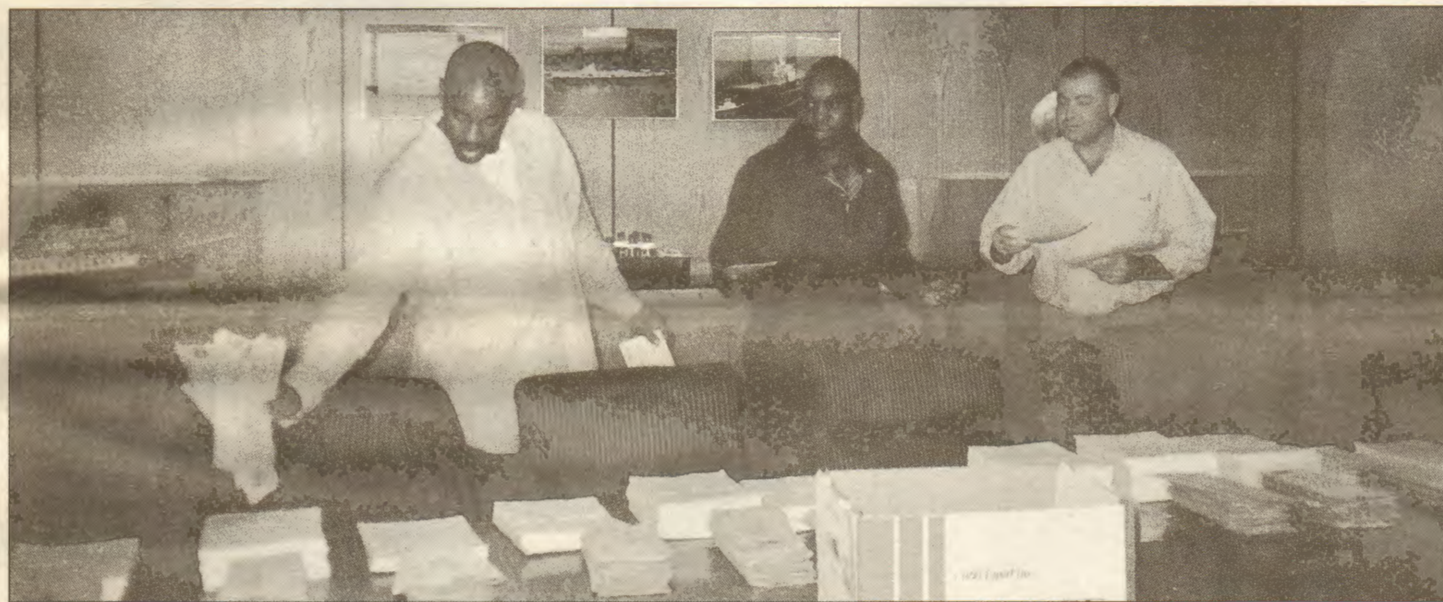


The

Seafarers Log

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

SIU, NMMU Members Overwhelmingly Back Full Merger Talks



Members of the SIU tallying committee sort ballots last month at union headquarters in Camp Springs, Md. Pictured from left are OMU DeCarlo Harris, Chief Steward Donald Mann and Recertified Bosun Dan Marcus. In separate votes, members of the two unions approved continuation of the process that began last year to bring the NMMU into the SIU. Page 3.

MTD Board Sets Goals For Stronger U.S. Fleet

Labor, Industry and Government Officials Promote New Ships, More Jobs, Modern Ports

Talking about construction plans for new U.S.-flag passenger vessels are (from left) Jerry St. Pe', chief operating officer for Litton's shipbuilding division; SIU and Maritime Trades Department President Michael Sacco; and House Democratic Whip David Bonior. Pages 3, 4, 5.



Lakes Activities Abound



This year's layup included the successful rescue of one Seafarer and a dockworker caught in icy waters, plus an on-site hazmat course for SIU members at Luedtke Engineering. To ready for tying up for the winter, crew members like QMED Jennifer Cronin (pictured aboard the *American Republic*) thoroughly secured their vessels. Page 7.

President's Report

The Vision Ahead

Last month, we got a clear vision of what the future will hold for our union and our industry.



Michael Sacco

During a seven-day stretch in mid-February at the Maritime Trades Department, AFL-CIO winter executive board meeting, shipping industry representatives announced the status of several major vessel construction projects, and the SIU and NMU reported members of both unions voted overwhelmingly to proceed with bringing the NMU into the Seafarers. These two events show the positive steps being taken to continue the strengthening of the U.S.-flag fleet.

Among the speakers at the MTD meeting were Jerry St. Pe', chief operating officer for Litton Shipbuilding, and Stan Barer, CEO and co-chairman of Saltchuck Resources. Both oversee projects of tremendous importance to the SIU and the industry.

Litton is building the two passenger vessels ordered by SIU-contracted American Classic Voyages for its Hawaii trade. The ships will sail under the U.S. Lines banner.

St. Pe' informed the MTD board the shipyard will begin cutting steel in July. He added the company is on schedule to deliver the first 1,900-passenger ship by January 2003, with the other to come a year later.

It's hard to believe that only one year ago the contract to build these new vessels was signed within the U.S. Capitol. In a matter of months, we will see the actual construction taking place.

Barer spoke on how important his company considers the Jones Act. Saltchuck so firmly believes in the freight cabotage law that it signed a contract late last year to build in an American yard the first two commercial U.S.-flag RO/ROs in 10 years.

These vessels will sail for a Saltchuck affiliate, Totem Ocean Trailer Express (TOTE), which has an SIU contract. He noted his company is setting the example for other U.S.-flag carriers to follow.

That's at least four new ships coming on line during this decade. Four very important ships that will be crewed by Seafarers.

