<b>DECK DEPARTMENT</b>									
New York	29	7	6	21	10	4	10	53	13	11
Philadelphia	7	5	2	3	4	2	4	9	5	2
Baltimore	6	5	0	5	2	1	1	10	5	3
Norfolk	13	12	11	9	12	9	3	22	16	10
Mobile	11	8	9	11	5	5	4	18	8	8
New Orleans	19	7	7	7	12	10	10	32	10	7
Jacksonville	33	18	14	24	10	7	19	59	26	18
San Francisco	25	8	3	17	9	2	8	43	11	5
Wilmington	23	15	3	23	12	3	10	39	18	7
Seattle	32	16	6	25	6	11	23	43	11	7
Puerto Rico	10	4	4	5	5	3	3	22	8	3
Honolulu	8	11	5	7	8	4	0	20	10	5
Houston	30	17	7	19	18	4	13	47	18	10
St. Louis	5	2	4	4	0	3	0	1	4	3
Piney Point	2	6	5	2	6	2	0	2	3	3
Algonac	1	2	1	2	1	1	0	0	1	1
<b>Totals</b>	<b>254</b>	<b>143</b>	<b>87</b>	<b>184</b>	<b>120</b>	<b>71</b>	<b>108</b>	<b>420</b>	<b>167</b>	<b>103</b>
<b>ENGINE DEPARTMENT</b>										
New York	18	10	3	11	15	4	7	29	7	5
Philadelphia	2	2	1	3	3	0	0	3	3	1
Baltimore	4	7	3	6	9	2	2	6	6	2
Norfolk	8	10	6	6	8	4	4	10	12	5
Mobile	9	3	1	4	2	1	2	13	7	2
New Orleans	12	11	0	7	6	2	5	11	11	5
Jacksonville	20	14	8	21	12	8	11	27	14	13
San Francisco	6	4	1	12	6	3	4	14	6	0
Wilmington	11	5	7	6	5	4	4	18	11	9
Seattle	19	6	9	12	3	4	6	18	10	7
Puerto Rico	6	4	1	4	4	1	2	9	3	3
Honolulu	9	10	2	5	3	0	1	13	12	7
Houston	20	6	3	13	5	3	5	28	12	4
St. Louis	3	1	3	1	3	0	2	4	1	3
Piney Point	2	3	5	1	3	4	1	3	6	2
Algonac	1	2	0	1	2	0	2	0	0	0
<b>Totals</b>	<b>150</b>	<b>98</b>	<b>53</b>	<b>113</b>	<b>89</b>	<b>40</b>	<b>58</b>	<b>206</b>	<b>121</b>	<b>68</b>
<b>STEWARD DEPARTMENT</b>										
New York	15	4	0	10	1	1	6	28	8	0
Philadelphia	2	1	0	1	2	0	0	2	0	0
Baltimore	2	1	1	0	0	0	0	6	3	1
Norfolk	12	7	2	10	7	3	1	12	8	5
Mobile	3	3	1	1	2	2	1	6	4	1
New Orleans	6	4	1	5	4	0	4	12	6	1
Jacksonville	16	8	8	10	5	2	7	38	10	8
San Francisco	24	7	0	17	2	0	7	42	10	1
Wilmington	28	6	2	20	2	0	8	32	11	4
Seattle	18	3	1	12	3	1	12	35	3	4
Puerto Rico	3	0	0	3	1	0	0	4	0	0
Honolulu	15	6	8	9	3	7	5	20	6	15
Houston	13	1	0	13	2	1	7	15	1	0
St. Louis	2	1	0	0	0	0	0	4	2	1
Piney Point	4	1	2	1	4	3	0	3	5	1
Algonac	0	0	0	0	0	1	0	0	0	1
<b>Totals</b>	<b>163</b>	<b>53</b>	<b>26</b>	<b>112</b>	<b>38</b>	<b>21</b>	<b>58</b>	<b>259</b>	<b>77</b>	<b>43</b>
<b>ENTRY DEPARTMENT</b>										
New York	6	28	19	2	20	16	0	10	43	34
Philadelphia	0	3	1	1	1	0	0	0	2	2
Baltimore	1	3	2	0	1	2	0	1	3	2
Norfolk	1	12	10	1	7	10	0	0	17	16
Mobile	1	9	2	0	6	1	0	4	12	2
New Orleans	1	7	5	2	5	5	0	4	11	10
Jacksonville	5	18	11	2	8	4	0	6	29	25
San Francisco	2	19	3	2	3	5	0	13	32	10
Wilmington	10	10	9	6	4	3	0	9	16	19
Seattle	6	26	16	4	10	19	0	13	32	22
Puerto Rico	1	1	8	1	1	4	0	5	5	14
Honolulu	5	24	64	2	14	38	0	16	43	110
Houston	2	15	4	2	14	2	0	3	19	9
St. Louis	0	2	3	0	0	2	0	0	3	1
Piney Point	0	22	14	0	15	15	0	1	21	14
Algonac	0	0	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>41</b>	<b>199</b>	<b>171</b>	<b>25</b>	<b>109</b>	<b>126</b>	<b>0</b>	<b>85</b>	<b>290</b>	<b>290</b>
<b>Totals All Departments</b>	<b>608</b>	<b>493</b>	<b>337</b>	<b>434</b>	<b>356</b>	<b>258</b>	<b>224</b>	<b>970</b>	<b>655</b>	<b>504</b>

\*"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.

## August & September 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point .....Monday: August 7;  
 Tuesday: September 5\*  
*\*change created by Labor Day holiday*

Algonac .....Friday: August 11, September 8

Baltimore .....Thursday: August 10, September 7

Duluth .....Wednesday: August 16, September 13

Honolulu .....Friday: August 18, September 15

Houston .....Monday: August 14, September 11

Jacksonville .....Thursday: August 10, September 7

Jersey City .....Wednesday: August 23, September 20

Mobile .....Wednesday: August 16, September 13

New Bedford .....Tuesday: August 22, September 19

New Orleans .....Tuesday: August 15, September 12

New York .....Tuesday: August 8, September 5

Norfolk .....Thursday: August 10, September 7

Philadelphia .....Wednesday: August 9, September 6

San Francisco .....Thursday: August 17, September 14

San Juan .....Thursday: August 10, September 7

St. Louis .....Friday: August 18, September 15

Tacoma .....Friday: August 25, September 22

Wilmington .....Tuesday, August 22\*;  
 Monday, September 18  
*\*change created by Paul Hall birthday holiday*

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

### Personals

#### FRIENDS OF JAMES E. HILL

James E. Hill would like to hear from shipmates who served with him aboard the Penn Vanguard or the Keva Ideal. His address is 410 East Oak Ave., Apt. 7, Tampa, FL 33602.

### Crusader Pays Off in New York



These photos were snapped aboard the Crusader (CSX) during a recent stop in New York. Above (from left) Electrician Kevin Cooper and AB John Walsh enjoy a late dinner. Below (left) Bosun Roberto Diaz meets with SIU New York Safety Director Jack Sheehan, and (right) Steward Joe Emidy finishes up his galley duties for the evening.



