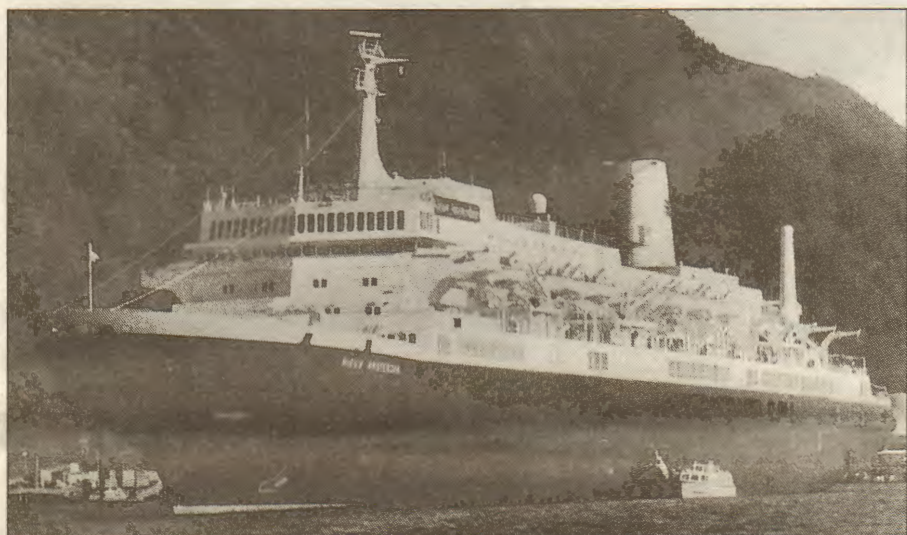




The Seafarers Log

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

American Hawaii Adds 2nd Vessel



**SIU Will Crew
Nieuw Amsterdam
When Ship Transfers
To U.S. Flag In 2000**

The *Nieuw Amsterdam* will become part of the American Hawaii Cruises fleet next year, joining the *SS Independence*, which just celebrated its 1000th voyage (see story, page 24). Page 3.

More Jobs Acquired By Alaska Tanker Co.

5 ARCO Ships, Plus 2 Others Increase Fleet to 16

Page 3

Newest MSC Roll-on/Roll-off Christened In San Diego

**Seafarers Due to Climb
Gangway In November**

Page 3

Global Link Gets the Job Done



After completing a three-month cable-laying job overseas, the SIU-crewed *Global Link* recently returned to its berth in Baltimore. A recent visit to the ship found AB Geronimo Gonzales (pictured here) and the other crew members readying the ship for its next assignment. Pages 12-13.

President's Report

Talks Continue

Last June, representatives from our union began talks with officials from the NMU on the possibility of their union merging with ours.



Michael Sacco

At that time, I promised to keep you informed on the progress of those meetings.

The negotiations are proceeding very well.

In the few months since the initial gathering took place in the conference room at our headquarters, the group has met several times. They have formed subcommittees which are looking into topics that affect members from both unions such as seniority, job security and training and upgrading. More meetings are scheduled this month.

As I have reported, the example we are following is the one set when the Marine Cooks & Stewards merged with the SIU in 1978.

Like the NMU, the MC&S was an autonomous affiliate of the SIU. The MC&S elected its own officials, operated under its own constitution and negotiated its own contracts.

Then the time came when its officials felt it would be in the best interest of the union and its members to become part of the SIU. A document of merger was drafted between the MC&S and the SIU. That statement was presented to the members of both unions, who studied it, then voted to accept it.

Regarding the NMU, our two unions have several mutual interests which have allowed us to work with each other.

Already, Seafarers and NMU members are studying and upgrading side-by-side at the Paul Hall Center. This effort has worked out much better than anyone could have imagined. It has been a wonderful opportunity for the members to realize how much they truly have in common.

In last month's *Seafarers LOG*, we announced the new contract with the Alaska Tanker Co. This marks the first time Seafarers and NMU members will be sailing aboard vessels operated by the same company.

Each step that has been taken since the NMU affiliated with the Seafarers has met with success.

We already have moved further in the relationship between our two unions than at any other time in our history. That is why I am confident that future reports to you will reflect even more positive news.

Lane Kirkland

Last month, we learned of the passing of a truly great man, tremendous labor leader and friend to me and all of us in the SIU—retired AFL-CIO President Lane Kirkland.

Brother Kirkland held the highest position in the national labor federation from 1979 to 1995. While I was fortunate to have served with him as a vice president of the AFL-CIO during his last four years in office, I worked with him for many years on a variety of issues, organizing efforts and picket lines before that.

Lane was a true believer in the working people of this country and of the world. He got his start as a deck officer in the U.S. merchant marine when World War II began. He understood the needs and concerns of mariners and pushed for programs to help the U.S.-flag fleet.

Lane will forever be remembered by the public for reunifying the labor movement in the United States while providing support for the fledgling Solidarity movement in Poland that eventually led to the fall of the Soviet Iron Curtain.

However, I will always remember Lane as being there throughout his career without question or pause for his fellow mariners. I will miss my shipmate very much.

Retired AFL-CIO President Lane Kirkland Dies at 77

Former Merchant Mariner Headed National Labor Federation for 16 Years

Lane Kirkland, president of the AFL-CIO from 1979 to 1995 and a former merchant mariner who sailed during World War II, passed away August 14. He was 77.

Kirkland died at his home in Washington, D.C. after battling lung cancer.

"He literally was a worldwide labor leader, and he was a loyal friend to the Seafarers and the U.S. merchant marine," stated SIU President Michael Sacco. "Clearly, we're talking about an exceptional person who dedicated himself to improving the lives of workers throughout the world.

"From reuniting the American labor movement to fighting against suppression of trade unionism abroad, Lane Kirkland leaves a remarkable legacy. He truly will be missed."

President Clinton described Kirkland as "one of the towering figures in the American labor movement. For nearly five decades, he was a guiding force for workplace fairness, dignity and innovation, and a catalyst for international democracy.

"With skill, determination and unparalleled intellect, he reunited the major unions and reaffirmed labor's place at the table of American democracy," President Clinton continued. "With his unflinching support of free trade unionism internationally, especially in Poland, he helped hasten the fall of the Iron Curtain while showing America that it is possible to stand up to communism abroad while standing up for working men and women here at home."

AFL-CIO President John Sweeney said, "Working people around the world are better off today because of Lane Kirkland's strong advocacy on their behalf. And the world is more free because of his courage and leadership."

A report by the Associated Press noted that Kirkland had struggled against cancer as far back as the 1970s. He had several



AFL-CIO President Lane Kirkland (left) welcomes SIU President Michael Sacco to the national labor federation's executive council during the 1991 AFL-CIO convention.

cancer-related surgeries since then, although his wife, Irena, told a reporter that the former federation president "didn't suffer at the end. His body just gave out."

A native of Camden, S.C., Kirkland enrolled at the U.S. Merchant Marine Academy as a teenager and subsequently sailed as a member of the Masters, Mates & Pilots. He shipped out for the first time in June 1940 and graduated from the academy under its hastened wartime procedures in 1942. He served as a deck officer throughout World War II, sailing in the North Atlantic, along North Africa and in the Pacific.

During a 1993 speech at the academy, Kirkland recalled an interview where he was asked if he was afraid of any decision he made during his tenure with the AFL-CIO.

"Afraid? I'll tell you what afraid is. Afraid is a four-hour night watch on the bridge of a freighter in the middle of a blacked-out convoy loaded with high explosives and high octane gasoline, in a full gale in mid-winter in the North Atlantic, surrounded by wolfpacks.

"Afraid is knowing that in another eight hours you are going to have to do it all over again and for many days and nights yet. That's what afraid is, and I haven't been afraid of anything since."

When he came ashore in 1946, Kirkland attended night school at Georgetown University while working at the U.S. Navy's Hydrographic Office. He received his degree in 1948, the same year AFL President William Green spoke on campus and recruited Kirkland for the labor federation's staff.

Assigned to the research department, he was given various assignments which helped him catch the attention of then Secretary-Treasurer George Meany. Six years after Meany became president of the merged American Federation of Labor and Congress of Industrial

Organizations (AFL-CIO) in 1955, Kirkland became Meany's executive assistant.

In 1969, Kirkland became secretary-treasurer of the federation. He was elected president in 1979 and served eight consecutive two-year terms.

His first challenge as president was to bring under the AFL-CIO banner those unions operating independently. Returning to the house of labor during his tenure were the United Auto Workers, the Teamsters, the United Mine Workers, the International Longshore and Warehouse Union, the Locomotive Engineers and the Chemical Workers.

Kirkland headed the federation during the turbulent Reagan years when companies followed the president's lead during the PATCO air traffic controllers walkout to "permanently replace" striking workers. He worked with that administration to find a way to provide amnesty for the union members "because the president doesn't need to go on the field and shoot the wounded," as he told a Reagan aide.

While watching out for America's working families, Kirkland also had a keen interest in the plight of workers worldwide.

Polish Solidarity leader Lech Walesa stated his movement survived martial law in 1981 because of the moral strength of the Pope and the material and political aid of the AFL-CIO. Starting with the 1980 Gdansk shipyard strike, American unions smuggled some \$6 million worth of aid—mainly printing equipment—into Poland.

He also worked hard to end the oppression in South Africa and was one of the first people Nelson Mandela visited during his tour of the United States upon his release from jail.

Kirkland in 1993 received the Presidential Medal of Freedom, considered the nation's greatest civilian honor.

In recent years, Kirkland often worked with labor activists at the George Meany Center for Labor Studies, located in the Washington suburb of Silver Spring, Md.

His survivors include his wife, five children, five grandchildren and two great-grandchildren. He was buried in Arlington National Cemetery.



Retired AFL-CIO President Lane Kirkland passed away last month. The former deck officer led the national labor federation for 16 years. A strong supporter of the U.S. merchant marine, Brother Kirkland leaves a legacy of improving workers' lives in the U.S. and around the world.

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New Jobs Ahead for Seafarers

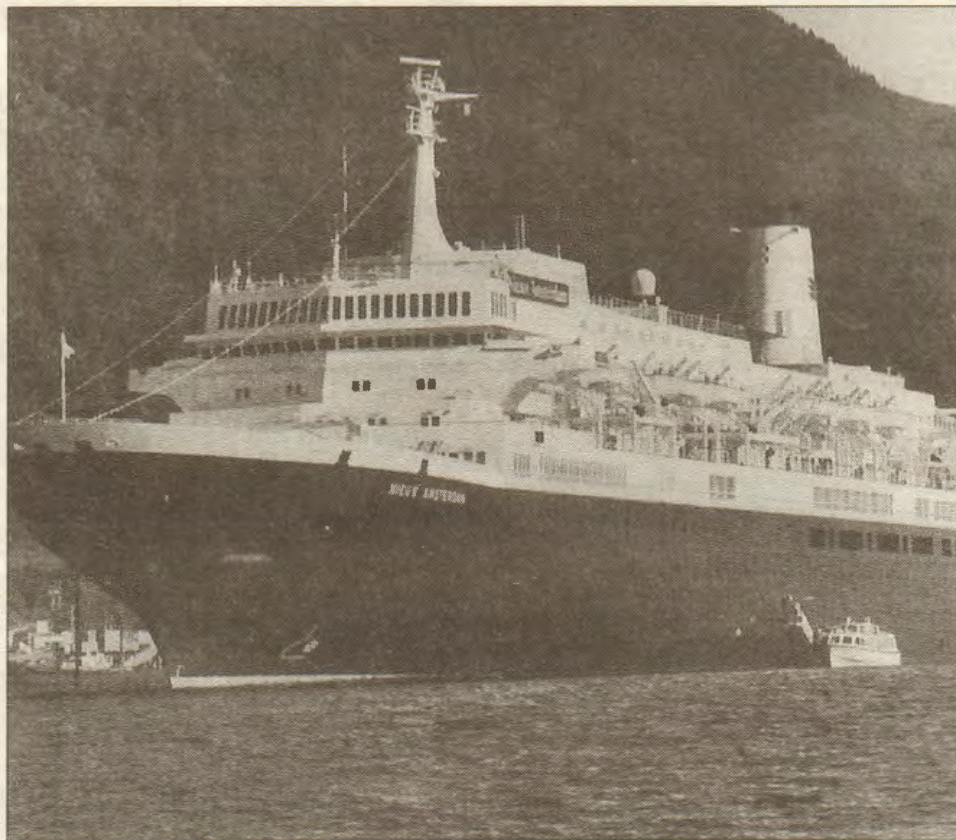
Alaska Tanker Co. Increases Fleet by 7

The SIU-contracted Alaska Tanker Company (ATC) fleet is growing as the company will operate an additional seven tankers beginning in October, including five crude oil carriers presently operated by ARCO.

That increases the ATC fleet to 16 vessels, not including three "Millennium Class" tankers being built in New Orleans. The new builds have tentative delivery dates ranging from February 2000 to the first quarter of 2001.

All of the ATC ships are covered by the SIU's Standard Tanker Agreement. Besides the ARCO vessels, the newly contracted fleet includes tankers formerly operated by Overseas Shipholding Group (OSG), Keystone, Intrepid and MTL.

Continued on page 5



The *Nieuw Amsterdam* will be crewed by SIU members in the fall of 2000, pending completion of the vessel's purchase by American Classic Voyages. Details of the purchase are expected to be finalized later this year.

AHC to Reflag Cruise Ship for Island Trade

SIU-contracted American Classic Voyages, parent company of Delta Queen Steamboat and American Hawaii Cruises (AHC), last month announced its purchase of Holland America Line's *Nieuw Amsterdam* for \$114.5 million.

If all goes as planned, the vessel will be transferred to AHC around this time next year. The ship will be reflagged under the Stars and Stripes and will be crewed by SIU members. It is slated to sail the Hawaiian Islands, like the SIU-crewed *SS Independence* (also operated by AHC).

"Obviously, this means a very large number of new jobs for the membership," stated SIU President Michael Sacco. "I'm confident that the SIU will continue to provide American Hawaii with the world's

best-trained, most efficient crews."

The *Nieuw Amsterdam* requires a crew of approximately 400 and can accommodate 1,214 passengers. It is part of American Classic Voyages' "Project America," an endeavor that includes the first new U.S.-flag, U.S.-built deep sea cruise ships since the 1950s. Those two vessels, scheduled for delivery beginning in 2003, are being constructed at union-contracted Ingalls Shipbuilding.

"The *Nieuw Amsterdam* is an exciting addition to our program," said Roderick McLeod, president and CEO of Project America. "This cruise ship will offer consumers a new U.S.-flag, U.S.-crewed cruising option, building the market for our two new U.S.-flag, 1,900-passenger cruise ships that will enter service in 2003 and 2004."

Built in France and
Continued on page 5

New Report Emphasizes Importance of Jones Act

A new report released during a Capitol Hill briefing reaffirms the strong connection between the U.S.-flag domestic fleet and the nation's security.

Entitled "The United States Jones Act Fleet and National Security: America's Fourth Arm of Defense," the 41-page statement shows how the U.S.-flag domestic fleet provides trained mariners, keeps America's shipyards operating and maintains a vital component of the nation's infrastructure upon which the military can draw in times of cri-

sis or emergencies.

The document was issued in late July by the Maritime Cabotage Task Force, a coalition of maritime labor, shipping companies and other related concerns. The SIU is a member of the task force.

The report examined the arguments made by opponents of the Jones Act—the 1920 law that states freight moved from one domestic port to another must be carried aboard a U.S.-flag, U.S.-built and U.S.-crewed vessel—with facts and figures compiled

by the U.S. government and other sources.

It also reprinted public statements of support delivered by elected and military officials since the Persian Gulf War.

One of the facts provided by the document was that nearly half the crew members sailing aboard two Ready Reserve Force vessels called to duty in 1995 during the Balkan crisis had worked immediately before on Jones Act ships. It further pointed out that 87 percent of the U.S.-flag shipboard employment opportunities are

aboard Jones Act vessels.

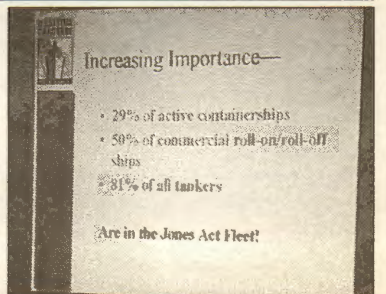
In its review of future shipbuilding needs, the report projected the U.S.-flag domestic fleet could account for as much as 70 percent of the new construction in American yards. This includes barges as well as self-propelled vessels.

On the financial side, with the work beginning on the two new passenger ships at Ingalls Shipbuilding in Mississippi, the report noted more money will be spent on commercial shipbuilding than non-combatant U.S. Navy construction for the first time in many years.

To emphasize the support for the Jones Act, the document quoted two chairmen of the Joint Chiefs of Staff who served at different times in the decade.

Army General Colin Powell stated in 1992, "The merchant marine and our maritime industry will be vital to our national security for many years to come." Five years later, Army General John Shalikashvili added, "And today, after two centuries our merchant marine is every bit as important, and every bit as vital, to the commerce and to the defense of our nation as it ever has been."

To make sure the point was not lost, a statement made earlier this



Slides drive home the importance of the Jones Act during a recent Capitol Hill briefing on the freight cabotage law.

year by Air Force General Charles T. "Tony" Robertson, the head of the U.S. Transportation Command, was included: "You need to know that my bottom line is the Jones Act is a proven performer that supports both our nation's military security and its economic soundness. I can't put it any simpler than that."

(The Transportation Command, known as TRANSCOM, oversees the movement of American troops and their supplies worldwide.)

The text of a resolution in support of the Jones Act and signed by more than 240 members of the House of Representatives also was presented.

Besides going to Congress, the Maritime Cabotage Task Force provided copies of the report to the media.

SIU Jobs Secured on 6 LNG Vessels

PRONAV Applies for Reflagging

Despite an application by PRONAV Ship Management to reflag the eight LNG vessels currently crewed by Seafarers, the SIU will remain aboard at least six of the ships, regardless of whether the application is approved.

PRONAV began submitting the series of reflagging applications to the U.S. Maritime Administration (MarAd) in mid-August. The company wants to transfer the eight LNG ships to the flag of the Marshall Islands.

In communications sent last month to Seafarers aboard the LNG ships, the union noted that—if MarAd approves the reflagging—then the economic provisions (including benefits) of the SIU's Standard Tanker Agreement will apply to six of the vessels—the *LNG Capricorn*, *LNG Gemini*, *LNG Leo*, *LNG Taurus*, *LNG Virgo* and *LNG Libra*. Other parts of the existing contract covering the LNG ships are modified only in references to the possible reflagging.

Additionally, agreements have been signed to ensure that the SIU contract will remain in place even if the LNGs eventually are operated by a different company.

If the reflagging takes place, then crew members who are not re-employed on the other two vessels—the *LNG Aries* and *LNG Aquarius*—will receive a severance payment.

PRONAV said it expects the switch to start in mid-October, pending application approval.

In the detailed memorandum sent by SIU headquarters officials to Seafarers aboard the LNG ships, the union pointed out that the reflagging originally was scheduled to begin last year. The SIU had negotiated a conditional but probable agreement whereby six of the ships initially would remain under the U.S. flag, with a phase-out schedule that ended in

2003. At that time, the SIU crews would receive a severance package.

However, due to unforeseen circumstances involving contract negotiations between a U.S. officers union and PRONAV, the SIU reconsidered its initial position that had precluded the possibility of employment on the reflagged ships. As noted in the memo, the once-likely conditional agreement became jeopardized, making it possible that all eight ships would be reflagged relatively quickly—and leaving the SIU crews without any opportunity for continued employment on those vessels.

Nevertheless, "We continue to strongly believe that the LNG ships should remain under the U.S. flag," states the memo. "The decision to accept continued employment on the reflagged vessels (should MarAd approve the applications) was not an easy one."

"Yet, when weighed against the alternatives, the final decision was based on the ultimate benefit to our members and their families. The application of the Standard Tanker Agreement wages and benefits will, for the first time, [apply] American labor standards on foreign-flag ships. The Agreement is no less than that which is accepted by U.S.-flag SIU-contracted tanker companies. It maintains our benefits and will provide jobs and job security for five more years while preserving our severance agreement."

Importantly, the union pointed out that SIU's crewing of the LNG ships will help provide a continued manpower pool of trained American mariners for U.S. national defense purposes. Further, the LNG vessels sail between foreign ports (in Japan and Indonesia), and are not regarded as militarily useful ships to the U.S.