They are the latest proof that all the hard work during the 1990s is paying off. All the phone calls, letters and visits to elected officials advising them why we need a strong U.S.-flag fleet made a difference. All the votes for pro-maritime candidates, no matter what party, helped secure the Jones Act and allowed passage of the Maritime Security Act, which is taking us into the 21st century.

For more than a year, the *Seafarers LOG* has run story after story about the new ships, tugs, barges and dredges that Seafarers are or will be crewing. They show that revitalization has begun.

That was an important part of the MTD meetings last month. Another important issue addressed by the group was, "Where do we go from here?"

Retired Maritime Administrator Albert Herberger set the stage with his insight. He stated the U.S.-flag fleet will remain a vital component in the nation's defense for the foreseeable future.

He called on all elements of the U.S.-flag industry to continue to work as one because that is when Congress and the White House pay attention. He urged modernizing the nation's port facilities, including channel dredging so the larger vessels can navigate America's harbors.

Herberger discussed a future in which domestic shipping works with surface transportation networks to relieve stress on the nation's highways and railroads. Such a vision would mean new ships—thus new jobs for Seafarers—within the Jones Act trade.

Yes, the future looks bright. But, there is much that still has to be done.

This leads me into the other vision for the future—the proposed merger of the NMU into the SIU.

I appreciate your confidence as shown by your votes for this important effort. I realize for some of you this was a difficult ballot to cast. As many of you know, resources were drained and blood was spilled over the years as our two unions fought for the same jobs. I still have a few lumps on my head from those days.

But times change.

The U.S.-flag fleet is moving forward, and we must continue to move with it. New ships are being built. New jobs are being created. We cannot be tied to the ways of the past.

As I have said many times, we have to commit our resources to bringing these new jobs to all of our members. We cannot afford to be deterred.

We have seen members from both unions studying side-by-side in upgrading classes at the Paul Hall Center. Both unions worked together to implement the agreement with the Alaska Tanker Company. Now, both unions can continue the work toward the merger—and a stronger U.S.-flag merchant fleet.

We are at the threshold of tremendous opportunities within the maritime industry. We have worked hard to get to this point. And that hard work will not have been in vain.

ITF Campaign Vessel Concludes World Tour Pitfalls of Runaway-Flag Shipping Revealed to Nearly 750,000 Visitors

The International Transport Workers' Federation (ITF) campaign ship *Global Mariner* last month finished its world tour, docking in London after an ambitious 20-month voyage.

Beginning July 1, 1998, the *Global Mariner* called on 86 ports in 51 countries as part of the ITF's campaign against runaway-flag shipping, also called flag-of-convenience (FOC) shipping. Almost 750,000 visitors toured the vessel's exhibition—a mesmerizing demonstration of the risky and often inhuman nature of runaway-flag operations.

"Many of the visitors, including transport and labor ministers and other leading politicians, were shocked to see the level of exploitation and abuse endemic in the world of shipping," the ITF said in reviewing the *Global Mariner's* voyage.

SIU members visited the ship when it came to the East and Gulf coasts in 1998 and the Pacific coast last year. They and the other guests experienced what the ITF

described as the *Global Mariner's* "giant images, videos, computer games and animation that tell true-life stories of seafarers working in appalling conditions. Poorly paid or unpaid, under-fed, sometimes injured and often abandoned overseas with no money to get home, the catalogue of abuse and exploitation has been an eye-opener to thousands who thought life at sea was a romantic adventure."

Based in London, the ITF comprises more than 500 unions from approximately 130 countries.

The ITF has fought against runaway-flag shipping for 51 years, and the SIU has aided that campaign virtually since its start.

In FOC shipping, a vessel owner (often from a traditional maritime nation) registers his ship in a non-traditional country such as Liberia, Panama, Belize, Vanuatu and others. This is done to avoid his home nation's laws involving safety, wages, taxes and more.

Crews for these runaway-flag



The *Global Mariner* (above and below) recently completed a 20-month voyage to 51 countries as part of the ITF's campaign to educate people about the exploitation of mariners aboard flag-of-convenience vessels.

ships typically come from still other nations (like Indonesia, the Philippines and Sri Lanka) where they receive a minimum of training, if any at all. The crews often are refused wages for months at a time and receive substandard food allotments, among other problems.

While the *Global Mariner's* world tour spotlighted numerous cases of abuse in runaway-flag shipping, publicity wasn't the journey's only benefit. The federation reported that in France, Portugal, Chile, Canada, Russia and Africa "the ship encountered (and the ITF subsequently aided) crews abandoned and relying for their survival on the kindness of locals. In the Philippines the ship's visit increased pressure on the government and manning agencies to stop the practice of 'blacklisting' seafarers who dare to complain about ill-treatment—denying them future work...."