**Seafarers International Union  
Directory**

Michael Sacco  
President

John Fay  
Executive Vice President

David Heindel  
Secretary-Treasurer

Augustin Tellez  
Vice President Contracts

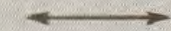
Jack Caffey  
Vice President Atlantic Coast

Tom Orzechowski  
Vice President Lakes and Inland Waters

Dean Corgy  
Vice President Gulf Coast

Nicholas J. Marrone  
Vice President West Coast

Kermett Mangram  
Vice President Government Services



**HEADQUARTERS**

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

**ALGONAC**

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

**ANCHORAGE**

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

**BALTIMORE**

1216 E. Baltimore St., Baltimore, MD 21202  
(410) 327-4900

**DULUTH**

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

**GUAM**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JERSEY CITY**

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

**MOBILE**

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

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

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

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

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

**SANTURCE**

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

**ST. LOUIS**

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

**TACOMA**

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

**WILMINGTON**

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

**Dispatchers' Report for Great Lakes**

MAY 16 — JUNE 15, 2000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	23	10	0	17	4	0	6	6
<b>ENGINE DEPARTMENT</b>									
Algonac	0	13	9	0	6	0	0	5	0
<b>STEWARD DEPARTMENT</b>									
Algonac	0	3	7	0	1	4	0	2	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	14	22	0	8	10	0	6	12
<b>Totals All Depts</b>	<b>0</b>	<b>53</b>	<b>48</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>19</b>	<b>21</b>

\*"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**

MAY 16 — JUNE 15, 2000

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	2	7	0	2	2	0	0	11
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	4	0	4	7	0	4	12	0	15
<b>Totals</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>26</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STEWARD DEPARTMENT</b>									
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	5
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Totals All Depts</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>31</b>

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

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

**PIC-FROM-THE-PAST**

This photo was sent to the *Seafarers LOG* by Pensioner Arthur Longuet of Carson City, Nev.

The picture was snapped in the summer of 1947 aboard the *Governor Graves*, a Waterman Steamship Corp. vessel, which was en route to France.

Longuet is in the second row, fourth from right (marked with an "X"). He sent this photo to the *LOG*, hoping someone might recognize himself.

Brother Longuet, now 72, joined the SIU in 1945 in his native New York. He sailed in the deck department and retired in 1991.

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.







A recertified bosun who upgraded his skills several times at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., is among the six Seafarers announcing their retirements this month.

Brother Walter W. LeClair has some 30 years of service with the SIU in addition to his tenure with the U.S. Army.

In addition to Brother LeClair, each of the five other retirees sailed in the deep sea division.

Three of the retirees were members of the steward department, two shipped in the engine department and one sailed in the deck department.

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

#### DEEP SEA

**PEDRO A. ALICEA**, 66, joined the SIU in 1977 in the port of



New York and first sailed aboard the Westchester-operated *Charleston*. A native of Puerto Rico, Brother Alicea worked in the steward department. He last sailed this year aboard the *Producer*, operated by CSX Lines. Brother Alicea resides in Ponce, P.R.

**PAUL T. BABBIN**, 62, hails from Jacksonville, Fla. A native of Boston, Brother Babbin joined the SIU in 1972 in the port of Seattle. He worked as a member of the



engine department, first sailing aboard the *Transyork*, a Trans Western Associates vessel. The Jacksonville resident last sailed this year aboard the NPR Inc.-operated *Mayaguez*.

**CLIFFORD A. MELROSE**, 75, began his career with the SIU in 1974 in the port of Seattle. A member of the steward department, Brother Melrose's first ship was the *Sea-Land Galloway*. The Deadwood, S.D. native last sailed in 1984 aboard the Westchester-operated *Arcon*. Brother Melrose currently resides in Rapid City, S.D.

**FRANCISCO M. ROSICH**, 59, joined the MC&S in 1972 in the port of San Francisco. Brother Rosich is a native of Puerto Rico. His first ship was the *Santa Mariana*, operated by Delta

## 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.

Steamship Lines, Inc. Brother Rosich last sailed in 1999 aboard the *Cape Gibson*, operated by Patriot. He currently resides in San Bruno, Calif.



**YUSEF SALAH**, 71, hails from Astoria, N.Y. Brother Salah joined the SIU in 1972 in the port of San Francisco. A native of Yemen, his first ship was the *Noon Day*, a Waterman Steamship Corp. vessel. He was a member of the engine department, last sailing this year aboard the *Green Island*, also operated by Waterman. Brother Salah calls Lackawanna, N.Y. home.

**WALTER W. LeCLAIR**, 64, joined the SIU in 1960 in the port of New York. A native of New Hampshire,



Brother LeClair was a member of the deck department. He first sailed aboard an InterOcean Uglund-Management Corp. vessel. An honorably discharged veteran, he served in the U.S. Army from 1958 to 1960. Brother LeClair upgraded his skills several times at the Seafarers Harry Lundeborg School in Piney Point, Md. and completed the bosun recertification program there in 1974. The Chatham, Mass. resident last sailed in 1976 aboard the *Anchorage*, operated by Sea-Land Services.



The SIU crewed *Mayaguez* was the feature of a recent television documentary.

## Mayaguez Incident Recalled In Television Show, Letter

The 1975 ordeal of the *SS Mayaguez*, one of the most famous SIU crewed ships ever, recently was recalled in a one-hour feature on the Discovery Channel. "Seized at Sea" aired May 14.

The show focused mainly on rescue efforts by the U.S. Marine Corps, Navy and Air Force that followed the *Mayaguez's* capture by Cambodian rebels (the Khmer Rouge) off that country's coast. It featured recently declassified film footage of the mission and included interviews with President Gerald Ford, *Mayaguez* crew members and military personnel.

Additionally, Charles G. Raymond, president of CSX Lines (formerly Sea-Land, which operated the *Mayaguez*), sent a letter to the U.S. Ambassador in Cambodia concerning the 25-year anniversary of the incident and a related ceremony. The letter is reprinted here:

The Honorable Kent Wiedemann  
Ambassador  
Embassy of the United States of America  
27 EO Street 240  
Phnom Penh  
Cambodia

Re: Ceremony Commemorating the 25<sup>th</sup> anniversary of the *Mayaguez* incident

Dear Ambassador Wiedemann:

Twenty-five years ago this morning, the United States Navy, Air Force and Marine Corps launched a military rescue effort against the forces of the Cambodian Khmer Rouge. Their sole mission was to free the forty officers and crew members of the U.S.-flag merchant vessel *Mayaguez*. The ship, operated by our company, Sea-Land Service, had been seized by a Cambodian gunboat four days earlier while on a routine commercial voyage from Hong Kong to Thailand. The crew was taken forcibly from the ship and held in an unknown location. This action represented a direct attack by the Khmer Rouge on the sovereign territory of the United States of America and the illegal detention of its citizens.

Tragically, forty-one American servicemen lost their lives during the successful completion of the mission. As a result of the courage and sacrifice of the members of the rescue team, the *Mayaguez's* crew was released by their captors, reunited with their ship and returned safely to their voyage.

The statement made by the United States on May 15, 1975 was heard loud and clear around the world. U.S.-flag merchant ships and American seamen will be protected on the high seas with the same vigor and determination as our borders and citizens would be defended at home. The brave men who died during this mission left a legacy which has and will continue to instill pride in the men and women who choose to go to sea on our ships. The American merchant marine will always be grateful.

Mr. Ambassador, please pass on our thanks and lasting gratitude to the members of the United States' armed forces attending your ceremony today for their service to our country and for the ultimate sacrifice of their comrades twenty-five years ago. They gave their lives to protect not just the men of the *Mayaguez*, but the American merchant marine and its crews wherever they sail.

Sincerely,  
Charles G. Raymond  
President

Reprinted from past issues of the *Seafarers LOG*

### 1967

In a report to the Atlantic and Gulf membership during the regular July membership meeting at headquarters, President Paul Hall told the members that facilities for the training and upgrading of seamen were being expanded. In addition to local training sites in New York and other outports, the SIU has recently purchased a 28-acre site at Piney Point, Md. to train young men for entry-level jobs aboard American-flag ships. This will be in addition to upgrading training to enable working seamen to qualify for promotions after specialized training.