Last month, the SIU also sent a union official to meet with the LNG crews concerning the possible reflagging and related questions.

SIU Will Crew New RO/RO

SIU members are scheduled to climb the gangway to new jobs aboard the *USNS Red Cloud* in November.

The newly constructed, roll-on/roll-off (RO/RO) ship was christened last month at NASSCO shipyard in San Diego. The Watson-class vessel is part of a 19-ship fleet (including 14 new builds and five conversions) designed to strengthen U.S. sealift capacity.

Maersk Line Limited of Norfolk, Va. will operate the *USNS Red Cloud*.

Thousands of people attended the August 7 christening, which highlighted San Diego's "fleet week" and the shipyard's annual family day. They watched as the 950-foot vessel was named in memory of U.S. Army Corporal Mitchell Red Cloud Jr., a posthumous recipient of the U.S. Army Medal of Honor for his heroic actions in Korea in 1950.

Like the other ships in its class, the *USNS Red Cloud* features 390,000 square feet of cargo space. It is assigned to the U.S. Military Sealift Command for prepositioning and other support of American armed forces wherever needed.

'Modern-Day Slave Ship'

Runaway-Flag Vessel Caught Smuggling 132 Chinese Aliens into United States

Officials from the U.S. Immigration and Naturalization Service (INS) discovered 132 illegal Chinese immigrants—many of them teenagers—wedged into sealed compartments in the bow of the runaway-flag freighter *Prince Nicolas* last month in Savannah, Ga.

INS agents continued their investigation as this issue of the *Seafarers LOG* went to press, but seven people from the ship (four crew members, three immigrants) already have been charged in the case. The immigrants reportedly either paid or were going to pay thousands of dollars apiece for boarding the ship.

An INS official told the Associated Press that the Cyprus-flagged, Chinese-owned *Prince Nicolas* is part of a "very sophisticated (smuggling) ring. I have never in my 23 years with INS seen anything this large or sophisticated."

According to press reports, the ship's captain on June 6 was ordered by Dalian Jinxing Shipping Co. to pick up "spare parts" in the South China Sea. Instead, three men and the 132 male immigrants (including anywhere from 19 to 51 teenagers) came aboard the vessel, which was transporting a cargo of crude iron.

In late July, a crew member deserted the ship in Sweden and informed authorities that the vessel was bound for America. But, as the ship reached the Georgia coast on August 11, several searches by the U.S. Coast Guard failed to reveal the immigrants.

One report described them as living and hiding in a 50-foot-by-50-foot hole in the bow, bolted from inside and welded shut on top. That area was divided into compartments 2 feet wide, 3 feet long and 6 feet high, with holes in the floor to be used as toilets. (The only way in or out was through two tiny, oval-shaped openings that were sealed before investigators first boarded the

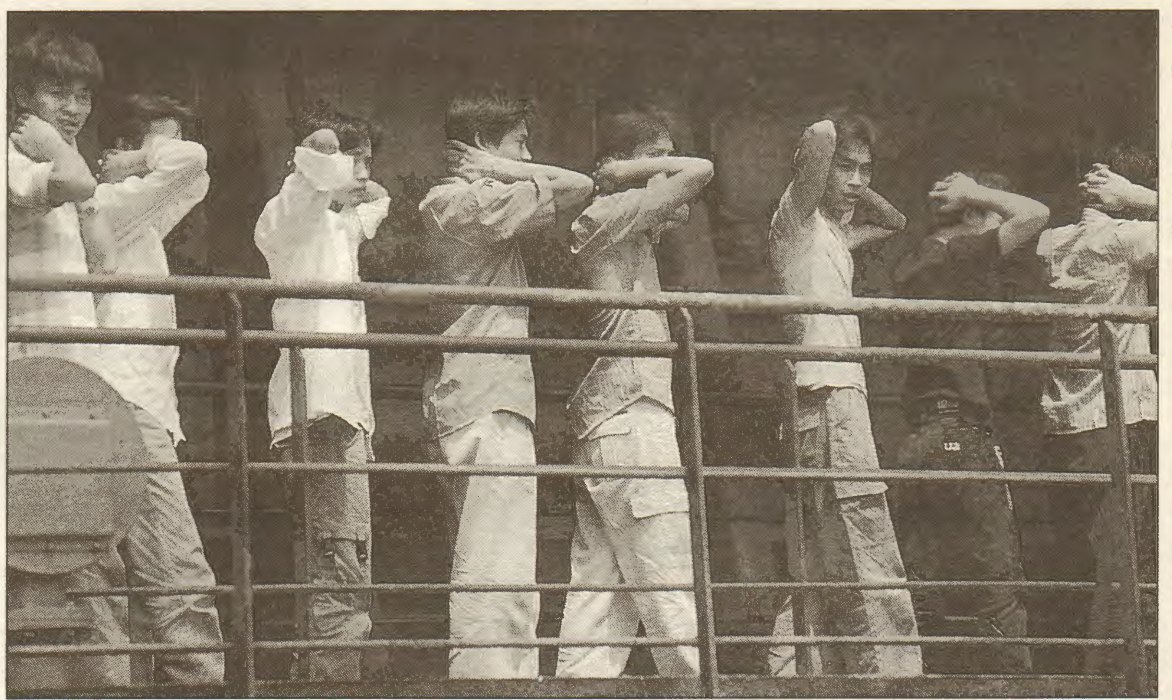
vessel.)

When INS agents went to the ship the next day, a crew member directed them to the hiding place. One of the officials told the *Savannah Morning News* that the *Prince Nicolas* was "a modern-day slave ship," while another told the AP, "It reminded me of something that would look like slave quarters."

Investigators learned that the three men who eventually brought aboard the immigrants had threatened the captain at knife-point. The armed trio reportedly vowed to kill not only the captain, but also his family, the entire crew and their families if the captain forbade the immigrants from boarding the vessel.

Court documents describe the ship's atmosphere as wrought with intimidation and tension. They also "suggest a much wider conspiracy, stretching across the globe," according to an article in the August 20 edition of the *Savannah newspaper*.

At press time, the crew (26 Chinese, one Lithuanian and one Filipino) were being kept in regional detention centers, while the immigrants were in an Atlanta



AP Photo/Savannah Morning News, Bob Morris

A group of illegal aliens from China line up to be removed from the cargo ship *Prince Nicolas* in Savannah, Ga. A total of 132 young Chinese men were found on board the Cyprus-registered ship.

jail. For now, they are being interviewed by U.S. officials. Among those not facing charges, possible next steps include asylum or deportation.

Latest Case Not Isolated

The case of the *Prince Nicolas* may shock some people, but it is regrettably common.

China-based criminals for many years have orchestrated the illegal immigration of their fellow citizens to the United States. Among many other notable cases this decade are those of the *Golden Venture* running aground in New York in 1993, with 300 Chinese aboard; the seizing of five separate vessels the following year carrying more than 400 Chinese to various destinations in the U.S.; and last year's interception of a fishing vessel off the West Coast transporting more than 150 suspected illegal immigrants from China.

As periodically noted in past issues of the *Seafarers LOG*, this criminal cycle finds desperate individuals who pay as much as \$50,000 apiece to reach America. Those who arrive typically enter long-term, slave-like agreements to repay their debt to the smugglers, often working at clothing factories or Chinese restaurants in large cities.

Heart Attack Claims Beau James

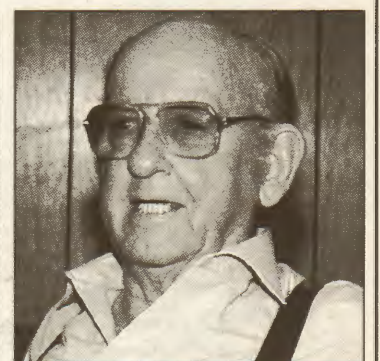
A longtime fixture in the Gulf, Theodore "Beau" James, passed away July 24. He was 81 when he succumbed to a heart attack.

Brother James began his career with the SIU in 1947. The Algiers, La. native joined the union in the port of New Orleans. He sailed in the steward department.

James was very active in union organizing drives throughout his career. He helped set up galley operations at the Seafarers Harry Lundeberg School in its early days and attended a 1991 crews conference in Piney Point, Md.

Although he filed his retirement papers in 1983, James remained involved with the union, especially in Houston. He would cook for special functions, help behind the counter, run errands for fellow Seafarers and oversee operations in the hall's sign shop.

In the latter capacity, his efforts became legendary. He would gather the materials, round up the volunteers and show them what needed to be done to produce thousands of political yard signs.



Theodore "Beau" James

New Orleans Port Agent Steve Judd remembered James as someone who always extended a helping hand to others.

"One day when he was in our hall, I asked him where he was going," Judd stated. "He said he was going to Houston to cut a buddy's lawn because he couldn't do it himself. That was a five-hour trip one way. It took two hours to cut the lawn, and then he turned right around and drove back that same day. That was the kind of person Beau James was."

Editor's note: Recertified Steward Daniel Payne pays a special tribute to Brother James on page 8.

Catawba Credited in Rescue

Members of the SIU's Government Services Division who crew the *USNS Catawba* were congratulated by the head of the U.S. Military Sealift Command (MSC) for their role in a recent rescue.

The *Catawba*, a 226-foot ocean-going tug that is part of the MSC's Naval Fleet Auxiliary Force, assisted the *USS Dextrous* on June 28 in Bahrain. The *Dextrous*, designed to clear mines from vital waterways, was immobilized because of flooding in its engine room.

According to the MSC, the *Catawba* "was in a routine standby status making repairs and conducting maintenance" when contacted by an official who explained the *Dextrous*' predicament. A short while later, the *Catawba* sailed to meet the *Dextrous*.

The Powhatan-class tug escorted the other vessel overnight and safely into port in Bahrain.

Rear Admiral Gordon S. Holder, commander of the MSC, credited the *Catawba* for "prompt and decisive" action.

Late last year and early this year, the *Catawba* took part in Operation Desert Fox—the U.S. and Allied military action against Iraq.

Support for Nursing Home Workers



Seafarers, including Recertified Steward Judith Chester, march with Food and Commercial Workers (UFCW) Local 400 members in front of the St. Mary's (Md.) County Courthouse in a show of solidarity for Lexington Park nursing home workers who are seeking a new contract. Dependent health care coverage became a heated issue when the head of the private facility supposedly told a worker if she wanted such coverage she should file for welfare. So the UFCW organized the rally with two workers entering the courthouse's welfare office to acquire applications. Contract talks continue.

MarAd Details Successes Of MSP, Jones Act, RRF

Report to Congress Cites Security Benefits

The U.S. Maritime Administration's yearly report to Congress states that the Maritime Security Program (MSP) "is working as intended to help America retain an active U.S.-flag merchant fleet comprising modern, efficient and militarily useful commercial dry cargo vessels that can support national security requirements and maintain a competitive U.S.-flag presence in international commerce. The MSP also helps retain a labor base of skilled and loyal American seafarers who are available to crew the U.S. government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war."

The report, issued earlier this summer, also reaffirms the Clinton administration's support of the Jones Act, and commends America's Ready Reserve Force (RRF), which includes a number of SIU-crewed ships, for "except-

tional service and outstanding performance" during the past year.

Additionally, the report provides data on the U.S.-flag fleet, which last year ranked 11th worldwide on a deadweight tonnage basis and 17th in total number of ships.

MSP Benefits

Another benefit of the MSP, as noted in the report, is the reflagging of numerous ships under the Stars and Stripes. "Since MSP implementation in 1996, a total of 12 modern commercial liner vessels, all less than 10 years old, have been reflagged to U.S. registry for participation in MSP," states the account. "Additionally, three other containerships less than 5 years of age were reflagged to the U.S. under MSP-related legislation. The addition of these 15 ships will greatly benefit the goal of modernizing the

U.S. merchant fleet and enhance its competitiveness and sealift readiness into the 21st century."

MarAd, which is responsible for assuring that merchant shipping is available in times of war or national emergency, described the MSP as "leveraging relatively modest federal support dollars to retain access to a robust U.S. commercial maritime capitalization base valued at more than \$8.5 billion."

Along those lines, the Department of Transportation agency cited effective cooperation between government and the industry. "By partnering with the U.S.-flag commercial maritime industry, the U.S. government leverages assured access to a

global intermodal network that includes not just vessels but also logistics, management services, infrastructure, terminals and equipment, communications and cargo-tracking networks, as well as a cadre of well-trained, professional U.S. seafarers and shore-side employees."

Jones Act Support

Describing why the administration supports the Jones Act (which requires that cargoes moving between U.S. ports be transported on U.S.-crewed, U.S.-flag, domestically built and owned vessels), the report states that the law "promotes reliable domestic shipping service and ensures the existence of a domestic maritime industry completely subject to U.S. control in time of national emergency."

"The Jones Act generates environmentally sound transportation and thousands of jobs for American citizens touching every region of the nation. In addition, more than 80 million passengers and 1 billion tons of cargo worth about \$222 billion

were transported in Fiscal Year 1998 under the Jones Act trade, which is 14 percent of the domestic inter-city cargo in America for just 2 percent of the entire domestic freight bill."

RRF Excels

The report credits the RRF for excelling during a no-notice test last September that involved 36 ships. "This represented the largest RRF series of test activation exercises ever conducted by DOD.... All 36 vessels were successfully made ready for sea within their required times."

Meanwhile, MarAd also documented that the U.S.-flag, privately owned, deep-draft merchant fleet (including some Great Lakes vessels) totaled 351 vessels in September 1998.

Panama ranked first both in number of ships (4,456) and deadweight tonnage (144,120).

Worldwide, the report lists 27,730 oceangoing merchant ships of 1,000 or more gross tons.

SIU-Crewed Fleet Grows

Alaska Tankers

Continued from page 3

The union also reported that, depending on the particular ship involved, the manning scales for ATC's fleet either will remain unchanged or will increase.

"Some are being modified to match the SIU's manning," noted SIU Vice President Contracts Augie Tellez. "For instance, on the former OSG tankers the manning is being increased by one AB in order to return to a two AB watchstanding configuration."

As reported in last month's issue of the *Seafarers LOG*, ATC

marks the first time SIU and NMU members will sail aboard vessels operated by the same company. (The NMU is an affiliate of the Seafarers International Union of North America.) Also, contract provisions include the creation of a trained manpower pool, similar to the one used on the SIU-crewed fleet of LNG vessels.

The ARCO tankers range in size from 70,000 to 262,000 deadweight tons. They load crude oil at Alaska's Valdez Marine Terminal and then deliver it to ports in Washington state and California.

Under provisions of the 1997 U.S.-Flag Cruise Ship Pilot Project, AHC was extended the opportunity to bring a reflagged passenger ship into the Hawaiian trade on an interim basis. The *Nieuw Amsterdam* will be refitted to meet American standards before it joins the *SS Independence* in the AHC fleet.

AHC Voyages

Continued from page 3

launched in 1983, the *Nieuw Amsterdam* is 704 feet long. It features nine passenger decks, five lounges, two restaurants, a fully equipped spa and fitness center, two outdoor pools, a 230-seat theater and much more.

Carnival's Updated Tally: 108 Sex Crimes in 5 Years

Alaska Sues Royal Caribbean for Pollution

On the heels of separate but startling disclosures in July involving two Miami-based runaway-flag cruise lines, new reports last month revealed additional problems for Carnival Cruise and Royal Caribbean, respectively.

Carnival stated that its initial accounts of 62 sexual assaults aboard its ships from 1993-98 were far fewer than the actual total of 108. The company said it updated the data after investigating the additional charges.

Carnival first acknowledged the attacks after a former employee filed a lawsuit claiming she was raped and assaulted by an officer aboard the ship *Imagination* last year. A lawyer for the woman questioned why some of the other alleged attacks were not brought to the public's attention sooner.

Meanwhile, Royal Caribbean, fresh off agreeing to pay a record \$18 million pollution fine stemming from its guilty pleas to 21 felony counts in five U.S. cities and Puerto Rico, is being sued by Alaska.

The state filed a civil suit concerning admitted hazardous waste violations that may result in another multi-million dollar fine. Alaska reportedly pursued this case because Royal Caribbean's previous guilty pleas prevented the state from filing its own criminal suit.

Anti-Worker Forces Again Attempt To Limit Labor's Political Activities

Less than one year after similar efforts were defeated in more than 30 states, Congress may consider a measure to limit the voice of working people in the electoral process.

The House of Representatives is scheduled to consider a campaign finance reform bill called the Bipartisan Campaign Finance Reform Act of 1999 (HR 417) when it returns to Washington after Labor Day. The legislation contains an anti-worker amendment added last month just as Congress left Capitol Hill for its August recess.

The amendment, offered by Rep. William Goodling (R-Pa.), would require a union to obtain written permission from every represented worker before that union could spend dues money on political activities. It also would require employers to post notices in workplaces spelling out the new law. Finally, unions would be required to file additional reports on their finances.

"We fought this battle last year throughout the nation and won in each case," SIU President Michael Sacco stated. "It was wrong then and it is wrong now to consider any legis-

lation that tells working people their issues can't be heard on Capitol Hill."

During last year's fight, spearheaded by California's Proposition 226, independent research groups discovered anti-worker forces outspent labor by an 11 to 1 margin during the 1996 and 1998 election cycles.

The AFL-CIO pointed out the Goodling Amendment is aimed only at unions. It takes no action against any other group or organization.

The labor federation noted no union dues money is given to candidates or used in campaigns for federal office because that is already banned by the Federal Election Campaign Act. All union political action committee money (like the Seafarers' SPAD) is donated voluntarily by union members entirely separate from their dues.

The labor federation calculates the cost to unions and their members to implement the amendment, if it is passed, at \$90 million.

A bill similar to the amendment was defeated in the House last year by an 80-vote margin.

Coast Guard Publishes Final Rule on User Fees

The U.S. Coast Guard last month issued the final rule covering user fees for licenses, certificates of registry and merchant mariner's documents (also known as MMDs or z-cards). The rule—which takes effect October 4—is published in the *Federal Register* dated August 5, 1999.

"This final rule will affect all mariners required to hold a license or certificate of registry in accordance with 46 CFR part 10 or a merchant mariner's

document in accordance with 46 CFR part 12," reads the notice. "The Coast Guard revises the user fees . . . based on the most recent recalculation of program costs."

Part of the updated fee schedule is printed below. More information is available from the Coast Guard at (202) 267-0785. The complete rule also is available via the internet.

If you apply for . . .	And you need . . .		
	Evaluation Then the fee is:	Examination Then the fee is:	Issuance Then the fee is:
Merchant Mariner's Document:			
Original without endorsement	\$110	n/a	\$45
Original with endorsement	110	140	45
Endorsement for qualified rating	95	140	45
Upgrade or Raise in Grade	95	140	45
Renewal without endorsement for qualified rating	50	n/a	45
Renewal with endorsement for qualified rating	50	45	45
Renewal for continuity purposes	n/a	n/a	45
Reissue, Replacement, and Duplicate	n/a	n/a	45

Fire Fighters President Al Whitehead Learned His Union Lessons with the SIU

Al Whitehead learned a major lesson about trade unionism shortly after World War II when he heard about a job on a Texaco tanker.

At that time, he was between ships and looking to sail while the U.S.-flag merchant fleet that supplied American and Allied troops was being dismantled.

"I was told after the hall closed to report to this tanker because it needed a crew. I didn't know what was going on, but it was a job, so I headed for it."

What Whitehead found when he got to the pier was a huge brother from the SIU telling him he did not want to go any further. A picket line was in front of the gangway because the vessel's crew was on strike. He quickly assessed the situation and decided to go home.

"I learned my lesson that day never to cross a picket line," Whitehead recalled more than 40 years later. "To this day, I still have not and will not cross one."

That was an important lesson and statement because Whitehead serves as the general president of the International Association of Fire Fighters (IAFF).

The path from sailing with the SIU and the Sailors' Union of the Pacific to leading an international union of more than 230,000 professional fire fighters has taken many interesting twists and turns.

Yet, he still recalls his four years at sea with great fondness, including how he got his start.

Whitehead altered his birth

certificate so head could get involved in the World War II effort.

"I was 15 years old and my older brother had gone to war. I was worried the war was going to be over before I was old enough," he told a reporter for the *Seafarers LOG*.

"I wanted to join the merchant marine, but I was too young. So I changed my birth certificate."