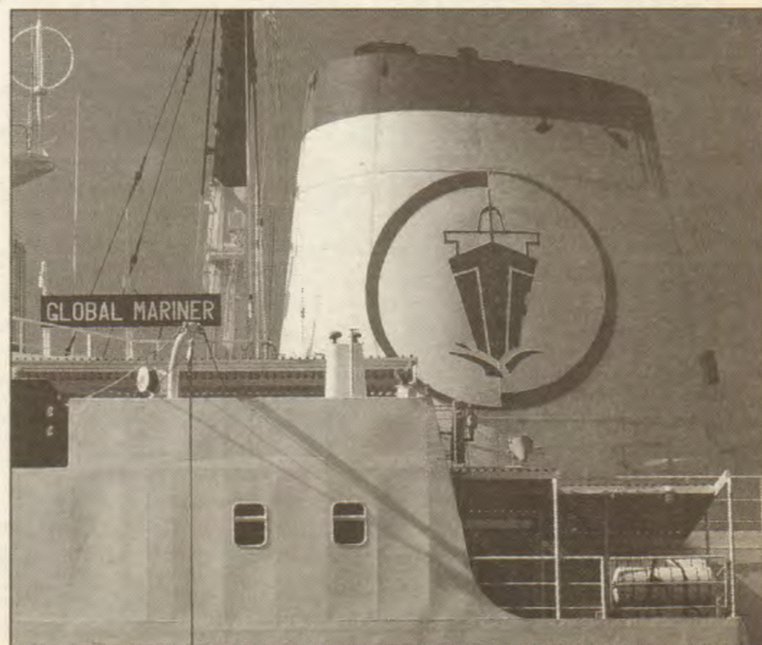
"The 20-month voyage was eventful in other ways too—early on. The ITF, long a staunch critic of unreliable shipowners, received some lessons itself in the realities of shipboard industrial relations. Despite the excellent union negotiated wages and con-

ditions offered to the (mainly British) crew, it proved harder than expected to recruit and retain seafarers who were both technically qualified and committed to the cause of global trade unionism."

The ITF also reported a wide variance in the number of visitors per port, ranging from "less than 1,000 to a staggering 70,000 in the port of Karachi. In smaller ports the impact was usually

much greater than in large cities. In Dutch Harbor, Alaska, 25 percent of the population went on board. Among the most enthusiastic visitors were schoolchildren, many of them experiencing their first taste not only of life at sea but also of the role which trade unions can play in defending workers' rights."

The vessel may be converted into a training ship or resold into the commercial market.



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SIU, NMU Back Merger Talks

By overwhelming majorities, members of the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District (SIU), and members of the National Maritime Union (NMU) have approved a referendum to proceed with merging the two unions.

SIU members approved the resolution with 86 percent voting in favor of full merger talks for bringing the NMU into the SIU. Balloting took place from December 1, 1999 through January 31, 2000.

A similar election took place at the same time in the NMU, where 93 percent of those voting approved the resolution.

The complete report of the SIU tallying committee—a group composed of six rank-and-file members elected by their peers at the February membership meeting in Piney Point, Md.—will be available at this month's membership meetings and will be posted in the SIU halls. Serving on the committee were Oiler Thomas Burns, OMU DeCarlo Harris, AB Jeff Lagana, Recertified Bosun Dan Marcus, Chief Steward Donald Mann and SA James Simms.

"This is a great step forward for the SIU. I congratulate our membership," said SIU President Michael Sacco. "In the long run, a merger of the NMU into the SIU will benefit the entire U.S.-flag fleet."

"We are very pleased with the faith shown by our members to continue this process," stated NMU President René Liocanjie. "We look forward to continuing the effort toward a merger."

As indicated in several recent issues of the *Seafarers LOG* and in communications from the SIU executive board to the membership, based on the first votes, the SIU and NMU officials serving on the merger committee will address specific details of the merger. (The committee first met in June 1999 to examine whether a merger will be feasible and beneficial to members of both unions.)

Next, SIU members will vote during the November-December SIU general election whether to approve needed constitutional changes (such as adding vice presidents and the NMU in the union's name). NMU members are not eligible to vote in the SIU general election because the merger will not be complete by then.

After the general election, a third vote will take place for SIU members to approve or reject many of the specific terms of the merger. Before that vote, SIU members will be given detailed information on what the merger would mean and what changes would occur.

The process contemplated is similar to the one implemented during 1977-78 when the Marine Cooks & Stewards merged into the SIU.



Members of the tallying committee meet with SIU Secretary-Treasurer David Heindel (center) after last month's membership meeting in Piney Point, Md. Pictured from left are OMU DeCarlo Harris, Chief Steward Donald Mann, AB Jeff Lagana, Heindel, Oiler Thomas Burns, Recertified Bosun Dan Marcus and SA James Simms.

Members Cite Added Strength As Key Benefit of Unification

SIU members from coast to coast said they approved full merger talks between the SIU and the NMU because they see such unification as strengthening all concerned.

"It'll make us a stronger union," said Recertified Bosun Larry Zepeda, a 29-year Seafarer, at the SIU hall in Houston. "I was always for it. I think we should have done it way back."

An SIU member since 1974, QMED Darrell Camp (also at the Houston hall) stated, "It makes sense for unlicensed personnel to be in one union instead of two or three."

Seafarers further indicated through their votes that the need to focus on the U.S.-flag fleet's survival and growth outweighs the often contentious history between the SIU and NMU.

"We're stronger as one than as two," noted QMED Bob Oppel at the Baltimore hall. "I've been in the union since 1968 and I've always talked about a merger. We'll have more leverage when we negotiate contracts."

Bosun Joseph Moore, contacted at the New Orleans hall, agreed. "We've been competing for these contracts for as long as I can remember, and the companies play the unions against each other. With a merger, they can't run back and forth between the unions, trying to get it lower and lower. That's why I think it's a great thing," said Moore, who joined the SIU in 1963.

At the hall in Wilmington, Calif., QMED Stanley Golden and Bosun Frank Hedge each expressed support for the proposed merger.

"The more ships you have, the more members you take in, the more control you have," explained Golden, who joined the union in 1991.

"I'm for it all the way," said Hedge, a Seafarer since 1986. "In fact, get all mariners into one union is how I feel. It'll strengthen us, being under one umbrella."

In Jacksonville, Chief Cook Michael A. Harris pointed out the proposed merger is proceeding under the safety of a three-step voting process. He also mentioned that the shipping rules will continue to apply, with Seafarers maintaining priority aboard ships currently sailing under an SIU contract.