Construction on the SIU's brand new six-story headquarters building in Camp Springs, Md. is nearing completion. The building is located just minutes by car from downtown Washington, D.C. All of the exterior work has been completed, and interior work is moving along rapidly. The building should be ready for occupation

### 1982

Construction on the SIU's brand new six-story headquarters building in Camp Springs, Md. is nearing completion. The building is located just minutes by car from downtown Washington, D.C. All of the exterior work has been completed, and interior work is moving along rapidly. The building should be ready for occupation

in the next few months. The opening of this structure gives the SIU a very visible presence in Washington, where the fortune of the U.S. maritime industry is decided on a daily basis.

### 1995

The two-year series of meetings to update an international agreement that sets minimum standards for certification, training and skills needed by mariners worldwide culminated last month at a diplomatic conference conducted in London with the adoption of

a number of significant revisions aimed at improving shipboard safety. Representatives of the SIU attended the conference (which lasted two weeks) to ensure that the safety of seamen was the primary consideration in the updating of the International Convention of the Standards of Training, Certification and Watchkeeping (STCW), a 17-year-old pact that has 113 signatory countries whose fleets represent nearly 95 percent of the world's merchant-ship tonnage.

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### BLEWETT DAVIS



Pensioner Blewett Davis, 76, passed away April 13. Born in Texas, he began his SIU career in 1965 in the port of Wilmington, Calif. His first ship was the *Steel Flyer*. Brother Davis worked in the deck department. Prior to retiring in October 1988, he sailed aboard the *Overseas Juneau*. The Abernathy, Texas resident was a veteran of World War II, having served in the U.S. Coast Guard from 1942 to 1945.

### JEROME J. FAHEY

Jerome J. Fahey, 58, died November 10, 1999. A native of New York, he first sailed with the Seafarers in 1986 aboard the *USNS Assurance*, operated by Sea Mobility, Inc. He sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. From 1958 to 1962, he served in the U.S. Navy. Brother Fahey last sailed in 1997 aboard the *Cpl. Louis J. Hauge Jr.*, operated by Maersk Line. He was a resident of Ingleside, Texas.

### NORMAN L. FERGUSON

Pensioner Norman L. Ferguson, 82, passed away February 27. Brother Ferguson joined the Marine Cooks & Stewards (MC&S) in 1943. Born in Mississippi, he sailed as a chief steward and began receiving his pension in May 1973. He made his home in Suisun City, Calif.

### PETER GONSALVES



Pensioner Peter Gonsalves, 68, died April 9. He started his career with the MC&S in 1961 aboard the *Sierra*, an Oceanic Steamship Co. vessel. The Hawaii native worked in the steward department and upgraded his skills at the SIU's training school in Piney Point, Md., where he graduated from the steward recertification program in 1986. Prior to retiring in June 1994, he sailed as a chief steward aboard the *Manulani*, a Matson Navigation Co. vessel. Brother Gonsalves was a resident of Honolulu.

### ALEXANDER N. GONZALES

Pensioner Alexander N. Gonzales, 85, passed away April 8. Born in the Philippine Islands, he joined the MC&S, sailing as a member of the steward department. A resident of Daly City, Calif., he started receiving his pension in July 1974.

### JOHN L. HUBBARD



Pensioner John L. Hubbard, 80, died March 31. A native of Canada, he joined the Seafarers in 1949 in the port of New York. During his career, he sailed in the engine department and was active in union organizing drives. Prior to retiring in June 1982, he worked aboard the *Baltimore*, operated by Sea-Land Service. Linwood, Mass. was his home.

### ROBERT W. JOHNSTON

Pensioner Robert W. Johnston, 87,

passed away April 9. He began his career with the MC&S in 1942 aboard the *Oliver Wendell Holmes*. Born in Idaho, he worked as a chief steward, last sailing aboard the *President Roosevelt*, an American President Lines vessel. Brother Johnston was a resident of Manzanita, Ore. and retired in May 1983.

### DAVID KNIGHT



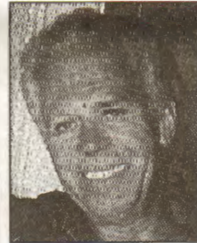
Pensioner David Knight, 89, died April 6. Brother Knight joined the Seafarers in 1941 in the port of New Orleans. The Louisiana native sailed in the steward department and started receiving his pension in October 1972. He made his home in Jacksonville Beach, Fla.

### JOSEPH J. KUNDRAT



Pensioner Joseph J. Kundrat, 84, passed away March 22. Born in Pennsylvania, he began his SIU career in 1944. Brother Kundrat worked in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the steward recertification program in 1980. Prior to retiring in December 1982, he sailed as a chief steward aboard the *Osprey*. Westminster, Md. was his home.

### KANE K. LEETEG



Pensioner Kane K. Leeteg, 67, died February 22. Brother Leeteg joined the Seafarers in 1952. A native of Washington, he worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. He last sailed aboard the *Overseas Joyce* and began receiving his pension in July 1997. Tacoma, Wash. was his home.

### CHARLES F. LONG



Pensioner Charles F. Long, 87, passed away February 7. A native of Montana, he joined the SIU in 1962. Brother Long worked in the steward department. Prior to retiring in October 1977, he sailed aboard the *Sea-Land Producer*. He made his home in Okeechobee, Fla.

### MORTIMER T. MORRIS



Pensioner Mortimer T. Morris, 72, passed away March 30. A native of Alabama, he began his career with the Seafarers in 1948. He sailed in the engine department and frequently upgraded at the Seafarers Harry Lundeberg School. During his career, he was active in union organizing drives. Prior to retiring in June 1988, Brother Morris worked aboard the *Aurora*, operated by Westchester Marine. From 1944

to 1945, he served in the U.S. Navy. Mobile, Ala. was his home.

### L.J. MAY

Pensioner L.J. May, 72, died February 27. He started his career with the MC&S in 1945, sailing aboard the *Matsonia*, a Matson Navigation Co. vessel. Brother May worked in the steward department and began receiving his pension in February 1969. He was a resident of San Jose, Calif.

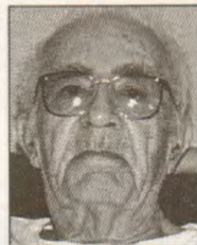
### WILLIAM NEAL



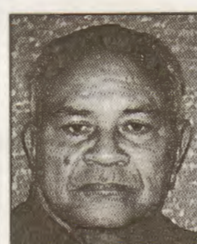
Pensioner William Neal, 83, died March 17. After a 20-year career in the U.S. Navy, he joined the SIU in 1960 in the port of Norfolk, Va. His first ship was the *Andrew Jackson*, a Waterman Steamship Corp. vessel. Born in Kentucky, he worked in the steward department and upgraded his skills at the SIU's training center in Piney Point, Md. Brother Neal last sailed aboard the *Santa Lucia*, operated by Delta Steamship Lines and began receiving his pension in September 1983. He made his home in Chesapeake, Va.



**SAMUEL PAPPAS**  
Pensioner Samuel Pappas, 72, passed away recently. Born in Illinois, he started his career with the Seafarers in 1947 in the port of Mobile, Ala. Brother Pappas worked in the deck department, last sailing aboard a Waterman Steamship Corp. vessel. A resident of New Orleans, he started receiving his pension in June 1993. From 1954 to 1956, he served in the U.S. Army.



**ANGEL PEDROSA**  
Pensioner Angel Pedrosa, 77, died March 20. A native of Puerto Rico, he began his SIU career in 1948 in the port of New Orleans. He sailed as a member of the steward department. Prior to retiring in June 1984, he worked aboard the *Ponce*, a Puerto Rico Marine Management, Inc. vessel. Brother Pedrosa lived in Orlando, Fla. He was a veteran of World War II, having served in the U.S. Army from 1939 to 1942.



**JUAN RIOS**  
Pensioner Juan Rios, 86, passed away March 23. A charter member of the Seafarers, he joined the union in 1939 in the port of Philadelphia. A native of Puerto Rico, he worked in the engine department and was active in union affairs and organizing drives. Brother Rios last sailed aboard a Sea-Land Service vessel and started receiving his pension in May 1980. He was a resident of San Juan, P.R.