He lived in California and heard the Seafarers and SUP in San Francisco could get him a merchant mariner's document and on a ship, so he headed to the hall. After a two-week training session—including dish washing and lifeboat instruction—in a San Francisco college, he got his papers and sailed as a messman.

Whitehead's first ship sailed out of Wilmington, Calif. up the coast to Alaska and the Aleutian Islands.

"I had no idea what I was even doing, but I recall getting very seasick."

When that trip was completed, he decided he would be better off in the engine department. He sailed as a wiper several times, which carried him into the years after the war. He was aboard a tanker that sailed through the Panama Canal to Venezuela, then to New York.

When the vessel—part of the War Emergency fleet—arrived in Bayonne, N.J., the crew was dismissed but not given money to return to California.

"We rode a bus to Kansas,

then hitchhiked aboard a B-25 from March Air Base to Riverside," Whitehead noted.

Upon his return, a friend convinced him to sail in the deck department.

"I froze on deck. The elements were too cruel, standing on the bow. I went back to being a wiper."

Before signing off for the last time, because jobs were becoming too scarce, he upgraded to fireman/water tender and oiler.

Another incident Whitehead remembered during his years at sea was the way his enthusiasm for his job got him into trouble.

In order to get his probationary union book, he was asked to help an organizing drive for the crews of Standard Oil tankers.

"I caught a job and got fired almost immediately because I kept talking up the union. I didn't know to stay quiet and work behind the scenes."

Whitehead explored other job opportunities (apprentice carpenter, utility lineman, railroad brakeman—"All union jobs," he pointed out) before becoming a fire fighter in Los Angeles County in 1954.

He joined the union, became active in his local and eventually served as the president of IAFF Local 1014 for 12 years before being elected general secretary-treasurer of the international union in 1982. As a fire fighter, he rose to the rank of captain on the Los Angeles County force.

Whitehead was elected IAFF general president in 1988 and has been reelected ever since. He also is a vice president of the AFL-CIO, serving with SIU President Michael Sacco.

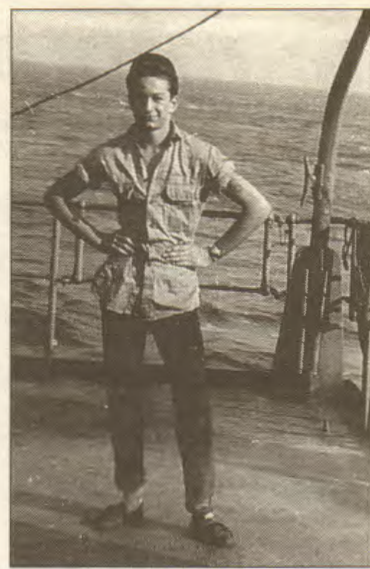
Through his years with the IAFF, he never forgot his roots in the SIU. A few years ago, he was talking with an IAFF member in San Francisco who mentioned he had sailed in the 1950s. It turned out he had sailed on the same tanker as Whitehead, only a few years apart.

The fire fighter showed Whitehead a photo of the ship, which started a one-year quest to gain pictures of the seven vessels upon which Whitehead had

sailed. He had all of his discharges, so he knew their names. Following numerous letters, calls and visits around the country, he acquired the photographs. They are framed together and adorn a prime location in his office.

(The names of the vessels are the *Edwin B. DeGolia*, *Chemawa*, *D.G. Scofield*, *Agriworld*, *Cayuse*, *USNT Mission San Gabriel* and *W.S. Miller*.)

"I loved the union and I loved sailing," Whitehead stated. "I have some very nice memories from those days."



A young Al Whitehead stands on the deck of the *Chemawa* during his sailing days after World War II.

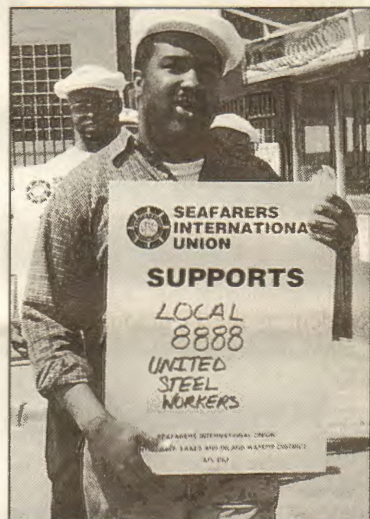
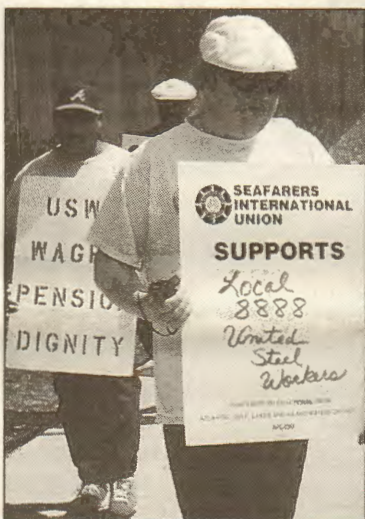
Steelworkers End Strike

Steelworkers returned to work at Newport News (Va.) Shipbuilding early last month after approving a 58-month contract.

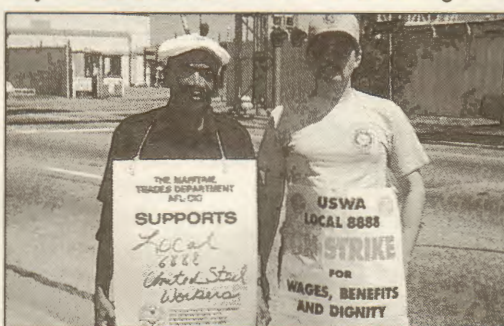
The agreement marked the end of a 16-1/2 week strike at the shipyard, where some 9,200 members of the United Steelworkers of America (USWA) are employed in production and maintenance.

Both the union and the shipyard acknowledged that each side compromised to finalize the contract. The pact calls for a pay raise averaging \$3.10 an hour over its duration and also improves pension benefits.

"It's time to put down the picket signs, pick up the tools and go back with our heads held high," stated Arnold Outlaw, president of USWA Local 8888, which represents the shipyard workers.



Seafarers in the Norfolk, Va. area demonstrated with Steelworkers during the USWA's strike at Newport News, Va. The job action ended in late July. Pictured at one of the marches during the strike are (top left photo)

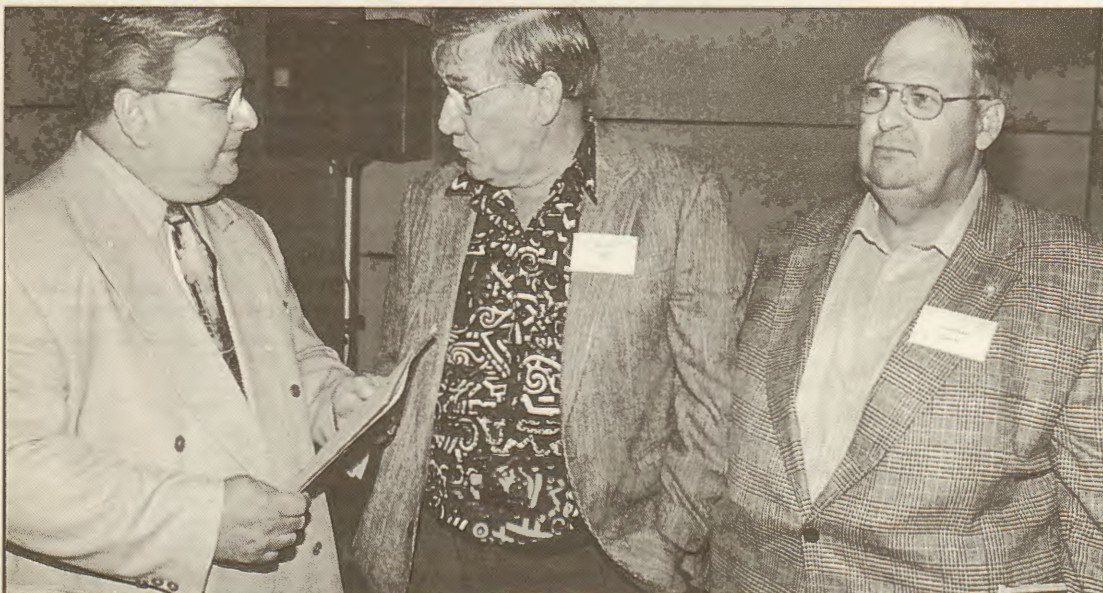


AB Al Austin, with Recertified Bosun Nate Leary and Recertified Steward Bert Mirador in background; (top right photo) Bosun Kevin Gatling, with OMU Keith McIntosh directly behind; and (left) OMU Hugh Wood, standing with a USWA member.



As president of the International Association of Fire Fighters, Al Whitehead lets those who visit his office know of his days at sea thanks to his photo display of the ships upon which he sailed.

Ceremony Marks Start of Dredging



The SIU and the AFL-CIO Maritime Trades Department were two of several maritime interests who worked hard for years with local, state and federal officials to allow the dredging of the Port of New York/New Jersey. Digging began in July when the union-built dredge *New York* was christened. Attending the ceremony in Manhattan are (from left) SIU Vice Pres. Atlantic Coast Jack Caffey; MTD Vice Pres. Jack Stewart; and Allen Francis, recording secretary for Operating Engineers Local 25 Marine Division.

Social Security Admin. Issues Yearly Statements To 125 Million Workers

Starting next month, the Social Security Administration (SSA) is scheduled to begin what it describes as "the largest customized mailing ever undertaken by a federal agency" when it sends an annual statement to 125 million workers.

The four-page statement "is designed to help workers with financial planning by providing estimates of their retirement, disability and survivors' benefits," according to the agency. "The statement also will provide workers an easy way to determine whether their earnings are accu-

rately posted on their Social Security records. This is an important feature because Social Security benefits are based on an individual's career wage record."

The annual statement results from legislative efforts spearheaded by Senator Daniel Patrick Moynihan (D-N.Y.). By law, the SSA will send yearly reports to workers ages 25 and older who are not receiving Social Security benefits.

Mailings will be staggered so that individuals receive their statements approximately three months before their birth month.

Family, Friends Help Recertified Stewards Excel In Chosen Field

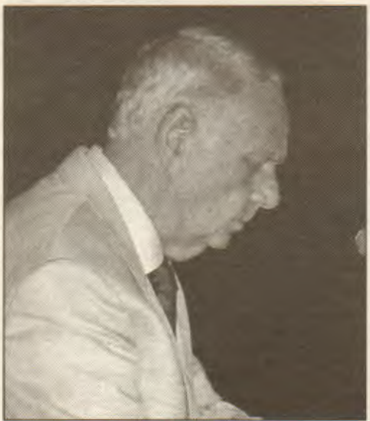
"There are few places in the world—like the SIU—where you can truly say that no matter what your race, religion, sex or educational background, you can go as far as you can take yourself. The only thing stopping you is you."

Those were the remarks of Vice President Contracts Augie Tellez as he introduced the 11 graduating members of the recertified steward class: **Duane Bergeson, Russell Beyschau, Rafael Cardenas, Judith Chester, Ruti de Mont, Shawn Fujiwara, Thomas Kreis, Perry McCall, Louis Nicoud III, Daniel Payne and Amanda Suncin.**

Outside Support

But the life of a Seafarer is not for everybody. It takes the strong support of friends, family and the Seafarers International Union to help each individual who passes through the doors of the Paul Hall Center to become better at their chosen profession.

At the August membership meeting in Piney Point, Md., the unity of family and friends was evident as the 11 graduates were called individually to the podium to receive their graduation certificates for completion of the five-week steward recertification course, the highest level of education the union offers for members of the steward department.



Thomas Kreis tells unlicensed apprentices that seafaring is a great way of life.

First to the podium was Rafael Cardenas. The 37-year-old, who sails from Puerto Rico, recounted his story of being forced to drop out of college following an automobile accident in which both legs were broken and then being turned down for military service. His uncle, a recertified bosun, suggested he look into the trainee program at the Paul Hall Center, and in January 1984, Cardenas started. He hasn't looked back since.

Thanks to the SIU, Cardenas said, he has traveled the world, earned a good salary and reached the pinnacle of his career.

This was the fifth time Cardenas has returned to the school to upgrade his skills. He enjoyed meeting brothers and sisters from different ports and sharing their different cooking techniques. He found the food demonstrations to be especially interesting and believes his new knowledge will help him do a better job aboard ship.

Cardenas advised the unlicensed apprentices to study hard and never be afraid to ask questions.

Course Change

Judith Chester, 46, began working aboard American Hawaii Cruises passenger vessels in 1985—a job she believed really fit her lifestyle. She had made a five-year plan, however, and that involved moving on, perhaps in the business field in which she had obtained her college degree.

But her "guardian angels" had a different plan for her, and 14 years later, Chester is still with the SIU, now sailing from the port of San Francisco. She has sailed as a chief cook all over the world, visiting exotic countries like Egypt, Singapore, Japan, Germany, Wales and Dubai—just to name a few—and believes she has finally found her niche in life, a creative job that she loves. "I am so thankful," she told the group assembled for the meeting,



Following the membership meeting and the presentation of graduation certificates, the recertified stewards join union officials on the stage for a group photo. From the left are Plans Administrator Lou Delma, Daniel Payne and his son, Sammy, Perry McCall, Louis Nicoud III, Ruti de Mont, Assistant Vice President Contracts George Tricker, Thomas Kreis, Russell Beyschau, Vice President Contracts Augie Tellez, Judith Chester, Duane Bergeson, Shawn Fujiwara, Rafael Cardenas, Amanda Suncin and SIU Secretary-Treasurer David Heindel.

"that I found a career which fits me like a shoe."

Chester told the trainees that they should ask themselves: Am I ready for a life of adventure? Am I ready to travel the world? To meet people from all walks of life? Am I willing to try my hardest to do the best job I can? Am I willing to try to get along with the people I work with and to work together as a team? Am I ready to experience the freedom that shipping provides me?" She told them that if they could answer yes to those questions, then they are in the right place.

Chester has returned to the school four times to expand her knowledge, and each time she has found it a rewarding experience. She was particularly impressed with the new fire fighting and safety school and feels confident that she can be an active part of a fire fighting team should an emergency occur aboard ship.

Sailing from the port of Tacoma, Shawn Fujiwara joined the union in 1988, also sailing aboard the *SS Independence* in Hawaii. He planned to do this for a couple years—and nearly 12 years later has now reached the highest rating available to members in the steward department.

Fujiwara, whose mother flew from Hawaii to be with him on this special day, first upgraded in 1990. It was then, the 35-year-old claimed, that he decided to stay. "In that time," he notes, "I have been around the world and visited 16 countries and have seen things most people only dream about."

Thanks Others

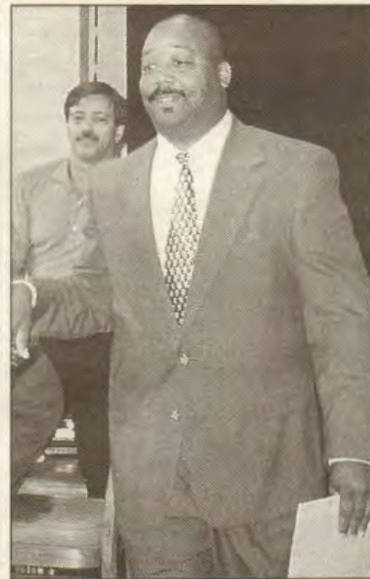
In addition to the SIU officials and school instructors, Fujiwara thanked the people who influ-

enced his life, including all the stewards under whom he has sailed and for believing in him when he started to doubt himself.

Fujiwara says stewards have one of the hardest jobs on the ship and are often the forgotten ones, but it is up to them to make sure each meal is hot, hearty and that the crew leaves with their bellies full. "Remember," he jokingly stated, "you are only as good as your last doughnut."

To the unlicensed apprentices, Fujiwara imparted the secret to his success: "I never gave up, I always cared, and I never forgot where I came from or where I was going."

He commended those trainees who were studying for their GEDs and noted they are all embarking on the adventure of their lifetime. He reminded them that they will leave the school with not only a job but also with



Perry McCall is congratulated by officials on the dais after receiving his graduation certificate.

a skill. "The school is here for us, it is up to us to use it."

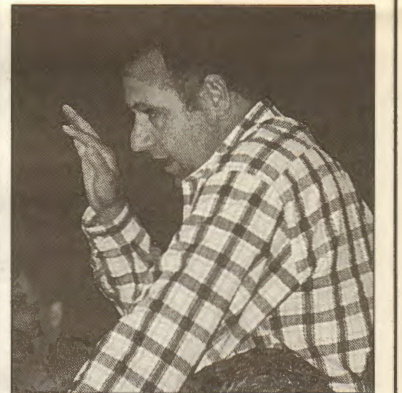
Thomas Kreis, 57, joined the SIU in 1970 in the port of Mobile and now ships out of New Orleans.

For nearly 30 years, Kreis said, being a Seafarer has been a good way of life. In returning to the school for the third time, he found the fire fighting and CPR classes to be of particular benefit and noted an even closer sense of unity among Seafarers than in years past.

"I'm proud to be here," he stated, adding he would recommend upgrading to fellow Seafarers. "It will be a lot of hard work, but nothing comes easy."

To everyone in the audience

Continued on page 8



Louis Nicoud III thanks union officials for helping keep the industry strong into the new millennium.



Amanda Suncin (above) and Shawn Fujiwara (below) believe in continually upgrading their skills.



Ruti de Mont (left) and Judith Chester complete the refresher class in fire fighting at the new Joseph Sacco Fire Fighting and Safety School.



Recertified Steward Russell Beyschau says the facilities at the Paul Hall Center have been great for him and his wife, Kelli, and their daughter, Kristianna (2 years, 3 months old).



While learning more about how the union works for its members in the legislative process, the recertified stewards toured Capitol Hill. They were addressed by Rep. Ed Pastor (D-Ariz.) (right photo) and also posed with the elected delegate from American Samoa, Eni F. H. Faleomavaega.

11 Recertified Stewards Speak of 'Past, Present, Future'

Continued from page 7

and to the trainees, in particular, Kreis said, "Remember: whether it's your first ship or your last ship, respect is what makes us strong."

Daniel Payne, 52, thanked the union for allowing him to bring his family with him when upgrading. "I'm away from my family enough as it is, and it's been a real blessing to be able to study and have my family here," said the Seafarer who sails from the port of Houston.

He also thanked the trainees for their hard work and told them to keep it up and they would do fine.

Next Generation

Amanda Suncin, 46, joined the SIU in San Francisco in 1977 and now sails from Tacoma, Wash.

"I feel very honored and privileged to be here today," she said, "and for the opportunity to join the maritime industry in 1977 because I wanted to follow in my father's footsteps. I am very proud of my father because I feel

that all of the sacrifices he made and the picket lines he walked helped create better working conditions of which we're reaping the benefits today." [Suncin's father, Fernando, was a member of the Marine Fireman's union.]

Suncin continued the theme of unity when she said, "My father and our fathers before us are the past; we as upgraders are the present; and the trainees are the future of our union. As a unit and with teamwork, we can continue the legacy that our fathers fought so hard for."

Suncin thanked the SIU officials for their work in keeping the union strong and said she enjoyed visiting the Capitol and seeing how SPAD contributions help every SIU member.

She thanked her family for their support, especially her 9-year-old daughter who does not always understand that her mother must leave for long periods of time.

Suncin said she learned a lot in the recertification course and found the fire fighting, first aid and STCW classes particularly

rewarding. Her advice to those entering the profession is to never be afraid to ask questions, and said she hoped she would get to meet them aboard ship sometime soon.

This is the third time Duane Bergeson, 39, has returned to the Paul Hall Center for upgrading, and he says it gets better each time.

He learned how important STCW is to the union and how it could help protect the U.S. merchant fleet from foreign encroachment.

Bergeson, who sails from the port of Tacoma, summed up his experiences by paraphrasing the words of actor Arnold Schwarzenegger: "I'll be back."

Returns to Center

Russell Beyschau, who was a trainee in class 397 in 1984, has returned to the school six times to upgrade. His home port is Piney Point.

The 33-year-old Beyschau said the facilities at the Paul Hall Center have been great for both him and his family. "I have enjoyed each time here at the school and look forward to the next."

The recertified steward said he would recommend upgrading to his fellow Seafarers because of what it has given him—a chance to see the world and visit places other people can only dream of and make a great living at the same time.