"Plus with one union, we'll have more ships and we can keep all the scabs from trying to take our jobs," added Harris, who joined the Seafarers in 1979.

Other members reiterated the potential benefits of merging the NMU into the SIU.

"It should help our union out, make it stronger," declared AB Phillip Milam at the hall in Norfolk, Va. "I think it'll give us more ships, more opportunities and different kinds of ships."

QMED Alan Nelson in Baltimore said the merger "is good for us. With one union, the companies won't be able to split us. And we're not going to lose any jobs, so it's perfect."

Nelson, who joined the SIU in 1968, added, "The union's only as strong as the weakest link, and the weakest link has been that split with the other (unlicensed) union."

In New Orleans, 35-year Seafarer Frank Kraemer cited "eliminating the competition and sticking together" as positive aspects of an SIU-NMU merger.

"It should help new people starting out in this industry," the QMED stated. "Over the long haul, it's a good idea."

New Ships, Modern Ports, Stronger Fleet Are Goals Stressed at MTD Board Meeting

With new ships and port modernization plans on the drawing board, speakers at the winter meeting of the Maritime Trades Department, AFL-CIO (MTD) executive board outlined a broad-based agenda for the U.S.-flag merchant fleet in the new century.

Board members, who come from the 30 unions and 23 port maritime councils that compose the MTD, heard from government representatives, shipping executives, union officials and legislators. The board approved a series of policy statements on such subjects as cabotage, shipbuilding, dredging, ocean shipping regulations and labor issues when it met February 10 and 11.

MTD President Michael Sacco set the tone for the two-day meeting in New Orleans in his opening remarks.

Sacco, who also serves as SIU president, told the board members and guests, "We've worked together to make sure every Congress and every administration understands the importance of having a strong U.S.-flag sealift capability."

"We're going to keep working together to increase domestic shipbuilding, both in the commercial and military sectors. I'm talking about American-flag ships carrying American crews, built in unionized American yards!"

"We'll keep fighting to maintain the Jones Act and other laws that protect the interests of working families. And we'll continue to seek new labor laws that give workers a fair and reasonable system when they consider union representation."

New Ships Update

Of particular interest to many in the room were progress reports on two U.S.-flag passenger vessels and two U.S.-flag roll-on/roll-off ships announced last year.

Jerry St. Pe', who as executive vice president of Litton Industries oversees its shipbuilding division, announced the first steel would be cut for the SIU-contracted American Classic Voyages' U.S. Lines passenger ships



Saltchuck Co-Chair and CEO Stan Barer tells MTD President Michael Sacco and the rest of the MTD executive board that his company is taking the lead by building two new RO/ROs for the Jones Act trade.

in July. He noted delivery of the first ship is set for January 2003 with the second coming a year later.

Saltchuck Resources Co-chairman and CEO Stan Barer said his company showed its commitment to U.S.-flag shipping and the Jones Act when its SIU-contracted Totem Ocean Trailer Express (TOTE) affiliate signed a contract to build two commercial RO/ROs late last year.

"I hope what we're doing gives confidence to other operators to do the same," Barer stated.

Looking Ahead

Setting forth a vision that others could follow was retired Maritime Administrator Albert Herberger, who called on the U.S. government to work with the U.S.-flag industry to devise a maritime policy.

"When you consider this nation a maritime nation, the greatest trading nation in the world, an economic giant by every measure with a highly successful maritime industry in peace and war, with a significant national security need that requires strong operating companies, dedicated professional maritime labor with experience, skills and high standards in the operating unions, in the shipyards, in the ports and terminals, in the

longshoremen ranks—to have this off-again, on-again policy pattern is contrary to common sense," Herberger declared.

He outlined areas where growth can take place domestically and internationally. (See story on page 5.)

AFL-CIO President John Sweeney noted how everyone benefits when labor and management work together. He congratulated the workers at nearby Avondale Shipyard for sticking together during their six-year fight to gain union recognition. He also saluted St. Pe' and Litton Industries for their efforts to bring labor peace to the Louisiana yard after acquiring Avondale last year.

Continued Support

House Democratic Whip David Bonior (D-Mich.)—as well as House colleagues William Jefferson (D-La.), Nick Rahall (D-W.Va.) and Robert Weygand (D-R.I.)—recommitted their support for the U.S.-flag fleet.

Bonior, the second highest ranking Democrat in the U.S. House of Representatives, pointed out "the Jones Act is in our national interest" and called port modernization "one of the best, single investments this country can make."

Continued on page 4

Avondale Focuses Unions' Resolve to Fight for Better Working Conditions

AFL-CIO Pres. Sweeney Reminds MTD Board Of Value in Grassroots Campaign Efforts

The recent union recognition for Avondale (La.) Shipyard workers highlighted the discussion of labor issues before the Maritime Trades Department, AFL-CIO (MTD) winter executive board meeting in New Orleans last month.

Words of encouragement came from AFL-CIO President John Sweeney, elected officials and others during the two-day meeting.

"I congratulate you on your long overdue win at Avondale," stated Sweeney. "So many of the people in this room fought so long and so hard for that tremendous victory."

In 1993, Avondale workers voted by a 3-to-2 margin to be organized. However, executives at the privately owned shipyard did everything they could to evade the outcome.

Litton Industries purchased the yard in August 1999. Three months later, the AFL-CIO Metal Trades Department and the new shipyard management signed an agreement to end the strife. Litton also owns the unionized shipyard in Pascaguola, Miss., where the two new SIU-crewed U.S. Lines passenger ships will be built.

Sweeney recognized the head

of Litton's shipbuilding division, Jerry St. Pe', and thanked him for his efforts in bringing peace to Avondale.

"Labor and management—we can build stronger lives, stronger companies, stronger communities and, most important, stronger ships," the head of the national labor federation added.