### JAMES L. SANDERS

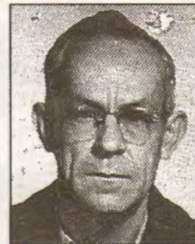
Pensioner James L. Sanders, 70, died April 12. Brother Sanders started his career with the SIU in 1968 in the port of New York, sailing aboard the *Overseas Joyce*. Born in

Kentucky, he worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1982. His last ship was the *Samuel L. Cobb*. A resident of Camden, N.J., he retired in May 1991.

### EDWARD J. SMITH

Pensioner Edward J. Smith, 89, passed away March 14. He joined the MC&S, sailing as a member of the steward department. Brother Smith resided in Weymouth, Mass. and started receiving his pension in October 1973.

### TERRELL J. STAFFORD



Pensioner Terrell J. Stafford, 87, died April 6. A native of Louisiana, he began sailing with the Seafarers in 1947 from the port of Galveston, Texas. Brother Stafford worked in the engine department, last sailing aboard the *Jefferson Davis*, a Waterman Steamship Corp. vessel. A resident of Lecompte, La., he retired in September 1978. During World War II, he served in the U.S. Navy from 1942 to 1945.

### STEVE SZANTO



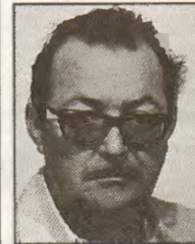
Pensioner Steve Szanto, 73, passed away March 5. Brother Szanto joined the SIU in 1944 in the port of New York. Born in West Virginia, he sailed in the deck department and began receiving his pension in August 1980. Virginia Beach, Va. was his home.

### RALPH G. TURNER



Pensioner Ralph G. Turner, 71, died recently. Born in Nebraska, he graduated from the MC&S training School in 1966 and joined that union in the port of San Francisco. Brother Turner worked in the steward department, last sailing aboard an American President Lines vessel. He made his home in Oakland, Calif. and retired in May 1982.

### DAVID W. VELANDRA



Pensioner David W. Velandra, 70, passed away March 25. He joined the Seafarers in 1966 in the port of Baltimore. His first ship was the *Losmar*, a Calmar Steamship Corp. vessel. A native of Michigan, he worked in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the steward recertification program in 1984. Prior to retiring in January 1993, Brother Velandra sailed aboard the *Liberty Star*. From 1946 to 1949, he served in the U.S. Army. He resided in Las Vegas.

### ALAN F. WEESE

Alan F. Weese, 53, died March 18. Brother Weese started his career with the SIU in 1969 in the port of Seattle. A native of California, he



sailed as an electrician and upgraded his skills at the Paul Hall Center for Maritime Training and Education. His first and last vessels were operated by Sea-Land Service. From 1963 to 1967, he served in the U.S. Navy. Puyallup, Wash. was his home.

### GILBERT T. WOLFE



Pensioner Gilbert T. Wolfe, 70, passed away March 16. A native of Maryland, he began his career with the Seafarers in 1943 in the port of Baltimore. Brother Wolfe sailed in the deck department and began receiving his pension in July 1984. Towson, Md. was his home.

### SAUL F. ZAMBRANO



Pensioner Saul F. Zambrano, 87, died recently. Born in Ecuador, he started his career with the SIU in 1969, sailing aboard the *Beatrice Victory*. The deck department member upgraded his skills at the Seafarers Harry Lundeberg School. Prior to retiring in September 1980, Brother Zambrano worked aboard the *Arecibo*, a Puerto Rico Marine Management, Inc. vessel. He made his home in Manta Manabi, Ecuador.

### ROBERT E. ZIMMERMAN



Pensioner Robert E. Zimmerman, 87, passed away March 19. He joined the Seafarers in 1953 in the port of San Francisco. A native of Indiana, Brother Zimmerman worked in the engine department, last sailing aboard the *Sea-Land Portland*. He was a resident of Bremen, Ind. and started receiving his pension in October 1980.

## INLAND

### GEORGE T. LEMAIRE

Pensioner George T. Lemaire, 61, passed away March 4. Born in Pennsylvania, he began his career with the SIU in 1956 in the port of Baltimore, sailing aboard a Baker Whiteley Co. vessel. Boatman Lemaire worked in the deck department and attended an education conference at the SIU's training school in Piney Point, Md. He last sailed aboard a McAllister Towing Co. vessel and began receiving his pension in July 1993. He was a resident of Edgewood, Md.

### JOSEPH S. SIMONE



Pensioner Joseph S. Simone, 74, died March 14. He started his career with the Seafarers in 1965 in the port of Philadelphia,

Continued on page 20

# Digest of Shipboard Union Meetings

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

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

**SAM HOUSTON** (Waterman Steamship Corp.), March 26—Chairman **Mark S. Downey**, Secretary **Roderick K. Bright**, Educational Director **Michael L. Mefferd**, Deck Delegate **Gregory Hickman**, Engine Delegate **Prentiss R. Smith**, Steward Delegate **Ovidio Crespo**. Chairman expressed thanks from captain for putting out engine room fire in Charleston before shoreside help arrived. Job well done. Treasurer announced \$450 in ship's fund. No beefs or disputed OT reported. Deck delegate requested clarification on pay for daymen standing watch. Suggestion made to form credit union. Vote of thanks given to steward department for good job.

**AMBROSE CHANNEL** (IUM), April 2—Chairman **Mario M. Romero**, Secretary **Elena R. Curley**, Educational Director **Stephen R. Treece**, Deck Delegate **Reginald A. Watkins**, Engine Delegate **Jerome E. Dooms**, Steward Delegate **Jimmy White Jr.** Recently recertified bosun Romero said he is aboard ship to help solve problems in all three departments, but crew should first take complaints to department delegate. Education director encouraged Seafarers to upgrade skills at Paul Hall Center in Piney Point, Md. for better wages and job security. Suggestion made for crew to donate money for purchase of videotapes. Crew members requested ship address for receipt of mail and LOGs. Thanks given to steward department for job well done.

**ATC OHIO** (ATC), April 23—Chairman **Timothy D. Koebel**, Secretary **Gregory G. Keene**, Educational Director **Larry F. Phillips**, Deck Delegate **Jess F. Chalker**, Steward Delegate **Tommy E. Belvin**. Chairman spoke about new direct deposit option in place and said he would inform crew members when ATC course to be offered at Piney Point. No beefs or disputed OT reported. Clarification received from headquarters regarding weekend shift work. Suggestion made for contracts department to negotiate with ATC to return to option of receiving cash for transportation after successful completion of work tour. Next ports: Valdez, Alaska and Ferndale, Wash.

**EL YUNQUE** (IUM), April 28—Chairman **Ronald Mena**, Secretary **Francis E. Ostendarp Jr.**, Deck Delegate **Blair C. Baker**, Engine Delegate **Jimmie R. Graydon**. Chairman announced payoff in Puerto Rico at 10 a.m. Educational director advised crew members to upgrade at Paul Hall Center whenever possible. No beefs or disputed OT reported. Seafarers informed of dock change in Jacksonville. Next port: San Juan, P.R.

**HMI DEFENDER** (IUM), April 9—Chairman **Juan Castillo**, Secretary **Steven R. Wagner**, Educational Director **Charles J. Brockhaus**, Deck Delegate **Robert**

**C. Hoppenworth**, Engine Delegate **Roderick Frazier**, Steward Delegate **Isabel Sabio**. Payoff set for Corpus Christi, Texas. Ship to load gasoline for Perth Amboy, N.J. and then return on Citgo charter to Florida. Secretary reminded crew members leaving ship to get clean linen for reliefs. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported. Communications received stating company headquarters moving to old Kirby/Sabine location in Port Arthur, Texas. New dryer requested for crew laundry as well as stationary bike in exercise room (or access to officers' exercise room). Microwave in crew mess also needed. Suggestion made for contracts department to look into being able to call for relief after 90 days instead of 120 and receiving vacation after completing 60-day relief job. Insurance cards requested. Vote of thanks given to steward department.