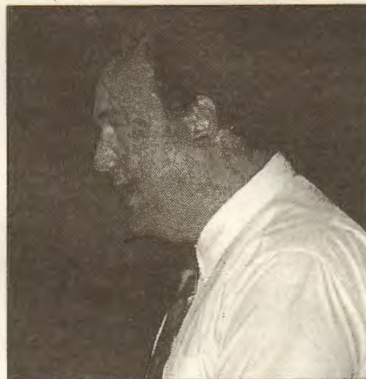
He reminded the apprentices that the SIU is a "great organization" and the upgrading facilities are a benefit of which they should take advantage.

"Dreams do come true," said Perry McCall, 38. When he started as a trainee at the school in 1982, he told himself he wanted to go to the top, he wanted to be the best he could be in the culinary arts field. And every chance he got, he returned to upgrade.

McCall sails from San Francisco.

"I once sat where you are now," he said to the unlicensed apprentices. "If you're eager and ready to learn," then you also will advance.

Another of the recertified stewards who began their SIU career sailing aboard the *Independence* in Hawaii is Ruti



Duane Bergeson (left) and Rafael Cardenas always enjoy seeing old friends and meeting new ones when they return to the school to upgrade.



Chef Instructor Ed White (standing in rear) works with the new class of recertified stewards.

Passing Down Memories . . . and Recipes

Stewards play a very important part in shipboard life. But some may be more memorable than others. For Recertified Steward Daniel Payne, one such man was Pensioner Theodore "Beau" James, who died July 24 at the age of 81.

Payne says that it was a great privilege to have known

James, and he only hopes he will be as much of a help to other Seafarers and the labor movement as James was.

The new recertified steward offers one of the late steward's recipes to help keep his memory alive.

Beau James' World's Fair Dinner Rolls

(makes 4 rolls)

- 1 quart milk
- 3 Tablespoon sugar
- 2 teaspoon salt
- ¼ cup butter
- 3 quarts bread flour
- 3 eggs
- 2 Tablespoon yeast
- 2 Tablespoon baking powder

Scald milk and then cool. Dissolve yeast in lukewarm milk, add sugar, 1½ quarts flour and the butter. Rise in a warm place until light. Add baking powder and salt to balance of flour mix and then add to wet mix. Knead well. Place in a greased bowl, rise until doubled. Knead again. Shape rolls. Let rise until doubled in size. Bake at 400 degrees F. for 20 minutes.



Daniel Payne thanked the union for allowing him to bring his wife, Aurora, and son, Sammy (7), with him to the school while he was upgrading.

de Mont. After flying out to Kauai for her first job as a GU, she almost missed the ship—but that was 14 years ago!

The one thing she regrets, she noted, was that it took her eight years before she came to the school to upgrade for the first time. Mostly, she said, she lacked self-confidence.

"Once I finally got here, I overcame my fears very quickly," she said, and urged the trainees not to make the same mistake. "As soon as you have the seetime you need," she stressed, "make the effort to come back here and upgrade."

Confidence

The 40-year-old de Mont has returned numerous times—totaling more than a year of training and instruction—and says it has helped her grow as a person and become confident in her profession.

In her closing remarks, de Mont, who continues to sail from Honolulu, left three simple words for all upgraders and unlicensed apprentices to take with them on their next ship: "Can I help?"

Much of the self-confidence gained by the students completing the steward recertification course

is based on their work in the galley labs where they created, practiced and prepared new recipes, experimented with different cooking techniques and learned nutrition and the sanitary practices so necessary aboard ship.

They also toured Capitol Hill and the union headquarters in Camp Springs, where they met with representatives of the union's various departments. These meetings were designed to enhance their understanding of the union's operations and provide them with the latest information from each department so that they, in turn, can relay it to their fellow crew members aboard their next ship.

Last up to the podium to receive his certificate was Louis Nicoud III, 43, who joined the SIU as a trainee in 1982 and worked his way up the ladder from SA to recertified steward.

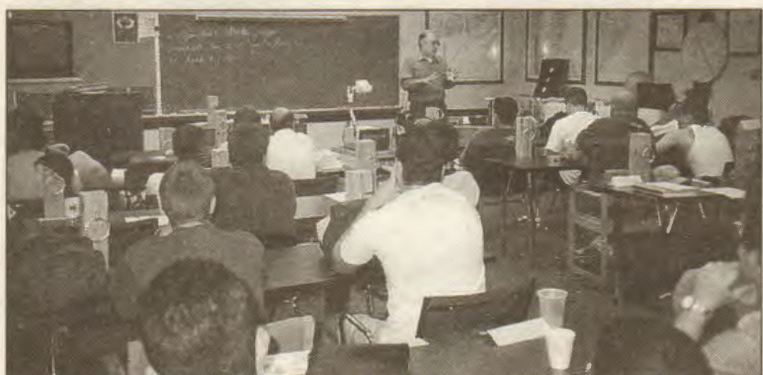
Nicoud, who sails from the port of Wilmington, Calif., thanked the SIU and its officials for all the "sacrifices they have made" to ensure the success of its members into the new millennium.

"I have no doubt," he stated, "that the 21st century will be as strong and shipping as good, if not better, than today."

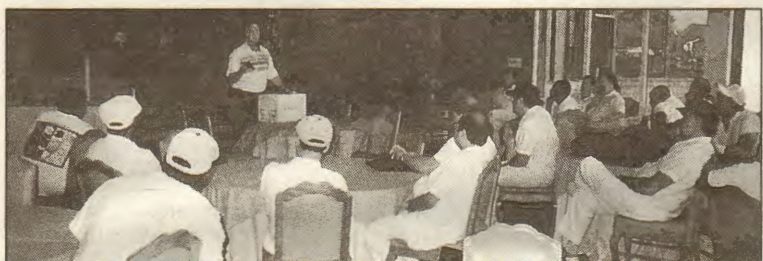
Prime Topics at Piney Point: Safety, STCW



In the STCW basic safety class, students utilize the new water survival trainer at the Joseph Sacco Fire Fighting and Safety School (located near the main campus).



Upgraders in the AB course listen as headquarters representative Carl Peth outlines how STCW affects them daily.



Bill Eglinton, director of vocational education at the school and a frequent participant in international STCW meetings, discusses the convention's ramifications for steward department Seafarers.

The impact of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners is evident in the many courses available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

STCW has influenced everything from the school's entry program to its most advanced

safety courses, which have been updated to meet the latest requirements. It also led to the center securing new accreditation from the American Council on Education, along with various approvals from the U.S. Coast Guard.

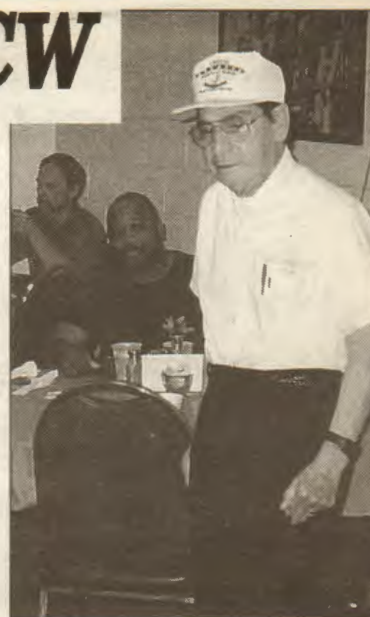
Pictured on this page are students who recently took courses at the school. The photos were supplied by instructor Russ Levin.



Keeping a trained eye on his students' progress in the galley operations course is instructor Ed White (center, facing camera).



Officials from the American Council on Education examine Paul Hall Center courses to determine which ones warrant college credit recommendations. Pictured from left to right are Beth Wroblewski of American Service Technology, Dr. Clay Warren, Celeste Sichenze, Capt. Lee Kincaid and Charles Munsch.



Though officially retired, Romeo Lupinacci (standing) still lends his invaluable experience to instructors and upgraders. Here the master executive chef, for years a fixture at the school, makes sure that Seafarers are satisfied with lunch.

To Seafarers Who Joined In 1938 or 1939

The *Seafarers LOG* would like to hear from you as soon as possible concerning an upcoming article that involves the union's history. Please contact the *LOG* office at (301) 899-0675, or write to us at 5201 Auth Way, Camp Springs, MD 20746 and let us know how we may contact you. We appreciate your assistance and hope to hear from you soon.

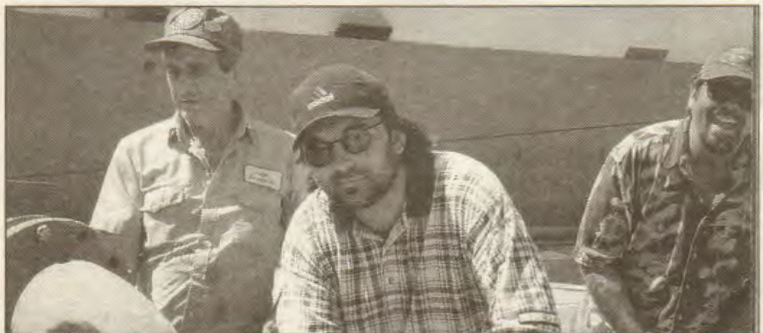
Lakes Seafarers Work Through Cargo Slump

Seafarers on the Great Lakes are maintaining full schedules, but the steel crisis continues to impact cargo movement there.

Through July, Lakes vessels had moved about 5 million fewer tons of cargo compared with the same period last year. Some of the decrease is due to short-term factors (including ship repairs and low water levels), but more stems from the continued dumping of foreign steel into the United States.

The dumping (illegally selling steel at less than production cost) has caused a reduction of domestic steel production. This particularly has impacted the iron ore and stone trades.

Trade unions and industry groups are working to combat the unfair trading practices.



Above: Pictured aboard the cement carrier *Townsend* in Detroit are (from left) Conveyorman Fred Hart, AB Vladislav Pitsinko and AB John Vegh.



Left: Applying muscle to the task at hand is Bosun Phillip Piper, aided by Conveyorman Fred Hart aboard the *Townsend*.

Bosun Sets Record Straight



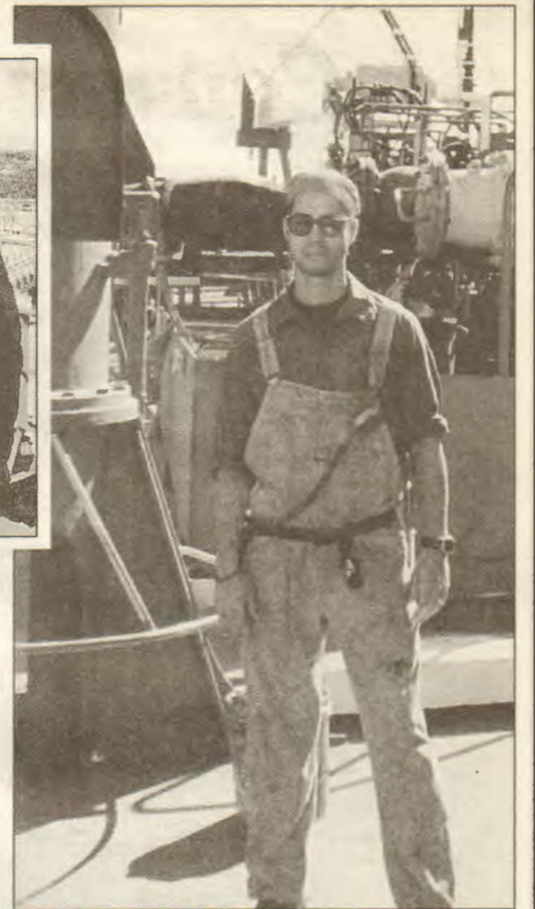
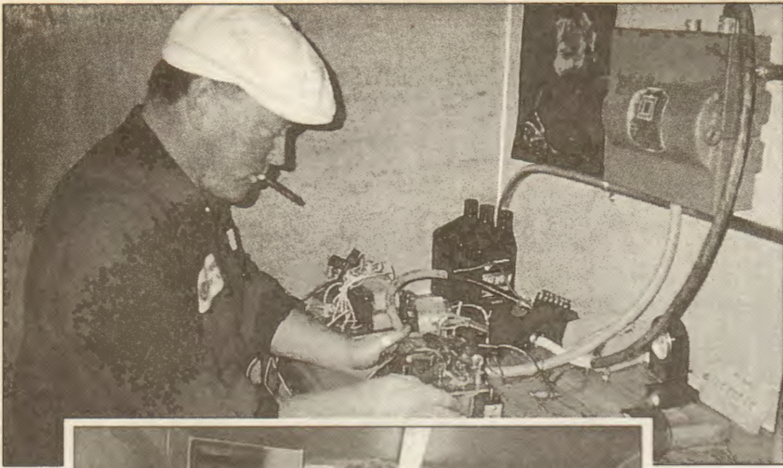
Recertified Bosun Jerry Borucki politely informed the *Seafarers LOG* that we made a mistake in the May issue (photo caption, page 20). "That was not the *Sea-Land Trader*, it was the tanker *Boston*," the bosun wrote. "We don't load the *Sea-Land Trader* in Valdez." The longtime Seafarer gave us a second chance with these photos. Above: Borucki (right) poses with Third Mate Mahoney while the *Sea-Land Trader* (we really mean it this time) discharges cargo in Hong Kong. At left (from left): ABs Norm Taylor and Allan Campbell are pictured with Bosun Borucki on the stern.

SEAFARERS:

YOUR DONATION PROVIDES JOB SECURITY

INTO THE NEXT MILLENNIUM.

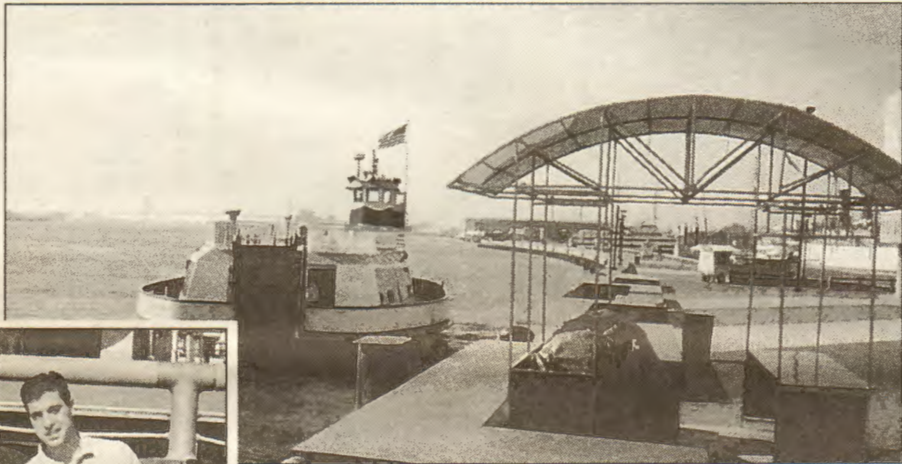
SUPPORT SPAD



Activity Abounds In Port Of Philadelphia

John Haller (top photo) and Mike Kirby are reefer mechanics at Petty's Island, a Crowley facility in Pennsauken, N.J. across the Delaware River from Philadelphia, where SIU members load and unload barges and ships and maintain containers, among other jobs.

Above left: On the deck of the Maritrans tanker *Integrity* are (from left) AB Rodney Roberson, SIU Representative Joe Mieluchowski and AB Joe Arnold. In photo above, AB Edgard Martinez stands gangway watch while the ship was at the Marcus Hook dock.



In photo at left, Captain Roger Taylor and Senior Deckhand Ed Zolynski dock the *Riverlink* (above) at Penns Landing in Philadelphia. Operated by McGovern Marine, the *Riverlink* is an SIU-crewed passenger ferry that runs between Camden, N.J. and Philadelphia.



Following a payoff aboard the Intrepid tanker *Courier*, (from left) Chief Cook Michael Kozak, Bosun G. Israel Bonefont and OMU Michael Haller relax in the ship's lounge.



Mate Mike Daniels (left) and Cook Gary Mason work aboard Express Marine's tug *Consort*.

Philadelphia is a busy port for Seafarers who sail in the union's inland and deep sea divisions, and the SIU presence in and around the city's waterfront areas is very much in evidence.

SIU members can be found crewing and performing maintenance work on the ocean-going ships, tankers, tugs and barges that sail into the port as well as the local passenger ferry linking the city with Camden, N.J.

Among the SIU-contracted inland companies operating in the area are Crowley, Moran, Maritrans (which also operates deep sea tankers), McAllister and Express Marine. In addition, Crowley, Sea-Land and NPR, Inc. operate port facilities to assist in the upkeep of their equipment.



AB Pat Lavin does some chipping on the *Carolina*, which was temporarily laid up in Philadelphia.



The *Maritrans 300* (left) is one of many barges operated by the company. At right, the *Mayaguez*, an NPR, Inc. vessel, is unloaded at the Packer Ave. terminal in Philadelphia.



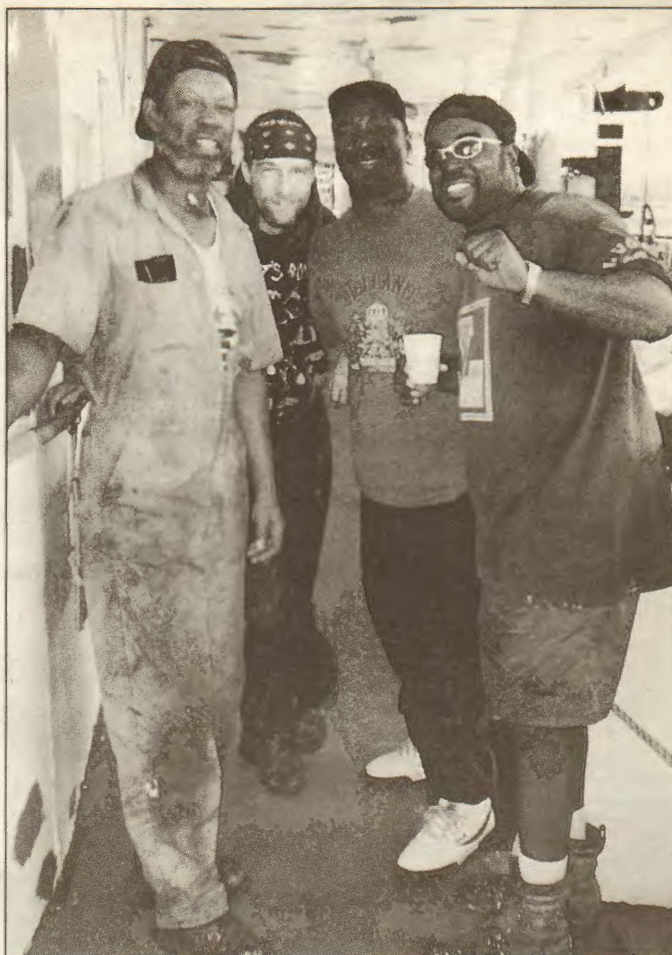
S-L Consumer Crew Agrees: Everyone Loves a Cookout

All the hard work is worth the effort when you know one of Chief Cook William "Bill" Pitt's cookouts is not far behind.

According to DEU John Cooper (who sent the *Seafarers LOG* the photos on this page), the *Sea-Land Consumer* crewed in Norfolk, Va., loaded cargo in Jacksonville, Fla. and headed to San Juan, P.R. to unload. NPR, Inc.'s *Humacao*

also was in port at the time, and the crew members from both vessels were able to get off their respective ships and enjoy some of the sights of the port city.

En route to New York, where the *Sea-Land Consumer* paid off, everyone pitched in to do their part in making the ship's barbecue a success.



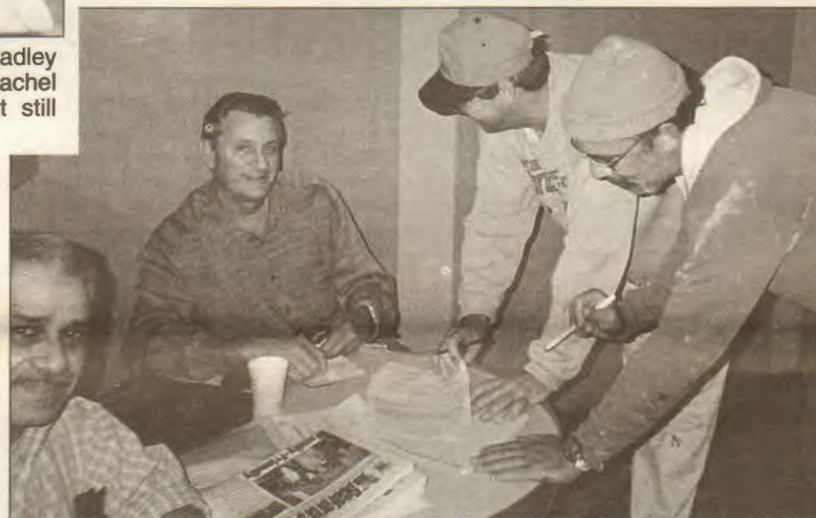
Ready to go ashore in Puerto Rico are DEU John Cooper, OMU Robert Brown and ABs Bennie Spencer and Larry Bradley.