The president of the Louisiana AFL-CIO, John "Red" Bourg, also thanked those who helped the Avondale workers during their struggle.

He noted the fight to gain a union at the Louisiana yard began 30 years ago.

"We would not have won it without the support of the AFL-CIO around the country. I want to thank you for what you have done for us and the mariners," Bourg said.

Sweeney did not limit himself to the subject of Avondale. He reminded the board members that 2000 is an important election year in which a new president, the full House of Representatives and one-third of the Senate will be elected.

He said early predictions show anti-labor forces may outspend unions by a 15-to-1 ratio during

this year's balloting cycle to get their candidates elected.

"These guys are terrified, terrified of the progress we've been making," Sweeney stated.

He pointed out that some of the issues for which trade unions will be fighting in this election are fair trade policies, better public schools, securing Medicare and Social Security, affordable health care for all and labor law reform.

He added the AFL-CIO gets its power "from engaging and mobilizing our rank-and-file members—the people who make this country what it is. And getting them to hold elected officials accountable every day. That's what I see us doing, and it makes me hopeful."

One of those elected officials, Louisiana State Sen. Michael Robichaux, thanked the MTD board for the grassroots efforts their members have performed to elect him.

He said he views the battle for better working conditions as being between "sweaters and non-sweaters"—people who sweat on the job as opposed to those who work in plush offices and have others do their duties.

"We need to insist in some



AFL-CIO Pres. John Sweeney



La. Sen. Michael Robichaux



La. AFL-CIO Pres. Red Bourg



ITF's Jon Whitlow

MTD Speakers Stress Goals For U.S.-Flag Industry

Continued from page 3

The vice commandant of the U.S. Coast Guard, Vice Admiral James Card, noted all predictions he has seen call for America's trade with other nations to grow

substantially.

"This inevitable growth means we need to be very serious about preserving America's maritime strength while refining and enforcing safety and environmental standards," Card said.

Hal Creel, chairman of the Federal Maritime Commission, added, "One of the commission's mandates is to encourage the development of an economically sound U.S.-flag liner fleet capable of meeting national security needs."

The member unions of the MTD, of which the SIU is one, represent approximately 8 million workers.

Crowley Seafarers Approve Contract

Seafarers employed by Crowley Towing and Transportation recently approved a four-year contract that includes numerous gains.

Among the agreement's highlights is a new medical benefit: prescription coverage for dependents. The pact also calls for wage increases, additional optical benefits, amplified pension credits, additional vacation benefits, an increased death benefit and contract language making it easier to advance one's rating.

With Crowley having recently commenced operations in San Diego, the contract was appended to include that area. This means new employment opportunities for Seafarers in Southern California.

The agreement also stipulates that the union and Crowley jointly will develop galley training for the company's new four-person tractor tugs.

Retroactive to July 1, 1999, the contract covers members who also are part of Crowley's operations in Jacksonville, Fla.; Lake Charles, La.; Philadelphia; San Diego; and Wilmington, Calif.

"We've always made good money, and these new benefits put it right over the top," said Nicholas Conway, who served on the negotiating committee.

Also representing the SIU during a pair of week-long bargaining meetings in Piney Point, Md. were Seafarers Wayne Berry, David Verschoor, Peter Albano, Robert August Sr., Rick Cristofano, Darrel Koonce Jr. and James Adaway along with SIU Assistant VP Contracts George Tricker, Wilmington Port Agent John Cox, Jacksonville Port Agent Tony McQuay and Philadelphia Port Agent Joe Soresi.



Collecting contract suggestion forms and meeting with Seafarers at the Crowley facilities in Wilmington, Calif. is SIU Asst. VP Contracts George Tricker. Pictured with him are members (from left) George Cox, Tom Humphry, Mike Stravers, John Tipich, Bob Bouton, Bruno Kameta, Dragi Odak and Mike Restivo.

When Crowley recently began operations in San Diego, Engine Utility Jasper McGrift (left) and Captain William Stevens (pictured aboard the tug *Spartan*) helped ensure a smooth and safe start.



way, shape, manner or form that they [the sweaters] receive decent wages and improved wages!" declared Robichaux.

Also pointing out the need for better wages and working conditions, but in this case for the world's mariners, was Jon Whitlow, the assistant secretary of the International Transport Workers' Federation's (ITF) Seafarers' and Fisheries' Sections.

He reminded the board of the work performed by the ITF during the last 51 years to fight runaway-flag shipping "to try to protect those crews."

Whitlow noted the cruise ship industry is one of the biggest challenges, but recent stories about breakdowns, fires, pollution and other unpleasant conditions have brought these ships under public scrutiny.

"It is about time the cruise ship industry is brought to task," Whitlow added.

The MTD is made up of 30 unions and 23 port maritime councils in the U.S. and Canada. Its member unions represent around 8 million workers. SIU President Michael Sacco also serves as MTD president.

Procedure for SIU Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the November 1 through December 31, 2000 voting period, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than mid-

night, November 15, 2000 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than November 25, 2000.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than November 30, 2000.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight December 31, 2000 and received by the bank depository no later than January 5, 2001.

MTD Board Hears Plans to Promote U.S.-Flag Fleet

Herberger, Barer Outline Their Ideas for Moving Industry into the New Century

The former head of the U.S. Maritime Administration and a top executive of a U.S.-flag shipping company presented their visions for the future of the U.S.-flag commercial fleet when they spoke before the Maritime Trades Department, AFL-CIO (MTD) executive board last month in New Orleans.