**HMI DYNACHEM** (IUM), April 29—Chairman **Robert J. Coleman**, Secretary **Ronald Tarantino**, Engine Delegate **Victor Quioto**. Chairman went over old business, noting receipt of new washer, dryer and TV, thanks to Capt. Jose Leonard. He announced payoff May 1 in Lake Charles, La. and reminded crew members to check expiration date on z-cards and other documents before it's too late. Secretary advised everyone to check pay vouchers and see captain or delegate as soon as possible for changes. Treasurer welcomes donations of all amounts for movie, satellite and gym equipment funds. No beefs or disputed OT reported. Suggestion made for contracts department to look into raising vacation pay and including extra incentives in next contract. Also requested cost of living increases for pensioners and coverage for prescription drugs for dependents. Everyone asked to help keep lounge and crew laundry clean and separate plastic items from regular trash. After Lake Charles, ship heading to Port Everglades, Fla.

**INNOVATOR** (U.S. Ship Mgmt.), April 16—Chairman **John E. Stout**, Secretary **Louis Nicoud**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Klaus E. Tammler**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Andy N. Campollo**. Chairman announced ship going into yard in Korea in June for about three weeks. He thanked everyone for keeping ship clean and separating garbage. Educational director urged crew members to take advantage of educational and upgrading opportunities available at Paul Hall Center. Treasurer stated \$709 in ship's fund. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing time needed for vacation from 120 days to 90 days. Steward department given vote of thanks for job well done. Next ports: Long

Beach, Calif.; Panama Canal; Manzanillo, P.R.; and Freeport, Bahamas.

**INTEGRITY** (U.S. Ship Mgmt.), April 9—Chairman **Felix A. Santiago**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Clay Brown**, Engine Delegate **Michael C. McNally**, Steward Delegate **John Padilla**. Chairman thanked crew for working together and maintaining ship's lounge. Educational director advised everyone to check expiration dates on documents. Renewals can take several days to weeks. Treasurer announced \$40 in movie fund. Three movies purchased last trip; all contributions welcomed. No beefs or disputed OT reported. Suggestions made for contracts department to raise maintenance and cure rates and furnish prescription coverage for dependents. Vote of thanks given to steward department for delicious baked goods and menu variety. Suggestion made for company to supply refrigerators to all crew members. Request made for LOG to publish addresses of senators and congressmen on Capitol Hill (see page 20, June issue). Next ports: Boston, Mass. and Elizabeth, N.J.

**KODIAK** (CSX Lines), April 9—Chairman **Garry D. Walker**, Secretary **Michael F. Meany**. Payoff scheduled April 11 upon arrival in Tacoma, Wash. Day off for all hands April 12; check with boarding patrolman. Old business taken care of, including heat in rooms and condition of linen locker. Treasurer announced \$4,300 in ship's fund. No beefs or disputed OT reported. Letter of thanks received from company regarding securing of 7,000-gallon propane tank that broke loose in a storm. Special meals (lobster and t-bone steak) provided by company as thank you for avoiding disaster with no injuries. Vote of thanks given to bosun's wife, Letty Jo Walker, for donating homemade jams and jellies to crew. Thanks also given to chief steward and his department for job very well done.

**LIBERTY WAVE** (Liberty Maritime), April 23—Chairman **Ronald Charles**, Secretary **Fredrick L. Washington Sr.**, Educational Director **Jeffery T. Field**, Engine Delegate **Carl L. Turner**. Bosun announced payoff in New Orleans April 25. Vessel will then return to Haifa, Israel. Secretary asked crew members to clean rooms and reefer boxes and turn in keys before leaving ship. Educational director suggested everyone take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Clarification needed on DEU's cleaning of lounge and laundry areas.

**MAERSK CALIFORNIA** (Maersk), April 16—Chairman **James T. Martin**, Secretary **William P. McGee**, Educational Director **James T. McParland**, Deck Delegate **Dirk W. Adams**, Steward Delegate **Ivan R. Salis**. Chairman noted AB **James Rose** taken ill April 15 in Panama Canal. Will be gone at least until ship arrives in Charleston, S.C. April 19. Treasurer **Jeffrey A. Lagana** announced \$728 in ship's fund. Two new vacuum cleaners purchased in Peru. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing seatime needed for pension. Another suggestion made to have one person to a room when upgrading at Piney Point. Sincere thanks given to steward department for job well done and to deck department for wire change on crane.

**MAERSK COLORADO** (Maersk), April 16—Chairman **Mohamed S. Ahmed**, Secretary **Ray A. Garcia**, Deck Delegate **David J. Joseph**, Engine Delegate **Ray Avie Jr.**, Steward Delegate **Allan D. Bright**. Chairman reported payoff April 20 in Long Beach, Calif. Coast Guard inspection to take place at that time. He noted safe voyage with good crew and read schedule of courses available at Paul Hall Center. Relief steward

dental program and prescription coverage for dependents. New toaster needed in crew messhall as well as first-aid kits. Vote of thanks given to steward department for great job. Next port: Portland, Ore.

**OVERSEAS VIVIAN** (OSG Ship Mgmt.), April 9—Chairman **Daniel W. Seagle**, Secretary **Pablo P. Lopez**, Educational Director **Murray W. Roberson**. Everything going well, according to chairman.

## Stopover in South America



While at anchor in the port of Guayaquil, Ecuador recently, crew members aboard the *Maersk Tennessee* wait at the bow for bunkers to be loaded. From the left are Chief Mate Kurt Breitfeller, Bosun Jerry Borucki, ABM John Wagner and Second Mate Deborah Hennen. The vessel is on a San Antonio, Texas to Guayaquil to Long Beach, Calif. run.

stated regular steward to return in Long Beach. This was his first time on Maersk ship and he enjoyed trip. He reminded crew members to check seamen's documents and STCW for expiration and suggested upgrading skills at Paul Hall Center. Educational director advised crew to think and practice safety at all times. No beefs or disputed OT reported. Request made for refrigerators for crew rooms. Vote of thanks given to steward department, especially Chief Cook Bright.

**MAERSK TEXAS** (Maersk), April 16—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Edward C. Mancke**, Steward Delegate **Clancy T. Hennigan**. Chairman noted repair of ice machine, but part still on order for washer. Ship will dock on arrival in Long Beach, Calif. April 10. Everything running smoothly. Secretary thanked his department members, especially Chief Cook Hennigan, for excellent job. Educational director urged all to upgrade at Piney Point and to be aware of z-card expiration (every five years). No beefs or disputed OT reported. Suggestion made for contracts department to reinstate time off on freighters. Request information as to Money Purchase Pension Plan.

**OVERSEAS HARRIETTE** (OSG Ship Mgmt.), April 9—Chairman **Gary L. Dates**, Secretary **Mark A. Flores**, Deck Delegate **Joseph Carrillo**, Engine Delegate **Michael Gay**, Steward Delegate **Marco Guity**. Chairman thanked everyone for job well done. Separate pay vouchers to be issued for Saturday and OT work due to lack of cash on board ship. Secretary noted trip to North Korea very educational. No beefs or disputed OT reported. Suggestions made for contracts department to look into being able to leave ship after six months and receive transportation and unemployment. Also suggested upgraded

Payoff scheduled in New Orleans after clearing immigration and customs. Galley gang to have cook-out/barbecue every Sunday. Secretary suggested crew members upgrade skills at Paul Hall Center and get necessary endorsements for higher jobs. Better ratings mean more money. No beefs or disputed OT reported. Vote of thanks given to chief cook and his crew for job well done.