Everyone helps at cookout time. Above, AB Larry Bradley cleans the deck while (below) Assistant Cook Rachel Cutler-Washington surveys the area to see what still needs to be done.



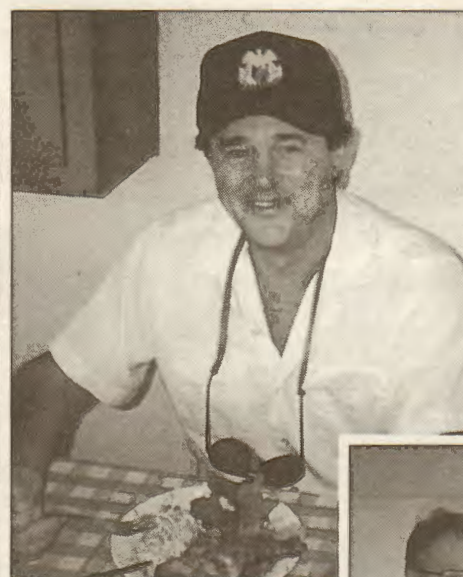
Electrician Howard Hendra Jr. spruces up his fo'c's'le before going ashore in Puerto Rico.



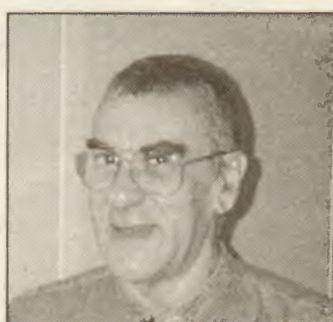
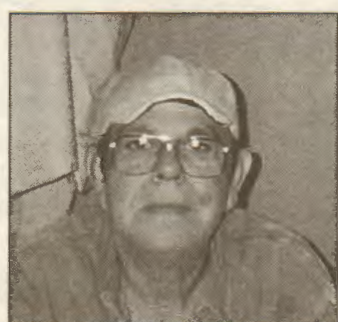
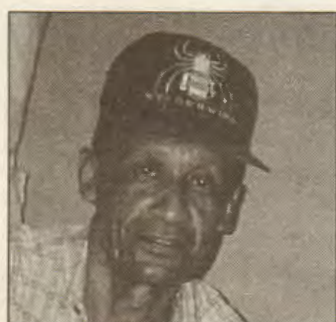
The *Sea-Land Consumer* pays off upon arrival in New York. SIU Patrolman Jack Sheehan (seated) updates Bosun Frank Adams, AB Steve Ledermann and OMU Mohsin A. Yafai on the latest union news.



Officers and crew alike share in the delicious grilled food.



Left: Capt. Peter Bailey joins his crew on the ship's stern for some good food.



Three of the consumers waiting for the cookout to begin are (from left) AB Juan Ayala, OMU Valentin M. Martinez and OMU Silvio J. Iglesias.

Right: Chief Engineer Thomas Dutton (left) heads for the grill, manned by Chief Cook Bill Pitt.





Global Link

3-Month

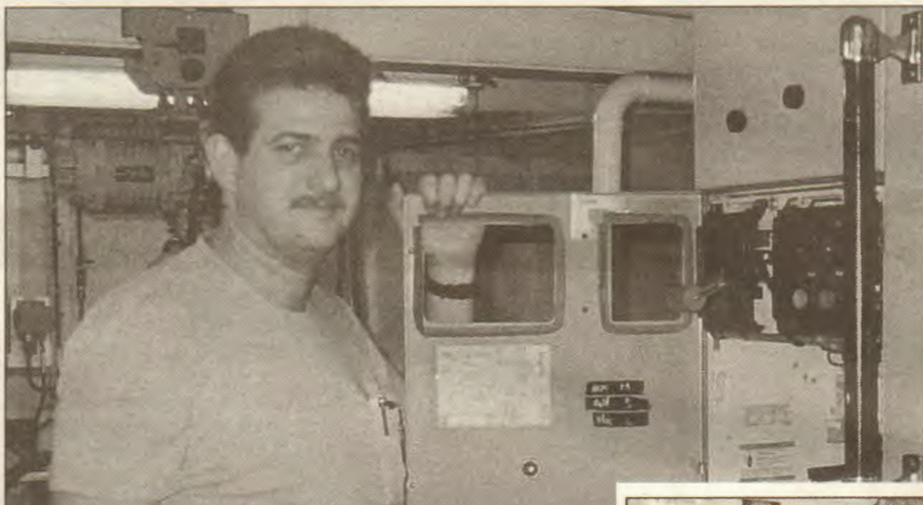
Vessel Ret

SIU members aboard the *Global Link* recently helped execute a project called "Columbus 3" that involved laying cable between Florida and Africa. The job took about 90 days.

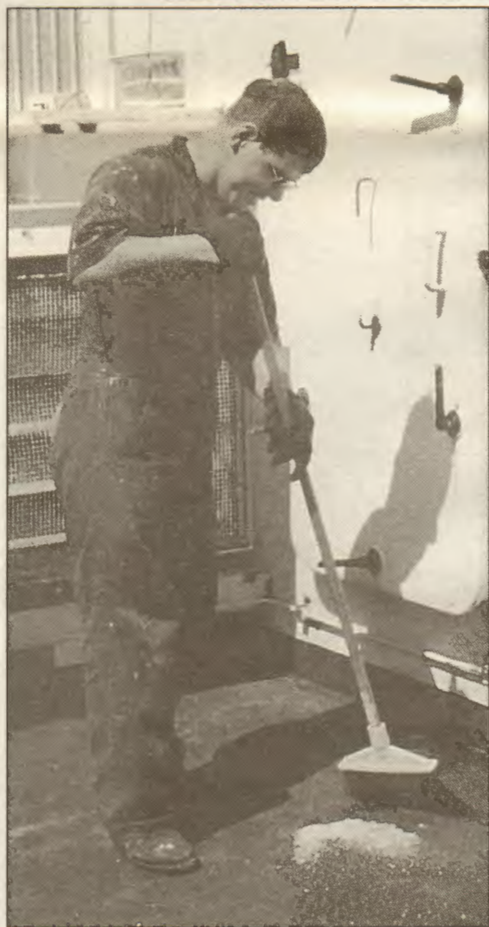
The SIU-crewed cable s returned to its berth in three-month assignment. However, the completion of between Florida and Africa crew members' work. A ship found Seafarers vigorously and upkeep of the vessel. Additionally, a number of *Global Link* recently completing the International Safety M "We're on stand-by, so we nance, training for cable proj body's skills," noted Recertif Isenstadt. "We also host a lo from schoolchildren to teleco



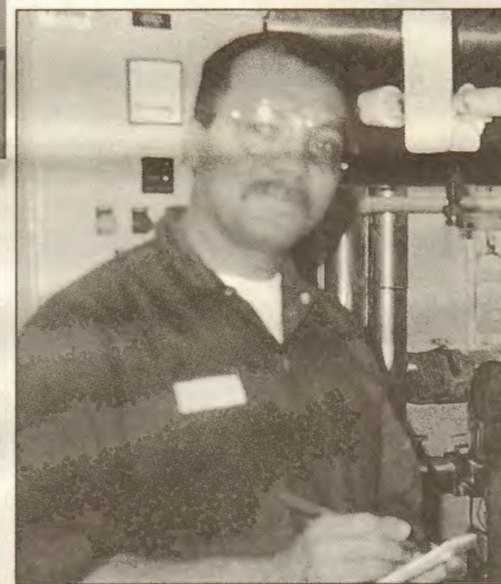
AB Mike Thompson



Above: Chief Electrician Peter Littman

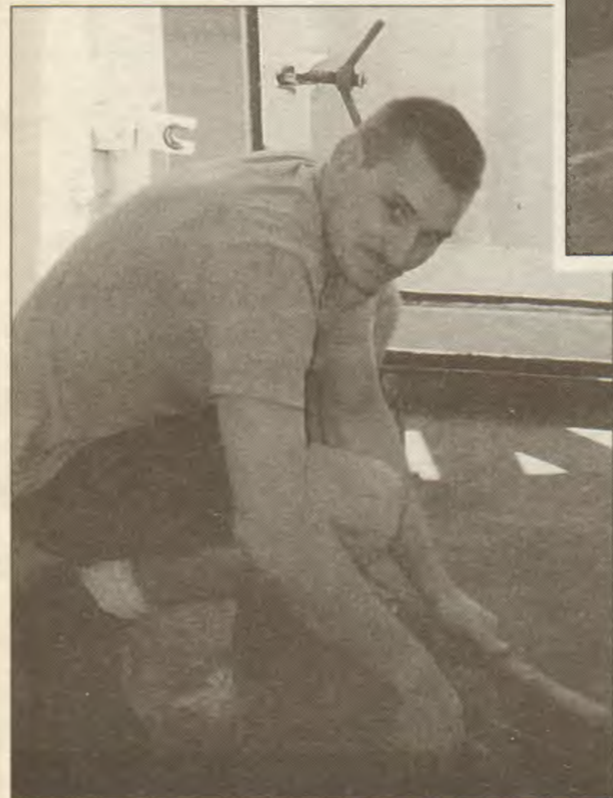


Left: AB Steve Roquemore

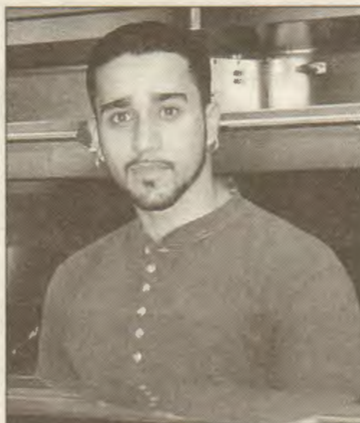


Right: OMU Knolly Wiltshire

Below: SA Jose Garcia Bulnes (left) and SA Mosleh Mosleh



AB Lyle Davis



Chief Cook Tom Scheider (left) and Cook/Baker Ray Toro



Aboard the *Global Link*, cable is stored in deep through machinery that helps guide it to the ocean in the area pictured directly above.

Link Crew Completes Cable-Laying Job Returns to Port of Baltimore

Ship *Global Link* recently returned to Baltimore following a three-month assignment overseas. The completion of that cable-laying job did not signal an end to the ship's work, as a board visit in mid-August found the crew engaged in maintenance work.

SIU members from the ship attended a two-day class covering the International Safety Management Code (ISM). They were doing general maintenance projects and updating every-thing. Chief Bosun Brian Littman led the tour groups, everyone from the communications companies."

Before the three-month assignment, the *Global Link* (operated by Tyco International) had been stationed in the Caribbean for approximately 18 months. While there, the ship moved a depot from St. Thomas to St. Croix.

"During off hours, we took advantage of being at the islands," said Isenstadt. "Some of the crew learned how to scuba dive."

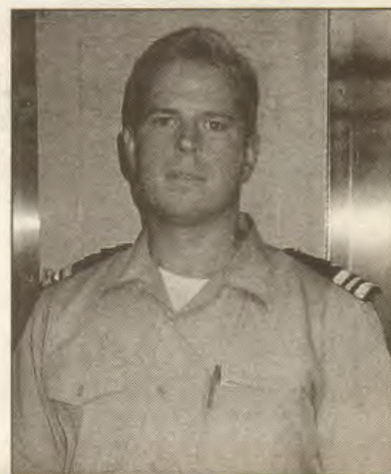
Chief Electrician Peter Littman pointed out that, no matter where the ship is docked, preventive maintenance is crucial. He observed that the *Global Link's* computerized inventory helps in that regard.

"There are a lot of things that can go wrong, so we really stay on top of it," he observed.

"It's a good environment on this ship, with good people," Littman added.



Recertified Bosun Brian Isenstadt



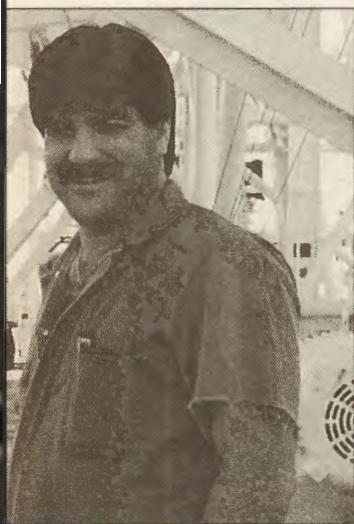
First Officer (and SIU hawsepiper) Nikolaus Koydel



Above: OMU Bill Young

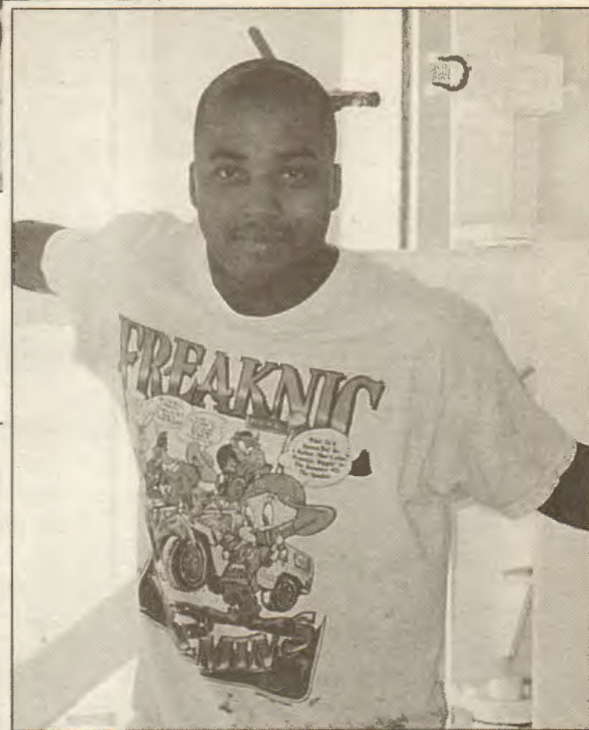


Above: AB Kamin B. Kaji



Left: Electrician Frank Coburn

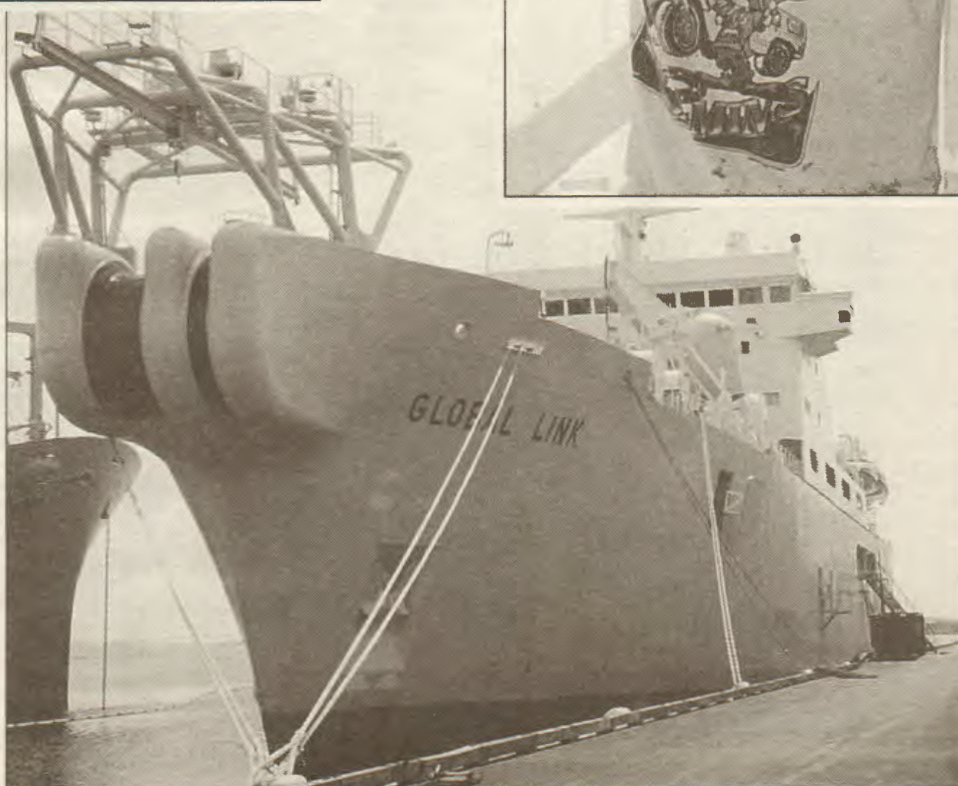
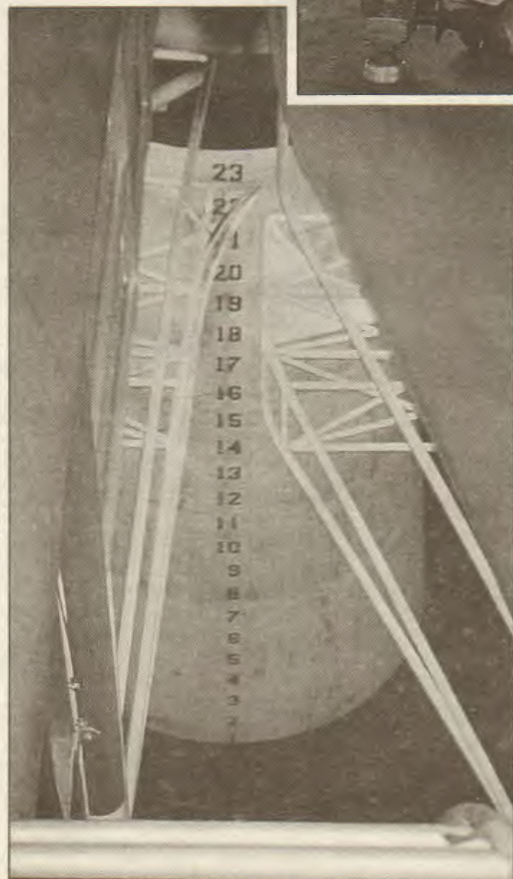
Right: AB Geronimo Gonzales



Right: Splicer/Joiner Lovell Smith



compartments (right), then fed floor. Part of the work takes place



Washington Post Profiles New Fire Fighting School

The Washington Post
 SOUTHERN MARYLAND EXTRA
 Sunday, August 22, 1999
 News of CHARLES, CALVERT AND ST. MARY'S COUNTIES PUBLISHED THURSDAY & SUNDAY

Local News

Mariners Train to Become Seafaring Firefighters

Readers and listeners at the Joseph Sacco Fire Fighting and Safety School in St. Mary's County discuss preparations for an upcoming fire drill.

Preparing Mariners for Perils at Sea

By James MacIntyre
 Chesapeake Bay Staff Writer

St. Mary's County, Md., has a unique training facility for its mariners. The Joseph Sacco Fire Fighting and Safety School, located on a 100-acre site in Poolesville, is the largest school for mariners and merchant seafarers in the United States. The school, named after a local fireman, provides a comprehensive training program for its students, including fire fighting, damage control, search-and-rescue, first aid and safety, water survival and much more.

The school's training is designed to prepare mariners for the unique challenges of fire fighting on a ship. Students learn how to attack fires in an engine room, on a petroleum barge and from a helicopter. Each of these procedures is taught to all students taking fire fighting at the new school.

The article informed its readers about the other aspects of the school: damage control, search-and-rescue, first aid and safety, water survival and much more.

Flery Lessons in Survival at Sea

Students and instructors at the Joseph Sacco Fire Fighting and Safety School in St. Mary's County have their hands full building a simulated engine room fire. The school, one of just a few in the country, trains students in handling shipboard fires and other hazards at sea. (Page 2)

Apprentices Keolamanloahawaiiloa Mowat and Shannon Bonefont describe their training experiences to reporter Jessie Mangaliman (far right). Instructor Anthony Hammett listens.

The Joseph Sacco Fire Fighting and Safety School continues to draw attention for its unique purpose. Last month, *The Washington Post* featured the facility in its August 22 section dedicated to the happenings in southern Maryland.