Vice Admiral Albert Herberger (USN-retired) served as the Maritime Administrator from 1993 to 1997. During his term, he worked with the U.S.-flag industry to steer the Maritime Security Program through Congress and the Clinton administration. He rejuvenated the Title XI Shipbuilding Loan Guarantee Program, which helped domestic shipyards convert from military to commercial construction. He was instrumental in the development of the Voluntary Intermodal Sealift Agreement (VISA), which ensured that the nation's intermodal transportation systems be available to the military in times of emergency or crisis.

Herberger began his maritime career as a merchant ship officer



Ret. Maritime Administrator Albert Herberger lays out his plans for strengthening the U.S.-flag fleet in the new century during his address to the MTD executive board.

after graduating from the U.S. Merchant Marine Academy. He joined the Navy and served 32 years—including a tour as deputy commander-in-chief of the U.S. Transportation Command, which oversees the logistics for all U.S. armed forces worldwide—before

retiring in 1990.

In opening his address, Herberger reminded the executive board that America always has been a maritime nation, but the U.S.-flag industry has ebbed and flowed depending on the immediate needs of the country. He called on government leaders to work with the maritime industry to develop a policy that would make America a stronger commercial maritime power.

"The question of investment in new ships must be the key to any policy initiative," Herberger stated.

"The U.S. maritime industry will continue to play a significant role in the nation's economic growth if corrective action is taken. Both international and domestic fleets along with revitalized ports and waterways can be vital components of our transportation system and indispensable elements of our national security capability."

He noted, "The industry's challenges and opportunities are many, but must be aggressively pursued."

In order to move forward, Herberger said three things need to be done:

"There must be, one, commercial development and investment in new services and shipping opportunities which will, in turn, bring additional mariner jobs, new shipbuilding and port operations;

"Two, a strong partnership with the Defense Department to fulfill the ever-critical national security requirements; and

"Three, hold the line against changes to U.S. cabotage and trade laws."

He pointed out changing patterns involving trade, new technological developments and increased marketplace demands in the U.S. and around the world will create opportunities for waterborne transportation.

One particular change he sees happening is the increased use of domestic and coastwise shipping as the nation's railways and highways become more congested.

"I see waterborne transport of trucks, freight, automobiles and passengers in a complementary

partnership with trucking and railroads—not an open competition."

He urged the maritime interests in the audience to maintain the nation's freight and passenger cabotage laws. He called for a renewed effort to rebuild the nation's ports and their infrastructures. He reminded everyone that the U.S.-flag fleet continues to be and will remain vital to the national security. He called for maintaining cargo preference laws.

Finally, Herberger urged the nation's lawmakers to review the tax laws that affect the merchant fleet.

"The bottom line is U.S. companies need policy changes to stay alive. The tax burden—the U.S. tax environment under which the American shipowner must compete, but from which foreign competitors are largely exempt—impacts the day-to-day operation competitiveness and the ability to acquire new replacement tonnage for the American fleet."

Following up on Herberger's theme of looking ahead was Stan Barer, co-chairman and CEO of Saltchuck Resources.

Barer announced the company is determined to prepare for the new century by building the first two commercial roll-on/roll-off vessels for the Jones Act trade in 10 years for its SIU-contracted affiliate Totem Ocean Trailer Express (TOTE).

"The way to win on the Jones Act is simply build because if you make the investment, I don't think Congress is going to take it away from you," Barer told the MTD executive board.

He noted the nation's cabotage laws (of which the Jones Act is one) are part of a "four-legged stool" that supports American domestic transportation systems and its workers. He said any effort that would take away just one of those legs would affect all others, which include rail, trucks and airlines.

"If you change the Jones Act and said you can bring in foreign labor and foreign ships immune from taxation, immune from labor laws, immune from the civil rights laws—you just come in and do the work in America and take your money home, what's a trucker going to say? You will upset the balance here."

He stated the trucking companies would succumb to third-world wages and workers, then the railroads, followed by the airlines.

"This would wipe out millions of workers!"

"Is there something wrong with employing our own workers inside our own country?! I want U.S. citizens working for me!" Barer declared.

He added labor and management have to work together to keep the industry moving forward.

The MTD is composed of 30 unions and 23 maritime port councils in the U.S. and Canada. The unions within the MTD represent approximately 8 million workers.

Legislators Reaffirm Support for Merchant Shipping

Four members of Congress told the Maritime Trades Department, AFL-CIO (MTD) executive board that the U.S.-flag fleet continues to have strong support on Capitol Hill.

Speaking before the group during its winter meeting February 10 and 11 in New Orleans were House Democratic Whip David Bonior (D-Mich.) and Reps. William Jefferson (D-La.), Nick Rahall (D-W.Va.) and Robert Weygand (D-R.I.).

Bonior, the House of Representatives' second highest ranking Democrat, started his address by thanking the board members for all that they have done to support him and other pro-maritime, pro-labor legislators.

"Thank you for standing with me through all my toughest battles.

"But, let me thank you for something else, too. Thank you for standing up and speaking out for an America that a lot of people in Washington find it easy to ignore these days. I'm talking about the America that works with its hands," he said.

"I'm not talking about folks you'd find pushing paper in some plush office tower, but the men and women on board lakers hauling taconite pellets through port towns with names like Algonac.

"It's the longshoremen who bust their backs every day moving cargo in Boston, New York, Baltimore and right here in New Orleans. It's the engineers living in a world where it always smells like diesel fuel ... men and women who've made the world's sea lanes their home."

Bonior called a U.S. flag flying from a vessel "the only guarantee there is that ship is properly maintained with a trained, professional crew."