**PRODUCER** (CSX Lines), April 11—Chairman **William J. Card**, Secretary **David A. Cunningham**, Educational Director **Alan A. Rogers II**, Deck Delegate **William D. Brinson Jr.**, Engine Delegate **Terry J. Mouton**, Steward Delegate **Cecilio E. Suarez**. Chairman stated payoff to take place in Elizabeth, N.J. April 14. Vessel stores to be delivered at that time. Chairman also noted captain put out revised schedule of vessel's arrival on West Coast but is subject to change. He reminded crew members to check STCWs and z-cards for expiration dates. Educational director urged everyone to upgrade at Piney Point. He will check class offerings for those getting off and wanting to attend courses there. Treasurer stated \$750 in ship's fund. No beefs or disputed OT reported. Bosun read several articles from LOG and reminded everyone to keep updated on new information about union and maritime industry. Recommendations made for contracts department to look into increasing pension due to rising cost of living, and lowering seatime and age requirement for pension. Bosun thanked steward department for great food and keeping areas clean. Chief steward commented to bosun and deck gang about great new paint job on aft house. New mattresses to be ordered for everyone by end of month. Entire crew thanked Messman Suarez for keeping messhalls spotlessly clean and well stocked. Next ports: Elizabeth; San Juan, P.R.; Jacksonville, Fla.

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 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).

### Basic Financial Statement

Benefits under the plan are provided by the plan. Plan expenses were \$13,560,893. These expenses included \$892,001 in administrative expenses and \$12,668,892 in benefits paid to participants and beneficiaries. A total of 4,560 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$147,907,172 as of July 31, 1999, compared to \$156,888,193 as of July 31, 1998. During the plan year, the plan experienced a decrease in its net assets of \$8,981,021. This decrease includes unrealized appreciation or depreciation in the value of plan assets, which 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. The plan had a total income of \$4,579,872, including employer contributions of \$29,212, and earnings from investments of \$4,549,539, and other income of \$1,121.

### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### 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:

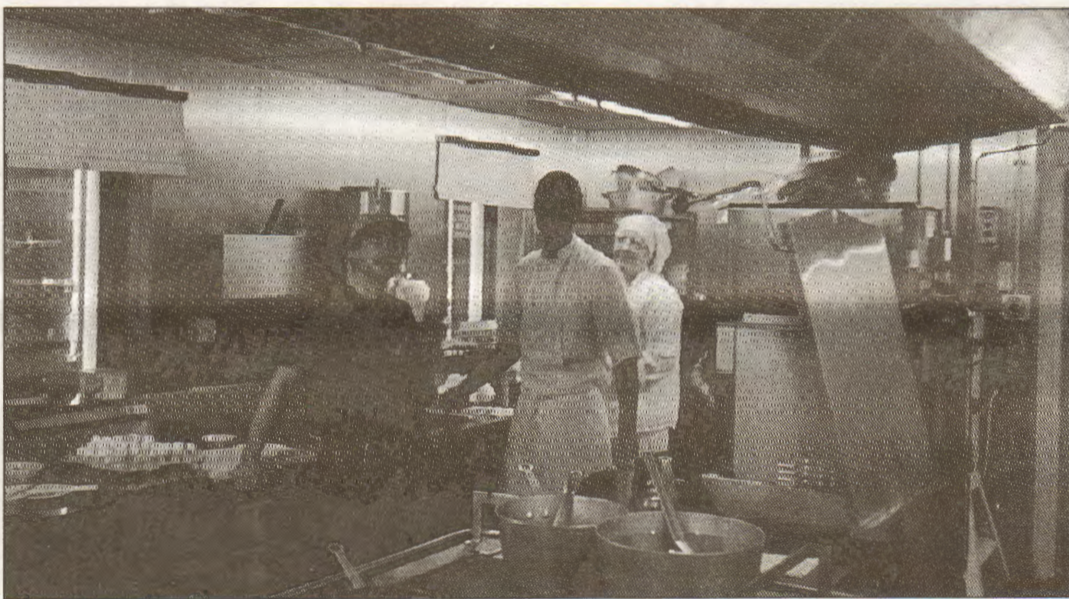
1. an accountant's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets; and
4. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the administrator of the SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, CA 94105-3104. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 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 that 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, 522 Harrison Street, San Francisco, CA 94105-3104 and the U.S. Dept. of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

## Thailand in Seattle



Steward department members on the *APL Thailand* recently met with SIU Tacoma Safety Director Jamie Overby aboard the vessel in Seattle. They discussed the latest union news including the proposed merger of the NMU into the SIU. Pictured from left to right are ACU Tim Ellis, Chief Cook Enrique Garrido and Chief Steward Cynthia Caster.

## Final Departures

Continued from page 18

sailing aboard the *P.F. Martin*, a McAllister Towing Co. vessel. Boatman Simone worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. The Pennsylvania native last sailed as a pilot aboard a Curtis Bay Towing Co. vessel. A resident of Dover, Tenn., he retired in August 1988. During World War II, he served in the U.S. Coast Guard from 1943 to 1946.

### HERBERT I. SWARTZ

Pensioner Herbert I. Swartz, 71, passed away January 25. A native of New Jersey, he joined the SIU in 1972 in the port of Philadelphia. He worked in the deck department and upgraded his skills at the SIU's training center in Piney Point, Md. Prior to retiring in March 1990, Brother Swartz sailed aboard an Interstate Oil Transport Co. vessel. During World War II, he served in the U.S. Marine Corps. from 1942 to 1947. He was a resident of Clifton, Heights, Pa.

### FRANCIS X. THOMAS



Pensioner Francis X. Thomas, 72, died February 18. After 22 years in the U.S. Navy, he began his Seafarers career in 1967 in the port of

Norfolk, Va. Boatman Thomas sailed as a captain and attended an education conference at the Seafarers Harry Lundeberg School. The Pennsylvania native last worked aboard an Atlantic Towing Co. vessel and began receiving his pension in October 1989. Portsmouth, Va. was his home.

### ROBERT A. WATSON

Pensioner Robert A. Watson, 70, passed away February 25. Born in Pennsylvania, he joined the SIU in 1969 in the port of Philadelphia. Boatman Watson sailed primarily aboard Interstate Oil Transport Co. vessels as a member of the deck department. A resident of Philadelphia, he started receiving his pension in February 1992.

### PAUL G. WEST

Paul G. West, 58, died February 3. A



native of Virginia, he joined the Seafarers in 1979. Boatman West worked in the deck department and upgraded at the Paul Hall

Center for Maritime Training and Education. A resident of Chesapeake, Va., he sailed primarily aboard Allied Towing Co. vessels.

### GREAT LAKES

### RAYMOND E. SALMI



Pensioner Raymond E. Salmi, 79, died March 28. The Ohio native joined the Seafarers in 1961 in the port of Cleveland. Brother Salmi

worked in the deck department, sailing primarily aboard Great Lakes Towing Co. vessels. A resident of Parma, Ohio, he began receiving his pension in June 1982. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1945.

# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between July through the end of the year 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	Start Date	Date of Completion
Able Seaman	July 10	August 4
	August 7	September 1
	September 4	September 29
	October 2	October 27
Lifeboatman	July 24	August 4
	August 21	September 1
	September 18	September 29
Radar Unlimited	July 10	July 21
	August 7	August 17
	October 2	October 13
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	July 24	July 28
	October 16	October 20

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	August 28	October 6
Welding	July 31	August 18
	September 18	October 6
	October 16	November 3
QMED	July 31	October 20

### Recertification Programs

Steward Recertification	July 10	August 7
Bosun Recertification	October 9	November 6

### Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	July 3, 10, 17, 24, 31; Aug. 7, 14, 21, 28; Sept. 4, 11, 18, 25; Oct. 2, 9, 16, 23, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18
Certified Chief Cook/Chief Steward (Every other week)	July 3, 17, 31; Aug. 14, 28; Sept. 11, 25; Oct. 9, 23, 30; Nov. 6, 20; Dec. 4, 18

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	July 3	July 14
	July 31	August 11
	September 4	September 15
	October 2	October 13
	October 23	November 3
Basic Fire Fighting	July 17	July 21
	August 14	August 18
	September 18	September 22
	October 16	October 20
	November 6	November 10
Government Vessels	July 17	August 4
	July 31	August 18
	August 14	September 1
	September 11	September 29
	September 18	October 6
	October 9	October 27
STCW Basic Safety (refresher)	October 16	November 3
	November 6	November 24
	July 10	July 14
	July 17	July 21
	July 24	July 28
	August 7	August 11
Tankerman (PIC) Barge* (*must have basic fire fighting)	August 28	September 1
	September 4	September 8
	September 11	September 15
	October 2	October 6
	October 9	October 13
	October 30	November 3

### 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: Documents proving 120 days seafaring 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 seafaring for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 with their application. The payment should be made with a money order only, payable to LMSS.*

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

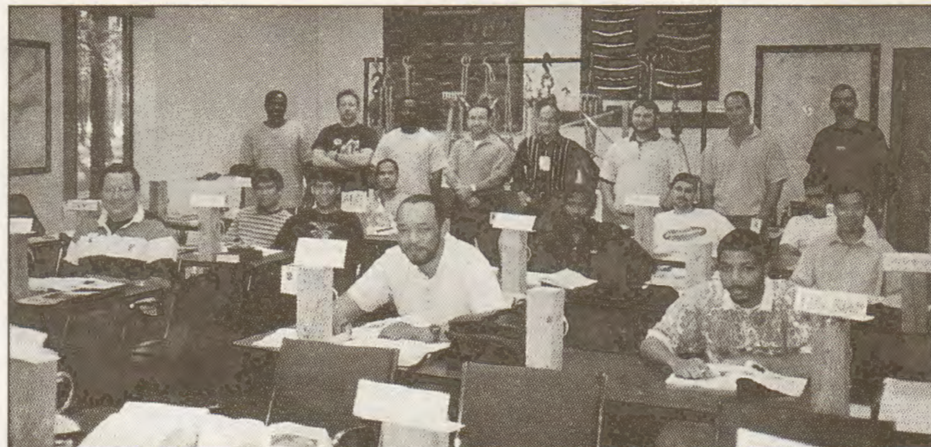
*RETURN COMPLETED APPLICATION TO: Paul Hall Center for Maritime Training and Education, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.*

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

# Paul Hall Center Graduating Classes



**Unlicensed Apprentice Water Survival Class 601** — Unlicensed apprentices in class 601 graduating from the water survival course are (from left, kneeling) Nathaniel Miller, Malik Hunt, Bryan Hill, Ole Olesen, David Provost, Kenneth Green, (second row) Deshawn Stephenson, Patrick McAlpin, Stiles Anderson, Gilberto Figueroa Jr., William Yurick, Joshua Ellerbee, Jerramy McNeil and Bryan McCallum Jr.



**Able Seaman** — SIU members successfully completing the AB curriculum May 26 are (in alphabetical order) Adel Alameri, Robert Arneel, Benjamin Barnes, Ronald Burris Jr., Jimmie Casey, Deronja Clark, Antony Cruzvergara, Carey Hatch, David Heindel Jr., Ausberto Laspinas, Lito Mariano, Brian McLamon, Royal Mobley, Nestor Montoya Jr., Lawrence Richardson Jr., Russell Roberts and Ziting Xu. Their instructor, Bernabe Pelington, is in the back row, fifth from left.



**Limited License** — Graduates of the 8-week limited license course are (in alphabetical order) Billy Barletto, Robert Boudreaux, Shane Boudreaux, William Bruce, Michael Cascio, Victor DiGiorgio, Troy Gros, Gregory Jarvis, Scott Morton and Blaine Tompson. This course includes inland and international rules of the road, piloting in coastal waters, weather observations and forecasting, among other topics.



**Welding** — Jeremias Cepeda demonstrates his skill in the welding class, from which he graduated May 5. His instructor was Buzzy Andrews.

## Tanker Familiarization/Assistant Cargo (DL)

— Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course May 19 are (from left, kneeling) Michael McElean, Benny Perez, Carlos Castillo, Dorothy Carter, Kameron Kamaunu, Elpidio Toyco, (second row) Guy Todd II, Brian Guiry, Gregorio Abalos Jr., Karl Roy Jr. Angel Perez, Crista Arnold, James Reily, Thomas Powe, Cuthbert Forbes, (third row) Chris Todd, Tyrone Brown, Christopher Cummings, Lawrence Rose, Clinton Gillins, Timothy Kotsis, Shauntay Shavies, Sherrod Frazier, Steven Ruiz, William Harris, Kyle Bailey, Michael Repko, Bernard Baker, Eric Bridges and Charles James. Their instructor, Jim Shaffer, is at far left.



**Unlicensed Apprentice Graduation** — After all the hard work and studying, unlicensed apprentices completing their third and final phase of study are (in no particular order) Dwayne Brock, Roderick French, Phillip Hartline, Richard Huffman, L.G. Johnson, Charles Joswiak, Travis Kirchofer, Steven Pollard, Chad Reynolds and Joseph Rutter.



**Upgraders Water Survival** — SIU members graduating from the water survival class April 28 are (from left, kneeling) Radfan Alkamlani, Joseph Ashworth, Bernabe Pelington (instructor), Ziting Xu, Ausberto Laspinas, (second row) Michael Joel, Faustino Onato, Alberto Insong, Jimmie Casey, Joel Rosete, Lito Mariano, Carey Hatch, Russell Roberts, Bakr Elbana, (third row) Benjamin Barnes, Gregory Baker, Gerry Querubin, Michael Repko, Royal Mobley and Scott Brady.

# Paul Hall Center Graduating Classes



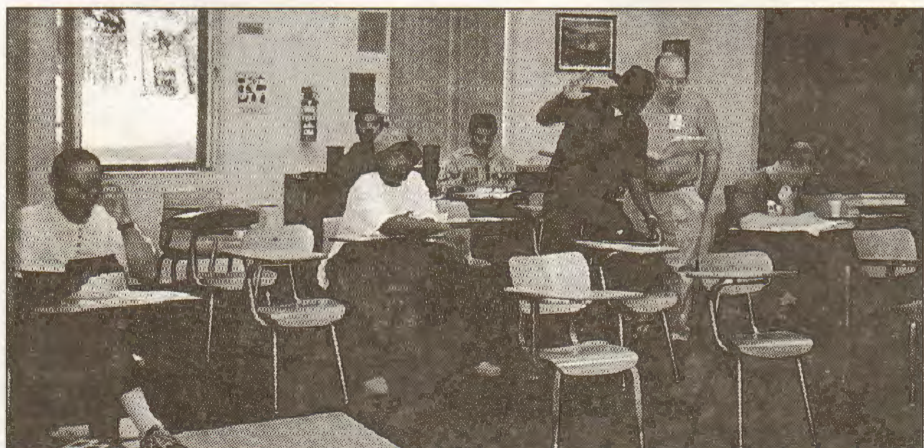
**FOWT** — Earning their FOWT endorsements May 12 (and giving the thumbs-up sign) are (in alphabetical order) Mohamed Ahmed, John Alicea, Charles Billips, Daniel Borden, Michael Bragdon, Louis Champa Jr., Christopher Corpuz, Byron Harris, Thomas Hawkins, Orlando Herrera, Michael Jarvi, Robert Kane, Cornell Knox, Paul Kucan II, Louis Nickerson, Rocky Olds, Ramon Sanchez, Joseph Schrack, Al Seay, Edgar Shrode, Dana Thomas, Jason Tracey, Donald Tye, Jevon Vontoure and David Watkins. Their instructor (not pictured) was Mark Jones.