The article, carried on three pages, included several color photographs of Seafarers from apprentice class 592 learning how to attack fires in an engine room, on a petroleum barge and from a helicopter. Each of these procedures is taught to all students taking fire fighting at the new school.

The article informed its readers about the other aspects of the school: damage control, search-and-rescue, first aid and safety, water survival and much more.

Readers of *The Washington Post* from southern Maryland learned about the Joseph Sacco Fire Fighting and Safety School, thanks to a three-page article with color photographs in the paper's August 22 edition.

Personal Greetings for Holiday Issue of the LOG

As has been done in past years, this December's edition of the *Seafarers LOG* will include the ever-popular holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome. (Please print—if we cannot read your message, it will not be included.)
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person. (This form may be reproduced.)
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.) Include your phone number in case there are any questions.
- The holiday greetings must be received no later than Monday, November 15, 1999.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the *LOG* at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December *LOG* is a favorite feature for many, so be sure to get your message in on time.

HOLIDAY MESSAGE
(Please Print)

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

<input type="checkbox"/> Active Seafarer	<input type="checkbox"/> Family Member of Active Seafarer
<input type="checkbox"/> Retired Seafarer	<input type="checkbox"/> Family Member of Retired Seafarer

Other: _____

9/99

BACK TO SCHOOL DAYS

Scholarship to Help 7 Members, Dependents

With the arrival of the 1999 school year, three SIU members and four dependents of Seafarers are among those heading through the portals of higher education.

These seven students are realizing their dreams of a higher education with financial assistance from the Seafarers Welfare Plan Scholarship Program... and so can you!

All Seafarers and their spouses and children who plan to attend college next year—autumn of 2000—are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 2000.

One of the three scholarships reserved for SIU members is in the amount of \$15,000 and is intended to help cover the cost of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college. Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers.

The first step in finding out more about the scholarship program, eligibility requirements and the application process is to send for the Seafarers Scholarship Program booklet. The booklet contains all the necessary information a prospective student will need to complete the application. To receive a copy of this guide, fill out the coupon below and return it to the address listed on the form.

Upcoming issue of the *Seafarers LOG* will have more articles about the scholarship program, but you can get a head start by sending away for your scholarship program booklet now.

Please send me the 2000 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

9/99

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1999

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	8	5	21	10	4	6	36	18	10
Philadelphia	3	1	2	2	2	1	0	9	0	2
Baltimore	5	5	2	5	5	2	1	9	8	1
Norfolk	18	10	9	8	10	14	2	17	19	9
Mobile	9	6	8	8	4	6	5	15	8	7
New Orleans	25	13	4	23	16	6	6	27	16	4
Jacksonville	35	16	8	35	11	8	10	56	18	12
San Francisco	21	10	5	15	3	3	1	32	11	4
Wilmington	17	8	6	18	10	3	8	32	16	10
Seattle	30	7	4	26	8	2	13	49	9	3
Puerto Rico	11	4	5	8	3	5	5	22	3	2
Honolulu	13	7	3	10	4	4	1	12	8	2
Houston	27	10	6	26	11	5	10	44	18	11
St. Louis	3	3	7	0	3	0	1	5	3	10
Piney Point	1	4	0	0	2	2	1	4	4	1
Algonac	0	2	0	2	2	0	1	2	2	2
Totals	244	114	74	207	104	65	71	371	161	90
ENGINE DEPARTMENT										
New York	10	7	2	6	8	1	1	22	13	6
Philadelphia	1	2	1	1	2	1	0	3	2	1
Baltimore	6	5	1	8	6	1	3	5	5	1
Norfolk	11	8	3	4	8	3	6	12	8	4
Mobile	8	4	1	8	2	1	3	11	11	1
New Orleans	9	11	2	9	10	0	3	15	8	3
Jacksonville	22	11	6	21	8	4	10	26	14	11
San Francisco	12	6	1	8	7	1	5	16	7	1
Wilmington	4	3	4	4	6	3	3	12	12	5
Seattle	10	2	3	14	1	3	8	19	5	2
Puerto Rico	2	5	3	3	1	2	2	9	5	1
Honolulu	7	4	4	6	4	4	3	6	6	5
Houston	22	9	1	17	5	2	2	26	9	1
St. Louis	1	0	0	1	0	0	1	2	0	2
Piney Point	3	1	0	2	4	0	2	4	3	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	128	78	32	112	72	26	52	188	108	44
STEWARD DEPARTMENT										
New York	9	2	0	10	2	1	5	23	9	0
Philadelphia	1	0	0	2	0	1	0	3	0	1
Baltimore	6	1	1	3	0	0	1	5	2	1
Norfolk	3	3	3	3	6	2	2	9	6	4
Mobile	6	5	1	8	0	0	1	7	6	2
New Orleans	13	4	1	6	10	0	5	12	7	2
Jacksonville	20	4	3	11	4	1	9	31	7	4
San Francisco	23	3	0	21	1	0	7	37	6	0
Wilmington	19	4	0	13	3	0	9	26	7	1
Seattle	25	1	0	16	1	0	10	39	3	1
Puerto Rico	1	1	0	1	0	0	0	2	1	1
Honolulu	12	5	9	8	7	9	3	20	7	8
Houston	14	5	2	10	2	0	5	20	6	2
St. Louis	0	2	1	0	0	1	0	1	2	1
Piney Point	3	6	0	1	6	0	1	2	8	2
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	155	46	21	113	42	15	58	237	78	30
ENTRY DEPARTMENT										
New York	7	27	17	0	14	5	0	14	47	44
Philadelphia	1	2	1	0	2	0	0	1	1	3
Baltimore	1	3	1	0	2	4	0	1	3	2
Norfolk	2	14	5	1	12	7	0	1	11	10
Mobile	1	7	0	1	3	0	0	1	11	2
New Orleans	4	8	13	4	6	7	0	5	12	14
Jacksonville	4	11	11	5	8	4	0	4	26	22
San Francisco	5	16	5	5	8	0	0	13	30	6
Wilmington	0	8	6	2	4	3	0	8	19	17
Seattle	9	12	4	4	10	8	0	14	15	6
Puerto Rico	1	2	1	2	4	2	0	5	1	2
Honolulu	7	31	69	3	28	63	0	10	36	94
Houston	2	9	5	1	6	1	0	3	16	11
St. Louis	0	0	1	0	0	0	0	0	1	2
Piney Point	1	16	16	0	10	9	0	1	9	13
Algonac	1	1	0	0	1	0	0	1	1	0
Totals	46	167	155	28	118	113	0	82	239	248
Totals All Departments	573	405	282	460	336	219	181	878	586	412

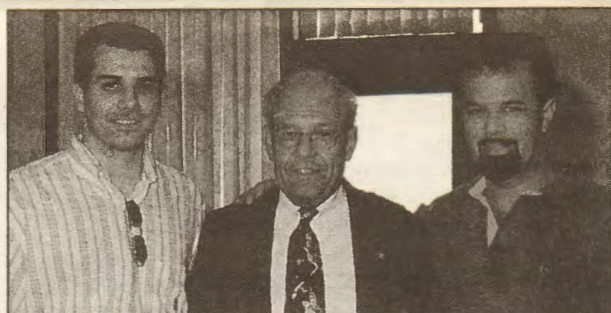
*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.
**"Registered on Beach" means the total number of Seafarers registered at the port.

October & November 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: October 4, November 8
AlgonacFriday: October 8, November 12
BaltimoreThursday: October 7
Friday: November 12*
*(*change created by Veterans Day holiday)*
DuluthWednesday: October 13, November 17
HonoluluFriday: October 15, November 19
HoustonMonday: October 11, November 15
JacksonvilleThursday: October 7
Friday: November 12*
*(*change created by Veterans Day holiday)*
Jersey CityWednesday: October 20, November 24
MobileWednesday: October 13, November 17
New BedfordTuesday: October 19, November 23
New OrleansTuesday: October 12, November 16
New YorkTuesday: October 5, November 9
NorfolkThursday: October 7
Friday: November 12*
*(*change created by Veterans Day holiday)*
PhiladelphiaWednesday: October 6, November 10
San FranciscoThursday: October 14, November 18
San JuanThursday: October 7
Friday: November 12*
*(*change created by Veterans Day holiday)*
St. LouisFriday: October 15, November 19
TacomaFriday: October 22, November 26
WilmingtonMonday, October 18, November 22

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

Correction



In the photo above, which appeared in the May issue of the *Seafarers LOG*, one of the names was incorrect. The caption should have identified (from left) AB Donnie W. Collins II, retired SIU Port Agent Joe Perez and AB Charlie Touzet.

LOG-A-RHYTHMS

Ode to the Chef

by C.J. Sandy

"That's not my job," was never heard
"What would you like," always the word
Pasta pesto, exotic stir-fry
Sushi, Chinese dishes and Thai
Had King Harry's Court e'er ate
What graced the humble seaman's plate
Above and beyond Valdez Peaks
Forever! Cucumbers and leeks.

This poem was written by AB C.J. Sandy as a tribute to the great job performed by Chief Cook Blair Humes aboard the *ATC Ohio*.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

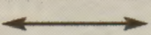
Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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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

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

JULY 16 — AUGUST 15, 1999

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	22	12	0	16	9	0	6	3
ENGINE DEPARTMENT									
Algonac	0	10	7	0	9	6	0	1	1
STEWARD DEPARTMENT									
Algonac	0	4	4	0	4	1	0	0	3
ENTRY DEPARTMENT									
Algonac	0	16	19	0	13	11	0	3	8
Totals All Depts	0	52	42	0	42	27	0	10	15

*"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

JULY 16 — AUGUST 15, 1999

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	0	3	0	0	0	1	0	3
Lakes, Inland Waters	44	0	0	24	0	0	20	0	0
West Coast	1	0	6	7	1	3	5	4	12
Totals	47	0	9	31	1	3	26	4	15
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	2	0	0	0	1	0	2
Lakes, Inland Waters	26	0	0	15	0	0	11	0	0
West Coast	1	0	0	5	0	2	2	0	1
Totals	7	0	2	20	0	2	14	0	3
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	5	0	0	3	0	0	13	1	0
Lakes, Inland Waters	25	0	0	7	0	0	18	0	0
West Coast	0	0	0	1	0	1	0	0	0
Totals	30	0	0	11	0	1	31	1	0
Totals All Depts	84	0	11	62	1	6	71	5	18

*"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 **Malcolm M. Cross** of Torrance, Calif.

The photo was taken December 31, 1947—New Year's Eve—aboard the *Alcoa Pointer*.

Cross states that the ship was in Halifax, Nova Scotia during the Christmas holiday. He is pictured in the front row at left and hopes "the rest of the gang is still around."

Standing in the back, from left, are AB **Elmer Whidden**, Bosun **Nat Newsom**, OS "Chick" **Evans** and AB **Carl Jarve**. Kneeling in the front row are AB **Malcolm Cross**, OS **Earl Parnell**, AB **Ed Evans**, AB **Ed Hayston** and OS **Bob Guthrie**.

Cross, now 83, joined the SIU in 1944 in the port of New York.





Welcome Ashore

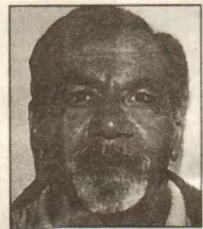
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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

Sixteen Seafarers are announcing their retirements this month. Among this group are two recertified stewards and one recertified bosun. Representing 114 combined years of active union membership, Recertified Stewards **Emanuel M. Douroudous** and **Jesse B. Natividad** and Recertified Bosun **Benedict Veiner** are graduates of the highest level of training available to members in the steward and deck departments, respectively, at the SIU's training school in Piney Point, Md.

Including the three recertified graduates, 12 of those signing off sailed in the deep sea division, three navigated the inland waterways and one plied the Great Lakes.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



EMANUEL M. DOURODOUS, 61, joined the Seafarers in 1970 in the port of New York, first sailing aboard the *Seatraine Delaware*. Born in Greece, the steward department member upgraded his skills at the SIU's training school in Piney Point, Md. and graduated from the steward recertification program there in 1987. Brother Douroudous last sailed aboard the *Sea-Land Voyager*. He makes his home in Seattle.

JUANITO FIEL, 63, graduated from the Marine Cooks & Stewards (MC&S) training school in 1965 and joined that union in the port of



San Francisco. His first ship was the *President Cleveland*, an American President Lines vessel. Born in the Philippines, the steward department member last sailed aboard the Matson Navigation Co.'s *Mokihana*. Brother Fiel has retired to Tracy, Calif.



EDUARDO GONZALES, 68, began his career with the Seafarers in 1978 in the port of New Orleans. A native of

Honduras, he sailed in the steward department and upgraded his skills at the union's educational facilities in Piney Point, Md. Brother Gonzales last shipped aboard a Waterman Steamship Corp. vessel. He calls Chalmette, La. home.

ALEJANDRO MARTINEZ, 66, graduated from the Andrew Furuseth Training School in 1964 and joined the SIU in the port of Baltimore.



During his career, he worked in all three departments. He last sailed in 1992 in the deck department aboard the *Golden Monarch*, operated by Westchester Marine. From 1952 to 1954, he served in the U.S. Army. A native of Puerto Rico, he has retired to Ponce.



RONALD REGAN MOORE, 55, graduated from the Andrew Furuseth Training School in

1962 and joined the Seafarers in the port of Mobile, Ala. His first ship was the *Del Valle*, operated

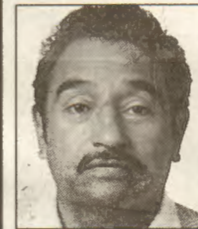
by Delta Steamship Co. The Alabama native worked in the steward department and upgraded his skills at the union's school in Piney Point, Md. Brother Moore last sailed aboard the *Robert E. Lee*, a Waterman Steamship Corp. vessel. He calls Mobile home.

JESSE B. NATIVIDAD, 80, joined the MC&S in 1967 in the port of San Francisco. Born in the Philippines, he shipped in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the steward recertification program in 1980. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1948. Brother Natividad last sailed aboard Bay Ship Management's *Sandy Bay*. He makes his home in Millbrae, Calif.

RUDOLPH WILLIAM NURMI JR., 62, began sailing with the Seafarers in 1967 from the port of New Orleans,



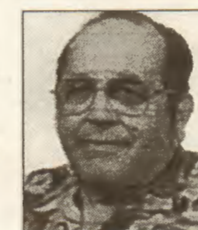
aboard the *Yellowstone*. A native of Louisiana, he worked in the engine department and upgraded frequently at the union's school in Piney Point. During the period from 1954 to 1967, he served in the U.S. Navy and then in the Air Force. Brother Nurmi last sailed in 1994 aboard the *USNS Wilkes*, operated by Bay Ship Management. He has retired to Baytown, Texas.



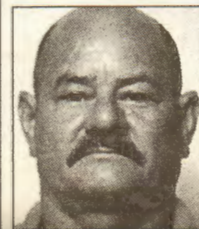
JOSE ISADOR ORTEGA, 68, started his career with the SIU in 1956 in the port of New York. His first ship was the *Steel Vendor*, operated by

Isthmian Lines, Inc. Brother Ortega sailed in the steward department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last sailed as a chief cook aboard the *Overseas Ohio*. Born in Colorado, he makes his home in Jalisco, Mexico.

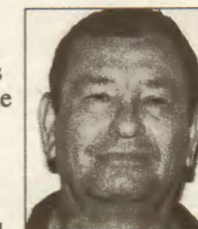
JOSEPH ORTIZ JR., 65, joined the Seafarers in 1982 in the port of Honolulu. His first ship was the *Oceanic Independence*, operated by American Hawaii Cruises. A native of Hawaii, he worked in the engine department and upgraded his skills at the union's school in Piney Point, Md. From 1951 to 1954, he served in the U.S. Coast Guard. Brother Ortiz last sailed in 1994 aboard the *Sea-Land Consumer* and has retired to Haleiwa, Hawaii.



JOAQUIN PASSAPERA, 58, graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of New York. His first ship was the *Monarch of the Seas*, a Waterman Steamship Corp. vessel. Born in Puerto Rico, he worked in the deck department and last sailed aboard the *USNS Perseverance*, operated by Interocean Uglan Management Corp. Brother Passapera calls Humacao, P.R. home.



ANTONIO PRIZMIK, 63, started his career with the Seafarers in 1965 in the port of New Orleans, first sailing aboard the *Del Norte*. He began working in the deck department and later transferred to the steward department. Brother Prizmik last sailed aboard the *Sgt. Matej Kocak*. Born in Brazil, he makes his home in Orlando, Fla.



BENEDICT VEINER, 75, first sailed with the SIU in 1944. The New Jersey native worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification course in 1984. Brother



Veiner last sailed aboard the *Nedlloyd Holland*, a Sea-Land Service, Inc. vessel. He has retired to Palatka, Fla.

INLAND

BYRON DALE DAVIDSON, 56, first sailed with the Seafarers in 1968. Born in Colorado, he worked in the deck department as a captain. From 1960 to 1964, he served in the U.S. Army. Boatman Davidson last shipped aboard a Crowley Towing and Transportation Co. vessel and has retired to Cypress, Texas.



WILLIAM F. HUNTER, 68, began his career with the SIU in 1971. A native of Massachusetts, he sailed as a captain. Prior

to his retirement, he shipped aboard a Crowley Marine Services vessel. Brother Hunter makes his home in Diberville, Miss.

BOBBY BLAIR LEWIS, 62, joined the Seafarers in 1956 in the port of Norfolk, Va. Born in North Carolina, he sailed as a captain.



Prior to his retirement, he worked aboard the *Escort*, an Express Marine Co. vessel. Boatman Lewis calls Lowland, N.C. home.

GREAT LAKES



MUSSLIH BEN KASSIM, 65, joined the SIU in 1966 in the port of Detroit. A native of Arabia, he

worked in all three departments during his career. He last sailed in 1980 aboard the *Richard J. Reiss*, operated by Erie Sand Steamship Co. Brother Kassim makes his home in Detroit.

Reprinted from past issues of the *Seafarers LOG*

1947

NEW YORK - The presence of hundreds of white-capped Seafarers prevented strikebreakers from forcing their way through picket lines established by the CIO Shipyard Workers around two Brooklyn plants of the Bethlehem Steel Company.

The lines were set up by Locals 12 and 13 more than 12 weeks ago, but early this week the company stated that it would "throw its gates open" to any employees who wanted to return, a move that the union immediately branded as "strike-breaking."

The regional representative of the Shipyard Workers called upon the Seafarers for help and, with the same speed that the SIU has shown in the past, aid was dispatched to the 29th Street and 56th Street, Brooklyn, plants of the company.

All the SIU members who went to join the picket lines did so on a volunteer basis.

1962

(Editor's note: This editorial excerpt indicates that history, at least in part, repeats itself.)

Computer manufacturers, who claim to solve all sorts of problems for others through automation, are now facing a big problem and, poetically, it's one of

their own making. What do you do with old, secondhand computers?

Unlike a man, whose working life is about 45 years, computers, which can cost over \$600,000 each, are old and ready for a pension in perhaps five years. Since most computers are leased instead of sold outright, they find their way home again like old hound dogs....

The problem of aged computers will grow as more and more new models hit the market.

Perhaps eventually they can solve the problem by simply hooking all the old machines together and letting them figure it out for themselves.

1979

(From Paul Hall's president's report)

For us there is no bluffing in politics. We have to have a full house every time to bring home a winner. In this game, brothers, SPAD is our chips. And like in any poker game, you can't go in with a small bankroll. If you do, you're as good as dead....

There is no question that the membership's support of SPAD has already increased our ability to function politically. Our overall goal is to have every SIU member participate in the SPAD check-off program.... For those who have not signed the check-off authorization, it's time to start giving serious consideration to doing so.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

GEORGE D. ARRLEDGE

Pensioner George Donald Arrledge, 70, passed away July 13. Brother Arrledge first sailed with the SIU in 1951. A native of Ohio, he worked in the deck department. Prior to retiring in October 1994, he sailed aboard the *USNS Altair*, operated by Bay Shipping. From 1951 to 1955, he served in the U.S. Air Force. Brother Arrledge was a resident of Virginia Beach, Va.

YUNG JEONG CHU



Pensioner Yung Jeong Chu, 80, died February 28. Born in China, he joined the Marine Cooks & Stewards (MC&S) in the port of San Francisco. He sailed as a member of the steward department and began receiving his pension in October 1973. Brother Chu made his home in San Francisco.