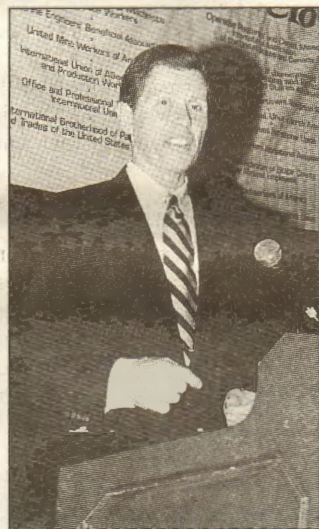
He added the Jones Act is in America's economic and defense interests.

Commitment, Modernization, Funding

In welcoming the board members to his home district, Jefferson also affirmed his commitment to the Jones Act.

"I will continue to support the Jones Act and will work with you to fight off any effort to undermine it."

He pointed out that every member of the



Rep. Robert Weygand



Rep. Nick Rahall



Rep. William Jefferson

Louisiana delegation signed the resolution supporting the freight cabotage law during the previous Congress.

Jefferson updated the board on legislation he introduced in the House with Rep. Jim McCrery (R-La.) to make the U.S.-flag fleet more competitive internationally—the National Security Sealift Enhancement Act (H.R. 3225).

Jefferson said part of the decline in U.S.-flag shipping overseas is due to the industry being overburdened with taxes. H.R. 3225—and its companion in the Senate, S. 1858—would allow the owner of a U.S.-flag vessel operating in international trade to fully deduct that vessel in the year in which it was acquired and documented under the American flag. The measure would extend an existing income tax exclusion for Americans working overseas to U.S. mariners. It also would include alternative minimum tax relief on shipping income and expand the expense deductions coming from conferences or other meetings aboard U.S.-flag vessels.

"We came to the conclusion it is time for Congress to act in this important area and it is time for Congress to act now to level the playing field," declared the Louisiana representative.

Rahall told the MTD board action needs to be taken to modernize America's ports.

"We have a national interest in maintaining and improving these navigational channels," noted the West Virginia official.

"Maintaining a strong U.S.-flag merchant marine is critical to our nation's economic and security requirements. That is something I've always supported in my 24 years in Congress," Rahall remarked.

Weygand reminded the audience his home state of Rhode Island has a history of shipbuilding. He proclaimed the cutbacks in funds for ship construction during the 1970s and 1980s "devastating."

He called on Congress to fully fund the Title XI shipbuilding loan guarantee program because of the success shown during the 1990s in constructing double-hull tankers and other vessels.

"We believe it is important that we have the money to rebuild our fleet, to build new ships, because by doing that, not only do we have a better port, a better facility, better ships to come into there, we have a better environment. A good clean environment with good clean jobs—high-paying jobs—is what we want and that's what we must strive for," Weygand stated.

The MTD executive board is made up of officials from its 30 unions, including the SIU, and 23 port maritime councils. The unions in the MTD represent approximately 8 million workers.

Home on the (Gun) Range

Petersburg Crew Keeps Terrorism in Crosshairs; Course Aims at Strengthening National Defense

Since its chartering in 1938, the SIU continually has cooperated with American shipowners and the U.S. military to help ensure a strong national defense.

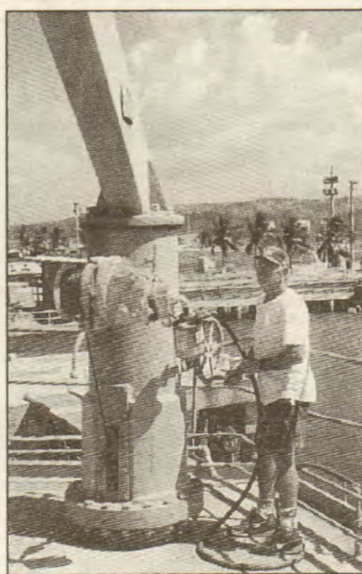
Seafarers on the *USNS Petersburg* recently displayed such teamwork again when they participated in anti-terrorism firearms training in Guam. Overseen by the U.S. Military Sealift Command (MSC), the training took place at a gun range on the island's U.S. Naval base.

The *Petersburg* crew is far from alone in learning the safe operation of handguns and rifles. All of the MSC ships stationed in Guam (many of which are SIU-crewed) are provided with this anti-terrorism training. The course is offered four to six times per year, depending on the availability of the gun range.

Meanwhile, the *Petersburg* was scheduled to travel to Okinawa last month and take part

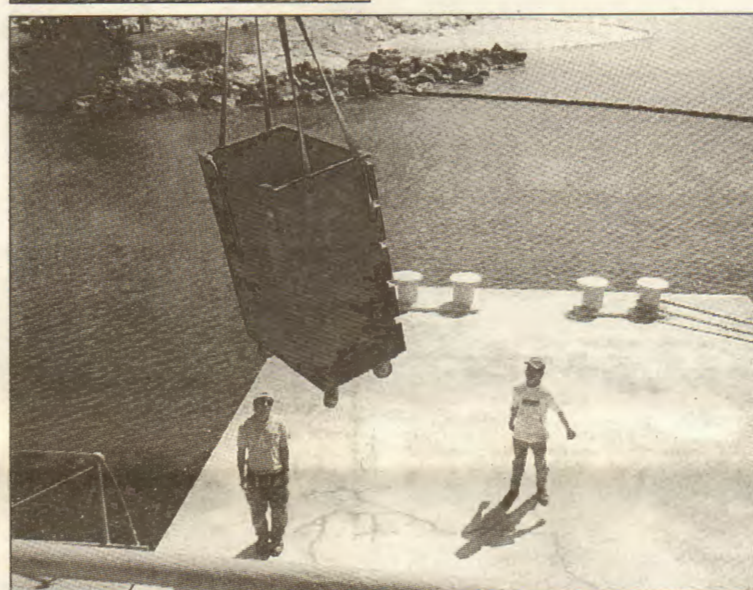
in more training with U.S. Marines.