**Government Vessels** — With instructor Greg Thompson (standing, fourth from right) are students who completed the government vessels course April 14. Included in the group are Corinthis Thomas, Dulip Sookhiram, Michael Davis, Clinton Gillins, Joao Cordelro, John Kolodziej, Gerry Querubin, Bakr Elbana, Adeeb Saleh, Joel Rosete, Luis Lopez and Jacob Scott.

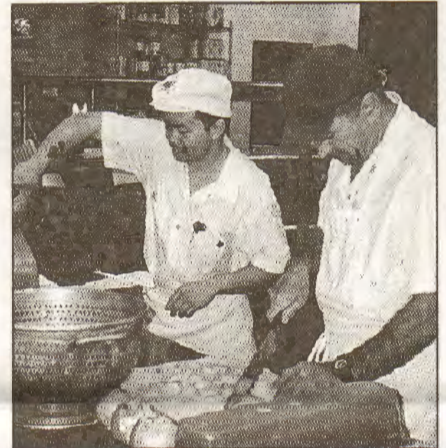
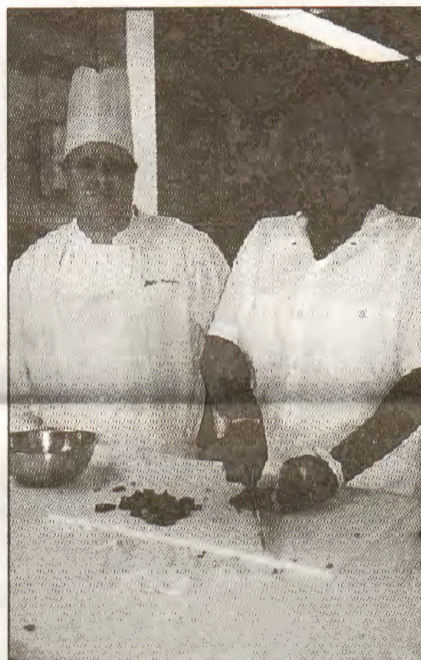


**CPR/First Aid** — Instructor Jennifer Langford (kneeling, left) joins graduates of the CPR/first aid course, including Dorothy Carter, Jioia deLeon, Heather Frizzelle, Romeo Rivera, Faustino Onato, Wendelyn Sugui, (second row) Bill Churney, J.D. Berger, Greg Baker, Tom Woerner, Kameron Kamaunu, Scott Brady and Derrick Sullivan.

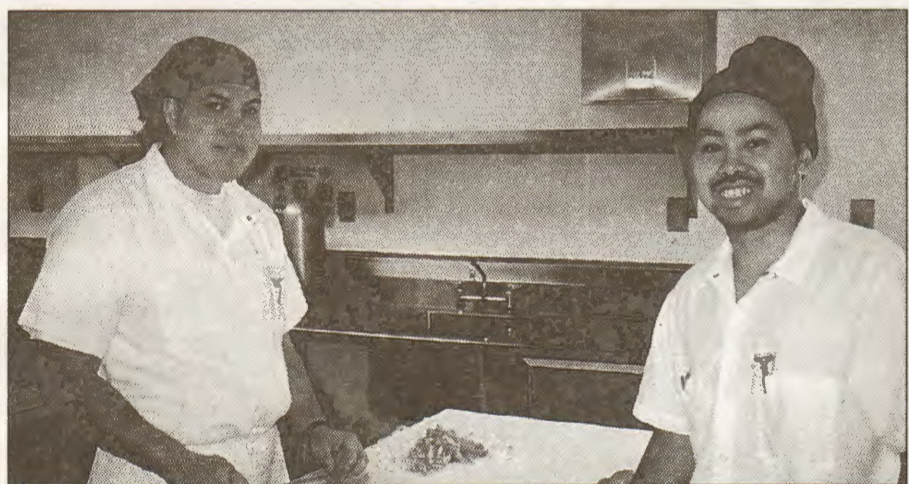


**Able Seaman** — Instructor Larry Malone (standing, right) works closely with AB students in the April 28 graduating class. They include Efrain Collazo, Alvin Clark, Nathaniel Salter, Bernard Beof, Cornelio Villafior, Dionisio Baldevia and Clifton Doonis.

## Steward Department Skills



**Chief Cook** — Learning specific culinary skills which will prepare them to sail as a chief cook are (left) Chef/Instructor John Dobson with Simone Solomon, (above) Dana Washington and Chris Amigable, and (below) Breon Lucas and Jonathan Gibson.



**Advanced Galley Operations** — Ready to cook aboard any ship following completion of the advanced galley operations course are (from left, front row) Gregory Blaylock, Elida Miguel, Joel Ramos, Jack Savin, Dulip Sookhiram, Vincente Molina, (second row) Instructor Ed White, Gerry Querubin, Radfan Alkamlani, Bianca Bennett, Robert Dillinger and John Leahey.



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# Seafarers Welcome MSC Commander Admiral Holder Visits SIU-Crewed Gopher State

SIU members aboard the repositioning ship *Gopher State* recently welcomed a trio of special visitors, led by U.S. Navy Vice Admiral Gordon S. Holder, commander, Military Sealift Command (MSC).

Holder toured the ship in Guam. He was accompanied by Rear Admiral Tom Fellin, base commander of U.S. Navy Forces Marianas in Guam; and Captain Philip Briscoe, commander of MSC's Maritime Prepositioning Ship Squadron (MPSRON) Three.

The *Gopher State* is a crane ship owned by the U.S. Maritime Administration and operated by Interocean Uglund Management. It is one of eight ships currently serving in MPSRON Three. The others are the 1st Lt. Jack Lummus, Sgt.

William R. Button, 1st Lt. Baldomero Lopez, Pfc. Dewayne T. Williams, SP5 Eric G. Gibson, Lt. Calvin P. Titus and the SS Petersburg.

"The squadron's mission is to provide swift and effective sea transportation of vital equipment and supplies to a designated area of operations," notes MSC. The vessels "can leave port and sail literally anywhere in the world and bring combat support and equipment the U.S. Marines and Army need to accomplish their missions.... Since its inception, the squadron has operated in support of operations Desert Storm in the Persian Gulf and Restore Hope in Somalia, as well as other numerous exercises and operations from California to Korea."



AB Jonathan Davis



Left: OS Dionce Bright



OS Rodolfo Zena, OS Louis Anderson



AB Philip Perry



AB Ronald Makowiecki



Bosun Nathaniel Leary

Left: Seafarers also welcomed aboard Rear Admiral Tom Fellin, base commander of U.S. Navy Forces Marianas in Guam (fourth from left); and Captain Philip Briscoe, commander of MSC's Maritime Prepositioning Ship Squadron Three (third from left). Pictured from left to right are Chief Steward Herbert Davis (rear), AB Philip Perry, Capt. Briscoe, Radm. Fellin, AB James McCarthy, *Gopher State* Capt. Tim McGeein, OS Dionce Bright, AB Jonathan Davis and AB Jesus Olbes.

Admiral Gordon S. Holder, MSC commander (fifth from left), recently was welcomed aboard the *Gopher State* in Guam. Pictured on the ship (from left) are AB Ronald Makowiecki, AB Jonathan Davis, SA Adele George, OS Louis Anderson, Adm. Holder, AB Jesus Olbes, Bosun Nathaniel Leary, AB Charles Corley, AB Philip Perry and OS Dionce Bright.



Keeping their fellow crew members well fed are (from left) Chief Steward Herbert Davis, SA Adele George, SA Jeffrey Mitchell, Chief Cook Wayne Webb and SA Anthony Grant.