CARMINE G. FANTACONE

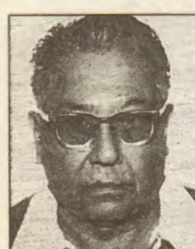
Pensioner Carmine George Fantacone, 80, passed away June 21. A native of New York, he joined the MC&S in 1959 in the port of San Francisco. Brother Fantacone sailed in the steward department and retired in March 1978. He was a resident of Yountville, Calif.

DANIEL E. FICCA



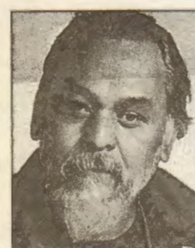
Daniel Eugene Ficca, 42, died June 8. Brother Ficca graduated from the Seafarers Harry Lundeberg School's entry level training program in 1974 and joined the SIU in Piney Point, Md. His first ship was the *Los Angeles*, a Sea-Land Service vessel. Sailing as a member of the engine department, he frequently upgraded his skills at the school. Virginia Beach, Va. was home to Brother Ficca.

AURELIO A. FLORES



Pensioner Aurelio A. Flores, 83, passed away June 30. Born in Mexico, he first sailed with the SIU in 1951 aboard the *City of Alma*, operated by Waterman Steamship Corp. Brother Flores worked in the steward department, last sailing aboard the *Connecticut*. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1948. A resident of Pasadena, Texas, Brother Flores started receiving his pension in July 1982.

DAVID FLORES



Pensioner David Flores, 75, died June 27. A native of Hawaii, he joined the MC&S in 1945, first sailing aboard the *Stephen J. Field*. The steward department member last shipped in 1989 as a chief cook aboard the *President Harrison*, operated by American President Lines. Brother Flores was a resident of Bremerton, Wash. and retired in January 1990.

GLADSTONE W. FORD



Pensioner Gladstone W. Ford, 89, passed away April 27. A charter member of the Seafarers, he joined the union in the port of Boston in November 1938. During his career, he sailed in the steward department and was active in union organizing drives. Brother Ford made his home in Roosevelt, N.Y. and began receiving his pension in August 1974.

ERIC H. FREDERICKSON



Pensioner Eric Howard Frederickson, 59, died June 25. Brother Frederickson first sailed with the SIU in 1970 from his native New York. He sailed in the engine department and upgraded his skills at the Paul Hall Center in Piney Point, Md. Prior to his retirement in March 1996, he worked aboard the *Sea-Land Enterprise*. Brother Frederickson was a resident of Las Vegas, Nev.

RICHARD V. GEILING



Pensioner Richard Victor Geiling, 75, passed away June 17. Born in Illinois, he joined the Seafarers in 1951 in the port of New York. He sailed as a member of the steward department and upgraded his skills at the union's school in Piney Point, Md., graduating from the steward recertification program there in 1987. During his career, he was active in union organizing drives. A resident of Shoreline, Wash., he retired in September 1991.

GEORGE T. GILL III



George Tompkins Gill III, 29, died June 14. He graduated from the Paul Hall Center for Maritime Training and Education in 1993, Class 507, and joined the SIU in Piney Point, Md. His first ship was the *LNG Aquarius*. Brother Gill sailed in the engine department and upgraded his skills at the school. He was a resident of Richmond, Va.

ISAAC B. GIVENS

Pensioner Isaac Bates Givens, 80, passed away April 13. Brother Givens began his career with the MC&S from the port of Wilmington, Calif. Born in Louisiana, he worked in the steward department. A resident of Wilmington, he began receiving his pension in February 1977.

SCOTTY GREENLEE



Scotty Greenlee, 28, died March 27. A native of South Carolina, he graduated from the Seafarers Harry Lundeberg School's entry level training program in 1991 and started his career with the SIU in

Piney Point, Md. The *Cape Bon*, operated by Interocean Management, was his first ship. Brother Greenlee sailed in the engine department and upgraded his skills at the school. He was a resident of Baltimore.

ROBERT "ROMA" L. HARDY

Pensioner Robert "Roma" Lee Hardy, 76, passed away June 7. Born in Texas, he joined the MC&S in 1945, first sailing aboard the *Kodiak Victory*. Prior to his retirement in March 1971, he worked in the steward department on the *President Wilson*, an American President Lines vessel. Brother Hardy made his home in San Francisco.

KIM DOY LEONG



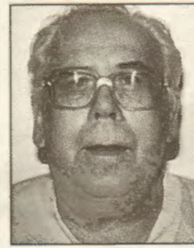
Pensioner Kim Doy Leong, 72, died April 1. He joined the MC&S in 1957 in the port of San Francisco. Born in China, he sailed in the steward department as a chief cook. A resident of San Francisco, he started receiving his pension in April 1979.

CHARLES R. LOVELAND



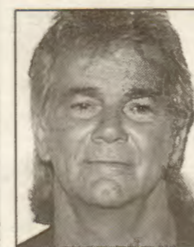
Pensioner Charles Raymond Loveland, 70, passed away July 14. After a 20-year career in the U.S. Navy, he began sailing with the SIU in 1968 from the port of San Francisco aboard the *Southwestern Victory*. Born in Montana, he sailed in the deck department and upgraded his skills at the Paul Hall Center. Prior to his retirement in June 1995, he worked aboard the *Northern Lights*, operated by Interocean Management. Brother Loveland was a resident of Kent, Wash.

BOBIE E. McMICHAEL



Pensioner Bobie Eugene McMichael, 70, died June 29. A native of Mississippi, he started sailing with the SIU in 1953 in the port of New Orleans, first working aboard the *Del Norte*, a Delta Steamship Co. vessel. During his career, he sailed in the engine department and was active in union organizing drives. From 1946 to 1948, he served in the U.S. Navy. Brother McMichael was a resident of Sparks, Nev. and started receiving his pension in September 1993.

GILBERT M. MILLSAP



Gilbert Marion Millsap, 67, passed away June 15. Brother Millsap began his career with the Seafarers in 1990 in the port of Houston. His first ship was the *USNS H.H. Hess*, a Marsh Operators vessel. Brother Millsap sailed in the engine department and upgraded his skills at the union's school in Piney Point, Md. From 1949 to 1953, he served in the U.S. Army. Born in South Carolina, he made his home in Tacoma, Wash.

LEROY M. NICHOLAS

Pensioner Leroy Maurice Nicholas,



82, died July 7. A charter member of the SIU, he joined the union in January 1939 in the port of Mobile, Ala. The Alabama native worked in the steward department, last sailing as a chief steward. During his career, he was active in union organizing drives. Prior to his retirement in November 1979, he worked aboard the *Sea-Land Economy*. Brother Nicholas was a resident of New Orleans and a veteran of World War II, having served in the U.S. Marine Corps from 1942 to 1946.

JAMES A. PARKER

Pensioner James Adam Parker, 77, passed away March 21. He joined the MC&S in the port of Seattle. Born in Arkansas, he sailed as a member of the steward department and began receiving his pension in August 1971. Brother Parker made his home in Seattle.

NELSON O. ROJAS



Pensioner Nelson Orlando Rojas, 63, died June 28. Born in Chile, he graduated from the Andrew Furuseth Training School in 1962 and joined the Seafarers in the port of New Orleans. His first ship was the *Henry*. Brother Rojas began working in the steward department and later transferred to the deck department. During his career, he attended an educational conference in Piney Point, Md. Before retiring in April 1991, he sailed aboard the *Stonewall Jackson*, a Waterman Steamship Corp. vessel. Brother Rojas was a resident of Metairie, La.

ROBERT L. SCOTT



Robert Lee Scott, 55, passed away June 9. A native and resident of Mobile, Ala., he graduated from the Andrew Furuseth Training School in 1964 and joined the Seafarers in the port of New York. His first ship was the *Cathy*. Brother Scott sailed in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the steward recertification program in 1989. His last ship was the *Julius Hammer*.

RICHARD T. SMITH



Richard Theodore Smith, 60, died June 25. Brother Smith graduated from the Andrew Furuseth Training School in 1963 and joined the SIU in the port of New York. His first ship was the *Steel Executive*, operated by Isthmian Lines, Inc. The Pennsylvania native sailed in the deck department. He was a resident of Oakland, Calif.

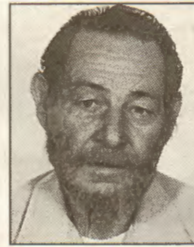
STEVE A. SOOFI

Pensioner Steve A. Soofi, 67, passed away June 22. He began his career with the Seafarers in 1976 in the port of Seattle. Born in Yemen, he sailed in the steward department and upgraded his skills at the union's school in Piney Point, Md. His first



ship was the *Newark Bay*, operated by Sea-Land Service, Inc. and his last ship was the *President Jefferson*, an American President Lines vessel. A resident of Detroit, Brother Soofi began receiving his pension in October 1996.

DANIEL A. STEWART



Pensioner Daniel Amos Stewart, 62, died May 5. A native of Florida, he first sailed with the SIU in 1966 aboard the *Volusia*, operated by Suwannee Steamship Co. Prior to his retirement in February 1998, the deck department member worked aboard the *Sea-Land Quality*. From 1954 to 1961, he served in the U.S. Navy. Brother Stewart made his home in Houston.

ANTHONY TOSADO



Pensioner Anthony Tosado, 73, passed away June 17. He joined the Seafarers in 1944 in his native New York. During his career, he was active in union organizing drives. Brother Tosado worked in the deck department, last sailing aboard the *Sea-Land Developer*. A resident of Miami Beach, Fla., he started receiving his pension in November 1986.

CHUNG GENE WON

Pensioner Chung Gene Won, 78, died June 5. Born in China, he started his career with the MC&S in 1961 in the port of San Francisco. The steward department member's first ship was Matson Navigation Co.'s *Lurline*. Brother Won retired in March 1984 and was a resident of San Francisco.

INLAND

ROBERT BLAKE



Pensioner Robert Blake, 78, passed away July 13. Boatman Blake started his sailing career in 1949 and joined the Seafarers in 1962 in the port

of Philadelphia. Born in Connecticut, he sailed in the engine department, last working aboard a Taylor and Anderson Co. vessel. A resident of Essington, Pa., he began receiving his pension in June 1989.

NATHAN RAY BRANCH



Nathan Ray Branch, 51, died May 24. A native of Florida, he began his career with the SIU in 1967 from the port of Houston. Boatman Branch sailed as a captain and upgraded his skills at the Seafarers Harry Lundeberg School. He made his home in Tenaha, Texas.

Continued on page 22

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.

1st LT. JACK LUMMUS

(American Overseas Marine), April 10—Chairman **Chris Kalinowski**, Secretary **Donna J. Scott**, Educational Director **John Yarber**, Deck Delegate **Ali Alifaqih**, Engine Delegate **Mike Coombes**. Discussion held on money purchase pension plan, necessity of obtaining STCW endorsements and having TRBs signed by appropriate person aboard ship. Educational director noted importance of upgrading skills at Paul Hall Center in Piney Point, Md., especially to obtain proper certification required for registering and shipping. New ship's fund set up at meeting. Deck delegate requested clarification on seawatches and steward delegate reminded everyone to clean rooms before getting off ship. He also noted handbooks regarding union's plans available in deck department office. Chairman said *Seafarers LOG* has information for members in all departments, including latest upgrading information. Since ship seldom ports where there is a union hall or representative, everyone should read *LOG*. Next ports: Guam and Saipan.

HMI CAPE LOOKOUT SHOALS

(IUM), April 28—Chairman **Michael Eaton**, Secretary **Alan W. Bartley**, Educational Director **Larry M. Phillips**, Deck Delegate **Brad Seibel**, Steward Delegate **William Churney**. Chairman reminded crew members to check z-cards for expiration date and also obtain STCW endorsements. Secretary and educational director stressed need to upgrade at Piney Point and help keep union strong by contributing to SPAD. No beefs or disputed OT reported. Request made for steward assistant to do rooms and sanitary so chief steward can concentrate on cooking. Next port: Long Beach, Calif.

SEA-LAND EXPLORER

(Sea-Land Service), April 25—Chairman **Raymond Yager**, Secretary **Gary Meiser**, Educational Director **Raymona P. Gayton**, Deck Delegate **James C. Henry**, Steward Delegate **Amin A. Mohamed**. Chairman announced ship en route from Yokohama, Japan to Long Beach, Calif. for payoff. He also mentioned those who knew **William B. Hom** (Tom-Tom) were saddened by his death in February. Educational director advised members to further their education at Paul Hall Center and to donate to SPAD. Treasurer announced \$1,100 in ship's fund. No beefs or disputed OT reported. In discussion of President's Report in *LOG*, AB Henry spoke for everyone when he expressed pleasure at having new jobs on U.S.-built ships. Washing machine fixed; floor tile in chief electrician's room needs repair. AB **Mark A. Stevens** gave special thanks to deck department for all they do; also to Chief Cook **Danny Guerrero** and GSU Mohamed for their extra work. Next ports: Long Beach and Oakland, Calif.

GLOBAL LINK (Tyco), May 27—Chairman **Jose S. Gomez**, Secretary **Lanette Lopez**,

Educational Director **Franklin Coburn**, Deck Delegate **Melvin L. Singletary**, Steward Delegate **Eric Van Benthuyzen**. Chairman noted crew members busy preparing ship for Coast Guard inspection. Last week, ship went through random drug test procedures. All went well and crew members have done fine job with assigned duties. Educational director made everyone aware of upcoming classes at Paul Hall Center. Treasurer announced \$2,200 in ship's fund. No beefs, disputed OT or safety hazards reported.

HMI ASTRACHEM

(IUM), May 30—Chairman **Stanley Daranda**, Secretary **Luis Escobar**, Educational Director **Nelson Lazo**, Deck Delegate **Jose Canales**, Engine Delegate **Keeper Brown**, Steward Delegate **Fausto D. Aranda**. Chairman announced ship to pay off in Savannah, Ga, then head to Guayama, P.R. Secretary urged crew members to take advantage of free education available at Piney Point and thanked deck department members for job well done. Educational director suggested attending courses at Piney Point to upgrade skills. No beefs or disputed OT reported. Request made to fix air conditioning and washing machine. Vote of thanks given to steward department for excellent meals.

HMI DYNACHEM

(IUM)—May 31—Chairman **Robert J. Coleman**, Secretary **Ronald Tarantino**, Educational Director **Eron G. Hall Jr.**, Deck Delegate **Billy D. Watson**, Steward Delegate **James Harris**. Chairman announced payoff June 1. All four unlicensed apprentices will get off in Florida; four new ones expected aboard. Chairman reminded members of opening of Joseph Sacco Fire Fighting School in Piney Point. Educational director advised crew to check expiration dates on all documents needed to ship out. Treasurer noted all contributions for satellite system, weight room and movie fund greatly appreciated and should be given to captain. No beefs or disputed OT reported. Clarification requested from headquarters on butterworth. Discussion held about NMU members sharing school and jobs aboard ship. With news of new passenger ships on horizon, crew felt NMU would be welcomed workforce. New VCR requested for crew lounge. Steward department given vote of thanks for good job—too good a job, in fact, since members are complaining of gaining weight. Next port: Port Everglades, Fla.

HUMACAO

(NPR, Inc.), May 27—Chairman **David Murray**, Secretary **Raymond L. Jones**, Educational Director **Angel S. Hernandez**. Chairman requested clarification of new drug testing policy and questioned who is to sign off on TRBs. Secretary stated payoff in San Juan May 28. Educational director urged all hands to get necessary training for STCW endorsement, such as fire fighting. Treasurer announced \$10 in ship's fund. No beefs or disputed OT

reported. Suggestion made and forwarded to contracts department to have welfare plan pay for dependents' prescriptions. Another request made was to have company provide transportation from ship to gate for safety reasons. Steward department given vote of thanks.

LNG LIBRA

(PRONAV), May 23—Chairman **Bert Gillis**, Secretary **John Gibbons**, Educational Director **Jeff Yarmola**, Deck Delegate **Jesse Natividad**, Engine Delegate **Marcos Hill**, Steward Delegate **John Bukowsky**. Chairman led discussion on possible reflagging of LNG vessels. Secretary added that until further word is received, crew members should continue doing their usual professional jobs. Chairman suggested when going ashore in Indonesia, everyone should keep safety in mind and travel in pairs. He also reminded crew when on the beach, they should attend SIU monthly meetings. Educational director stressed benefits of upgrading at Piney Point and advised members to check z-cards and renew, if necessary. No beefs or disputed OT reported. Recommendation made for crew to support SPAD and read *LOG* to stay abreast of current events in maritime industry.

MARINE COLUMBIA

(Intrepid Ship Management), May 29—Chairman **Anthony J. Sabatini**, Secretary **Anthony St. Clair**, Educational Director **Ronald Gordon**, Deck Delegate **Leo P. Bognoson**, Engine Delegate **Detricke Kelly**, Steward Delegate **John F. Huyett**. Chairman led discussion about Alaska Tanker Corp. taking over from Intrepid and of STCW endorsements needed by 2002. He also warned crew members using pilot's ladder to be careful when going ashore in Hawaii due to heavy swells. Educational director urged crew to upgrade skills at Piney Point. Suggestion made to use \$1,350 in ship's fund for new sound system and larger TV. No beefs or disputed OT reported. Vote of thanks given to steward department for good job. Next port: Hawaii.

ROBERT E. LEE

(Waterman Steamship), May 30—Chairman **Eugene Grantham**, Secretary **Miguel Pabon**, Educational Director **Thomas P. Arthur**, Deck Delegate **Albert W. Austin Jr.**, Engine Delegate **Abraham Carbajal**, Steward Delegate **Ralph Thomas**. No beefs or disputed OT reported. All three departments were thanked for good job. Vessel will pay off June 6 at Governor Nichols Pier in New Orleans, La.

ROVER

(Intrepid Ship Management), May 23—Chairman **Inocencio Desaville**, Secretary **Juan B. Gonzalez**, Educational Director **Clyde Smith**, Steward Delegate **Leoncio Castro**. Bosun reported chief mate very happy with job done by deck department. He also reported everyone thankful to SIU for getting this ship running again and providing more jobs for members. Educational director encouraged crew to keep upgrading, especially those members who want to continue sailing aboard tankers. He also mentioned importance of keeping all shipboard areas in sanitary condition. Request made by deck delegate for chief mate to issue respirators for those painting in pump room. Another request made for union to issue insurance identity cards to eliminate present confusion when visiting doctor or hospital. Vote of thanks given to SIU President Mike Sacco for his continuing fight for jobs and for future of merchant marine industry.

Thanks also given to steward department for clean galley and job well done.

SEA-LAND PATRIOT

(Sea-Land Service), May 22—Chairman **Robert F. Garcia**, Secretary **Robert Miller**, Educational Director **Bozidar Balic**, Deck Delegate **Mathew J. Bevak**, Engine Delegate **C. H. Kennedy**, Steward

purchase of stores, Singapore, perhaps. Next port: New Orleans.

MAERSK CONSTELLATION

(Maersk Line), June 27—Chairman **Frank Hedge**, Secretary **Khamis Mageed**, Educational Director **Larry Cochrane**. Chairman read President's Report from *LOG*. He asked everyone to report safety hazards to bosun and thanked crew for

Astrachem Crew on Caribbean Run



The HMI Astrachem held a payoff recently in the port of Guayama, P.R. It may be the last payoff for the IUM vessel in the Caribbean region if, as has been mentioned, the ship's run is changed. Included in the photograph are Bosun Stanley Daranda, ABs Jaime Rodriguez, Ismael Roman, Michael Edwards, Joel Gonzalez and Noel Otero, Chief Pumpman Alvin J. Markowitz, 2nd Pumpman Demetrus Simmons, Oilers Nestor V. Martinez, Ronald Miller and Keeper Brown, Wiper Jesse A. Osborne, Chief Steward Luis Escobar, Chief Cook Fausto D. Aranda and UMM Jose De los Santos.

Delegate **Ernest Polk**. Chairman led discussion on President's Report in May *LOG*. Crew members thanked union for getting new jobs and requested clarification on wage scale for working aboard government vessels. Educational director posted updated schedule of classes available at Paul Hall Center and encouraged everyone to stay on top of new rules and regulations needed to ship. No beefs or disputed OT. Next ports: Panama; Elizabeth, N.J.; and Long Beach, Calif.

ITB NEW YORK

(Sheridan Transportation), June 13—Chairman **Stephen Argay**, Secretary **Theodore E. Quammie**, Educational Director **John K. Bimpong**, Deck Delegate **Terry N. Arbwh**, Engine Delegate **Rafael Pagan**, Steward Delegate **E. Amasha**. Chairman noted first foreign voyage was excellent and plenty of work completed in all departments. He also addressed need for information from headquarters about vacation pay. Educational director encouraged members to take advantage of educational facilities at Piney Point. No beefs or disputed OT reported. Bosun to pick up tire tubes for overhaul of crew bike. Vote of thanks given to steward department. Next port: Corpus Christi, Texas.

LIBERTY SPIRIT

(Liberty Maritime), June 6—Chairman **Michael D. Hill**, Secretary **Paula Kaleikini**, Educational Director **Thomas Kesperu**, Deck Delegate **Ron Owens**, Engine Delegate **Mario P. Ruiz**, Steward Delegate **Stephanie Smith**. Chairman thanked crew for good trip. He also thanked unlicensed apprentices for job well done and encouraged them to keep training. He reminded everyone to see captain for TRB signoff and vacation papers. Educational director urged crew to upgrade skills at Paul Hall Center. Some disputed OT reported by deck delegate; none reported in engine or steward departments. New VCR and rewinder requested for crew lounge as well as a few comfortable chairs. Additional medical supplies needed aboard ship, realized after some crew members became ill after leaving Pakistan. Also suggested using alternate country for

good job during Coast Guard inspection in Hawaii. All hands were well prepared. Secretary announced 3 percent raise for those aboard *Maersk Constellation* as of June 8. He also mentioned need for replacement of ice machine and freezer for crew mess hall. Educational director stressed importance of upgrading skills at Piney Point and of obtaining TRBs in order to register. STCW endorsements also needed by 2002. No beefs or disputed OT reported. Bosun thanked crew, especially steward department, for memorable trip. Next port: Concord, Calif.

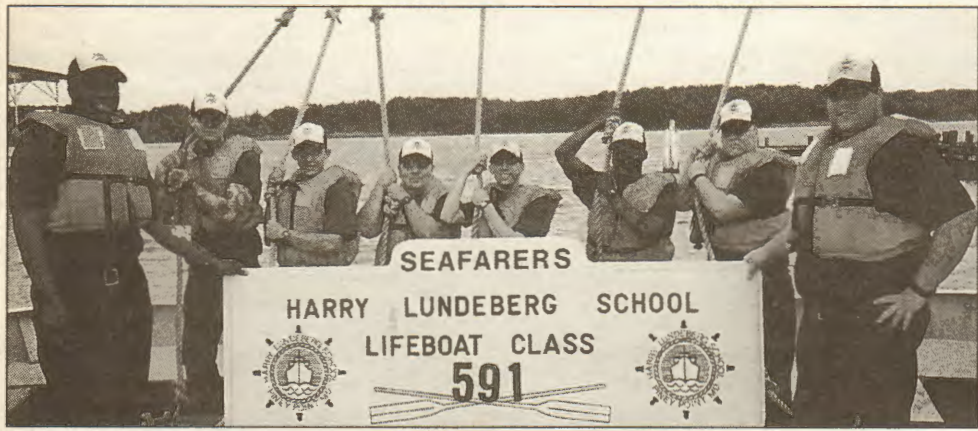
MAJ. STEPHEN W. PLESS

(Waterman Steamship), June 6—Chairman **Robert E. Hagood**, Secretary **Douglas A. Hundshamer**, Deck Delegate **Bill Kratsas**, Engine Delegate **Robert Woods**, Steward Delegate **Andelair F. Betties**. Chairman stated crew change scheduled to take place in Ibiza, Spain June 10. Oncoming crew will board vessel on 1000 launch and offgoing crew will catch noon launch, stay at Royal Plaza Hotel and fly out June 11. No beefs or disputed OT reported. Chairman encouraged all to read monthly *LOG*, with special attention to President's Report. Vote of thanks given to steward department for excellent cookout and delicious meals during entire voyage.

2nd LT. JOHN P. BOBO

(Amsea), June 21—Chairman **William Bratton**, Secretary **Rich Gray**, Educational Director **Charles Betz**, Deck Delegate **Phil Breslin**, Engine Delegate **Michael Stearman**, Steward Delegate **Doray Saberon**. Chairman spoke of procedures to update TRB and renew z-cards. Also discussed was information on money purchase pension plan and how to contribute. Secretary announced \$935 in ship's fund, possibly to be used for satellite system aboard vessel. Educational director talked about importance of going to Piney Point to upgrade and how courses taught there will be of use to membership in future. No beefs or disputed OT reported. Crew advised to read *Seafarers LOG* for important maritime issues. Next ports: Malaga, Spain, Naples, Italy; and Rota, Spain.

Paul Hall Center Graduating Classes



Unlicensed Apprentice Safety Class 591 — Graduating from the safety class are unlicensed apprentices from class 591. They are (from left) Romel Holland, Jeremy Sutton, Brandon Mines, Miles Ireland Jr., Brandon Scalzo, Bobby Ellis Jr., Adam Williams and Blaine Harkins.



Galley Familiarization — Members of unlicensed apprentice class 590 recently completed a class to familiarize them with the workings of a galley. They are (from left, first row) Travis Jarvis, Kristopher Anderson, Rashad King, Brett Parkins, Kevin Johnson, David Green, (second row) Mitch Gustafson Jr., Robert Parker, Raheem Owens, Shannon Twigg (instructor), Jess Chalker and Angel Melendez.



ARPA — Completing the course in automatic radar and plotting aids on June 25 are (from left) Raymond Fernandez, Tony Roman, Horatiu Vintila, Matthew Sandy, Jeremie Riehm, Carol Cudworth and Bob Melvin. Not pictured is Todd Hileman.



Welding — Graduating from the welding class on July 2 are (from left, kneeling) Terrance Maxwell, James Van Dyke, (second row) Prentiss Smith, Carlos Bonilla, William Lough, Calvin Hicks, Jorge Bonelli, David Ayou and Buzzy Andrews (instructor).



Advanced Fire Fighting — Pictured above are members of the first advanced fire fighting class to have completed their course work on July 2 at the new Joseph Sacco Fire Fighting and Safety School. From the left are Stormie Combs (instructor), Mark Watson, Richard Blakey, Darren Bates, Sacarias Suaso, Jose Montero, Marvin St. Georges and William Daly.



STCW Basic Safety and Water Survival — Upgrading Seafarers who successfully completed the water survival class necessary for their STCW endorsements are (from left) Joseph Canlas, Dean McFarlane, Jose Liwag, Amido Sindac, Moses Adegunwa, Alba Ayala, Sacharias Suaso, Hassan Mohamed, Roy Martinez, Peter Poree Jr. and Casey Taylor (instructor). The same students are seen below in the pool at the new Joseph Sacco Fire Fighting and Safety School. Their instructors, Mitch Oakley and Beth Wroblewski, are in the water.



Radar Renewal — Renewing their radar endorsements are William Travis (left) and Steve Hardin. Not pictured is Todd Hileman.

Deck Engine Utility — Phase 3 of the unlicensed apprentice program finds students visiting the U.S. Capitol. Included in this group are Adel Alameri, Ray Avie Jr., Antonio Cooks, Victor Harvey, Edric Hernandez, Randy Ledesma, Jason Pratt, Bert Reynolds, Kenneth Salgado, Rachel Sanner and Dennis Wilson.



Paul Hall Center Graduating Classes



Tankerman (PIC) Barge Course — Maritans boatmen completing the tanker man (PIC) barge course in Philadelphia from June 4 through June 7 are (from left, first row) Matt Frankowski, Ken Ferguson, Joseph Hilton, Michael Tobin, (second row) Keith Beaulieu, Wallace Pooler, David Wilson, Don Higginbotham, (third row) John Mullett, Robert Greggs and Arturo Sangin.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Willy Crear, Chef Ed White (instructor), Stephanie Hendrick, Michael Watts, Saleh Ahmed, Wayne Howard, Mohamed Mosa and Raymond Brown Jr.

Chief Cook



From the left are Willie Toomer, Vern Andrews, Chef John Hetmanski (instructor) and John Agugliaro.



In the culinary lab are John Agugliaro, Jesus Herrera, Vern Andrews, Chef John Dobson (instructor), Jasper Jackson, Warporn Kirdngern and Robert Knight.



From the left are Edward Tully, Dan Assidi, Cleotilde Mejia, Chef Bob Baumgarten (instructor), Guy Prescott and Jonn Noel.

Lifeboat Safety



Completing the course on June 25 are Ted Hale, Reuben Brown, Philip Gibson, John Eaton, Gregory Gallagher, Charles Mann, Eric Bridges and Keith Bitran.



Earning their lifeboat endorsements are Alfonso Salazar, Neston Ramirez, Harold Lewis, Willard Bell, Duane Reeder, David Loison, Ali Al-Kassem and Daniel Englund.



Another group working toward completion of their lifeboat endorsements include Earnest Green (coxswain), Avis Hawkins, Ruben Siclot, William Adams, Bobby Ellis Jr., Christopher Corpuz, Blaine Harkins and Curtis Isaac.



From front to back and left to right are Brandon Scallon, Romel Holland, Sean Cripps, Myles Ireland Jr., Brandon Mines, Joseph Ellsworth, Lolita Thomas and Jeremy Sutton as coxswain.

Letters to the Editor

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

For the Record

I enjoyed your article about nautical terms and their origins [June 1999 LOG]; however, I have a few comments.

First, "starboard" comes from the Norse word "styrbord" or the side from where the ship was

steered (styr = steer). Through the years, it was adopted in England and became "starboard."

Second, "port" comes from the same source; that is, port is the side without any obstruction (rudder) and therefore was used to tie up against a dock. In the Norse word "barboard," the "bar" means without anything.

Last, "boatswain" also comes from Norse. "Swain" is the Saxon version of "svenn" which was a servant to the king in his court. This was adapted to "boatsvonn" or servant of the ship.

Kent Amberson
USNS Bowditch

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Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the Seafarers LOG every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your

permanent address, and this is where all official union documents will be mailed (unless otherwise specified).

If you are getting more than one copy of the LOG delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746

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.

Final Departures

Continued from page 18

ARTHUR DAVID HANN

Pensioner Arthur David Hann, 63, passed away May 20. He joined the Seafarers in 1979 in the port of Wilmington, Calif. The Massachusetts native worked in the engine department as a chief engineer, last sailing aboard a Crowley Towing and Transportation Co. vessel. A resident of Olar, S.C., Boatman Hann began receiving his pension in March 1999. From 1952 to 1960, he served in both the U.S. Marine Corps and the U.S. Navy.

ROBERT F. McKNIGHT

Pensioner Robert Francis McKnight, 81, died July 5. A native of Pennsylvania, he began his career with the SIU in 1967 in the port of Philadelphia. His first ship was the *Commander*, operated by Marine Carriers. The deck department member started sailing in the deep sea division and later transferred to inland vessels. Prior to retiring in October 1982, Boatman McKnight worked aboard an Interstate Oil

Transport Co. vessel. He was a resident of Philadelphia.

JOHN THOMAS SOULE

John Thomas Soule, 42, died March 9. Born in Tennessee, he graduated from the Seafarers Harry Lundeberg School's entry level training program, Class 297, in 1980 and started his SIU career in Piney Point, Md. Boatman Soule sailed in the deck department and upgraded his skills at the school. He last sailed in 1993 aboard a vessel operated by Maritrans Operating Partners L.P. He was a resident of Anderson, S.C.

ROY ALTON SQUIRES

Pensioner Roy Alton Squires, 80, passed away June 30. Boatman Squires joined the Seafarers in 1954 in the port of Norfolk, Va. During his career, he upgraded his skills in the deck department from tankerman to captain. A veteran of World War II, he served in the U.S. Army from 1940 to 1946. Prior to his retirement in March 1981, he sailed aboard a Mariner Towing Co. vessel. Boatman Squires made his home in Clarendon, N.C.

HOME ADDRESS FORM

9/99

(Please Print)

Name: _____

Phone No.: () _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner

Other _____

This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally.

SEAFARERS PAUL HALL CENTER 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes from September 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	September 20	October 29
Radar Observer/Unlimited	October 4	October 15
Radar Recertification (one day)	October 15	
Automatic Radar Plotting Aids (ARPA)	October 18	October 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 11	November 19
Marine Electrical Maintenance I	September 20	October 29
QMED	September 13	December 3
Power Plant Maintenance	September 27	November 5
Refrigeration Systems Maintenance	November 8	December 17

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	September 6, 13, 20, 27
	October 4, 11, 18, 25
	November 1, 8, 15, 22, 29
	December 6, 13, 20, 27
Certified Chief Cook/ Chief Steward (Every other week)	September 6, 20
	October 4, 18
	November 1, 15, 29
	December 13, 27

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 _____

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)	September 27	October 15
	November 1	November 19
Basic Firefighting	September 27	October 1
	October 18	October 22
	November 22	November 26
Advanced Firefighting	September 13	September 24
	November 8	November 19
Government Vessels	September 6	September 24
	September 27	October 15
	November 1	November 19
	November 8	November 26
	November 29	December 17
Lifeboatman/Water Survival	September 6	September 17
	October 4	October 15
	November 1	November 12
	November 29	December 10
STCW Basic Safety (refresher)	September 20	September 24
	September 27	October 1
	October 25	October 29
	November 1	November 5
	November 8	November 12
	November 22	November 26
	November 29	December 3
	December 13	December 17
Welding	October 4	October 22

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 IS A KEY TO YOUR FUTURE. REVIEW THE COURSE SCHEDULE AND MAKE ARRANGEMENTS TO TAKE A CLASS SOON. THE STAFF AT THE PAUL HALL CENTER IS CONTINUALLY UPDATING THE COURSE CONTENTS TO KEEP ABREAST OF CHANGES IN THE MARITIME INDUSTRY.

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only payable to LMSS.

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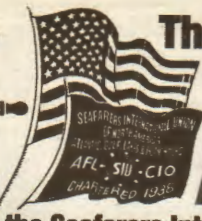
SIGNATURE _____ DATE _____

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

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

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

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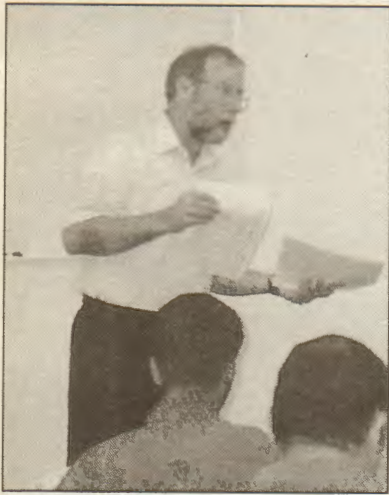


Thinking About College?

The Seafarers Welfare Plan is offering seven scholarships in 2000 to three Seafarers and four dependents of SIU members. See page 14 for additional information.

Training Expanded for New Cruise Ships

U.S. Coast Guard-Certified Courses Taught in Port of Honolulu



Instructor Ben Cusic emphasizes a point (left photo) during the water survival/lifeboat class at the Honolulu hall in June and (at right) works with Assistant Cook Emo Aulelava to crank the davit on the *SS Independence*.

While Seafarers continue to perform their jobs aboard the *SS Independence*, construction soon will start on the next generation of U.S.-flag cruise ships to sail around the Hawaiian islands.

The first of two 840-foot, 1,900-passenger vessels is expected to begin service for American Hawaii Cruises in 2003.

The 5,000 jobs that eventually will be created upon completion of the two vessels will not only supply top-notch crew members for the new cruise ships, they also will serve as a large base of seafarers for times of national emergency.

In looking ahead to meet the needs of the new passenger cruise ships, the Seafarers International Union in partnership with the Paul Hall Center for Maritime Training and Education and American Hawaii Cruises is creating training opportunities for SIU members in the port of Honolulu.

The first step involved remodeling classrooms at the SIU hall in Honolulu to meet U.S. Coast Guard standards for certified training. David Hammet and

Mickey Hayden, technicians from the Paul Hall Center, performed the work earlier this year and also built a self-contained maze in a shipping container that will be used for basic fire fighting and STCW training.

Ben Cusic, an instructor at the Paul Hall Center, taught the first course—Water Survival/Lifeboat—at the new facilities. SIU members attended the class from 8 a.m. until 5 p.m. June 14 through June 19.

On Saturday, June 20, the students assembled on board the *SS Independence* for practical instruction and final testing using the vessel's davits, lifeboats, pool and rafts. American Hawaii Cruises' Vice President for Training Bill Anonsen coordinated use of the facilities and equipment aboard the SIU-crewed ship.

Upon successful completion of the course, students were presented with certificates from the Paul Hall Center and their TRBs received the appropriate citation stating that they had completed this U.S. Coast Guard-certified course.



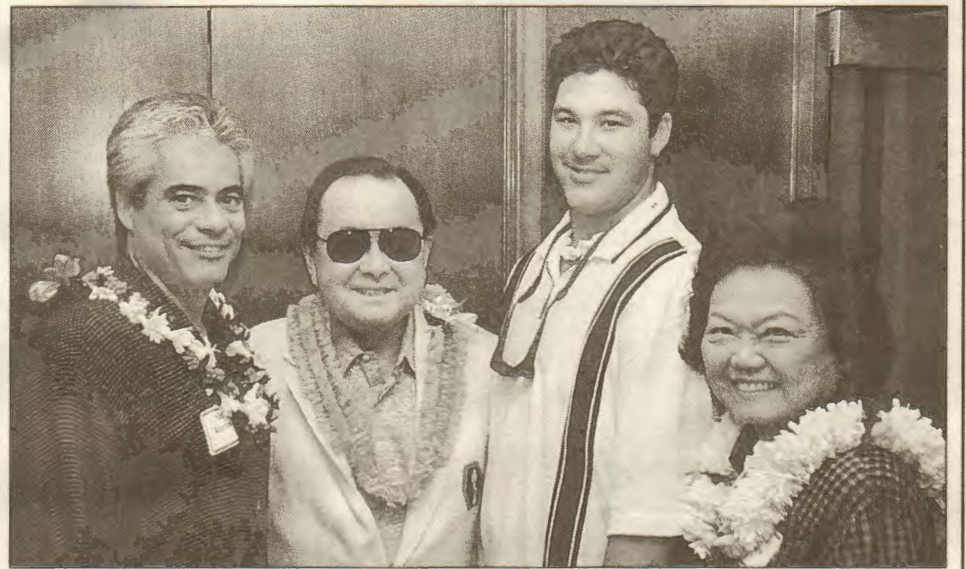
Graduates of the first water survival/lifeboat class to be held in the port of Honolulu are (from left, first row) Federico Giray, Luis Martinez, Edward Hopeau, (second row) Wesley Brooke, Francisco Roy, Prescilio Zuniga, Mark Cabasag, (third row) Ben Cusic (instructor), Ehsayed Ayed, Sheng-Jen Hsieh, Abdo Saleh, Butch Lumansoc, Dexter Ferrer and Erfassan Saeed.



The luxury pool aboard the *SS Independence* was the site for practical instruction in water safety and survival techniques. Below, upgraders study in the newly remodeled classroom at the Honolulu hall.



A Celebration of Independence



Celebrating the past 20 years of U.S.-flag cruise shipping as well as the future of the industry are, from left, SIU West Coast VP Nick Marrone, Sen. Daniel Inouye (D-Hawaii), Unlicensed Apprentice Randy Ledesma and Rep. Patsy Mink (D-Hawaii).

Marking almost 20 years of cruise service in the Hawaiian Islands, the SIU-crewed *SS Independence* celebrated its 1,000th voyage last month.

"Voyage 1,000 is an opportunity to note the promising potential of cruising for Hawaii," said T.E. Carman, Executive Vice President of American Hawaii Cruises.

Twenty years ago, there was no U.S. deep sea passenger ship. However, a joint effort involving the SIU, Cove Ship Management, Hawaii's congressional delegation and others brought the

Independence back under the American flag.

"Again, the SIU is involved in a joint venture," stated SIU West Coast Vice President Nick Marrone.

"Now, American Hawaii Cruises—and its parent company, American Classic Voyages—is building two new cruise ships.... When the American workers are finished building those vessels, American mariners—including Seafarers—will proudly climb the gangway to begin a new era of sailing in the next millennium," Marrone said.