AB J.J. Arnold provided the photos accompanying this story.



Above: Operating the stores crane is AB Carlos Thomas.

Left: Back aboard ship, AB Miles Copeland loads stores.



ABs Roman Genetiano and Eddie Ponteres, part of the *Petersburg* crew, help with loading stores.



Recertified Bosun Peter Funk (right) is ready for the start of the course in Guam.



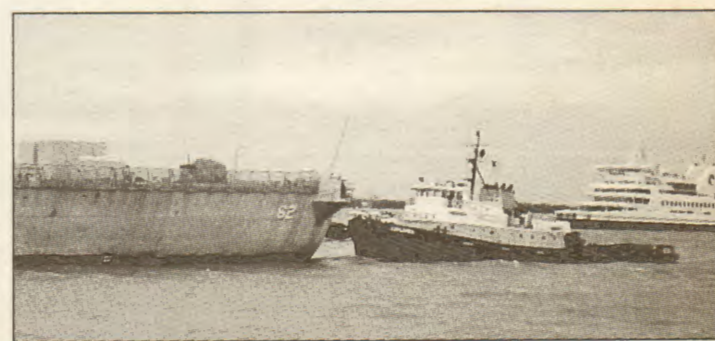
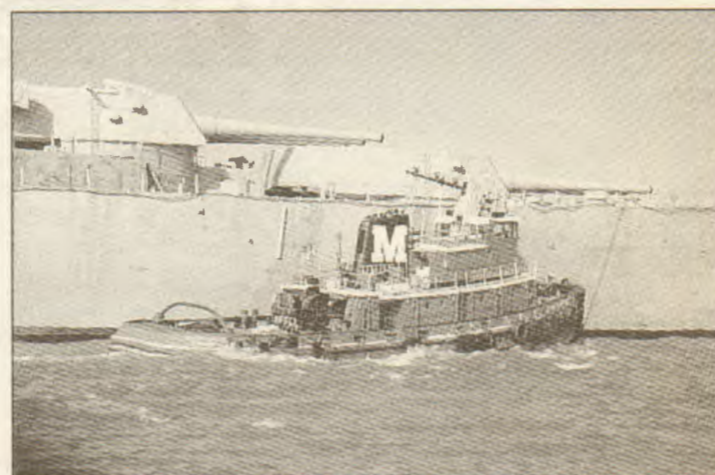
Under the professional instruction of U.S. Navy personnel, SIU crew members from the *Petersburg* take aim with 9 millimeter handguns (top photo) and M-14 rifles (below).



You Towed My Battleship!



SIU tugboat crews played a key role last year in a Veterans' Day celebration in Philadelphia. SIU-crewed boats from Crowley and Moran moved the battleship *USS New Jersey* along the Delaware River as part of the ceremonies. Seafarers from the McAllister fleet also were on hand. Above, SIU members (from left) Deckhand Dave MacCollister, Deckhand Wallace Duffield and Mate Robert Van Blunk, aboard the *Iona McAllister* join in the festivities. Meanwhile, the *Grace Moran* (directly below) and the *Explorer* (bottom) team up.



Quick Response Douses Fire Aboard Sea-Land Developer

The captain of the SIU-crewed *Sea-Land Developer* credited all hands for a timely, effective response in extinguishing a shipboard fire January 14.

Captain Robert Lamb provided the following account. No injuries were reported.

"The *Sea-Land Developer* arrived in Long Beach (Calif.) on January 14 in the early morning hours. After a very hectic day of ABS safety inspections, she sailed at 1830, taking departure at the pilot station at 2130. The entire crew was looking forward to the long, peaceful trip to Balboa down the Mexican coast.

"Two hours later the chief engineer called me to say he had an economizer fire. I went immediately to the bridge to find flames shooting 10 feet out of the stack!

"We rang the general alarm for emergency stations at 2248. While the chief mate assessed the situation with the engineers, Bosun Dana Cella and two other men were fully suited in turnout gear and ready to apply boundary cooling by 2300. He reported in at that time and I informed him to

stand by.

"The chief engineer and I had by then decided to use the fixed CO₂ system for the economizer (a device that pre-heats fuel or water for greater efficiency in

'This proficiency ... is a tribute to the training that is given to each member of the SIU.'

— Capt. Robert Lamb

engineering plants). This had the effect of knocking down the flames and the stack was now clear.

"It was determined that the boundary cooling was not necessary because the fire did not appear to be in danger of spreading. Charged hoses were left in place, a fire watch was set, and the crew stood down at about 0100.

"At 0600 on January 15, a second set of bottles was rigged from the main bank to the economizer CO₂ station, no small feat by any means. Before we were towed back to the dock and applying CO₂ from a tank truck on the pier, this evolution was accomplished three times and CO₂ was released four times into the economizer.

"Throughout this period the crew handled themselves in the best traditions of the sea. Their performance was exemplary and is commended.

"In addition to Dana Cella, the unlicensed crew consisted of ABs Eric Lund, George Mazzola, Robert Crooks, Thomas Arnold and David Cordero, Electrician Gary Dahl, QMED Keith Manzano, DEU Jose Garcia, Chief Steward Ruben Casin, Chief Cook John Gehring and GSU Ali Ghalib.

"Once again this proficiency in the ability to act in dangerous circumstances is a tribute to the training that is given to each member of the SIU. It is indeed a pleasure sailing with such professionals."

Luedtke Crews Complete On-Site Hazmat Training



Safety gear comes in various sizes and varieties, as shown by (from left) Luedtke foreman Shannon Jensen, AB Dale Leonard and QMED Ed Carlson.

Preparing for a spring assignment that likely will involve the dredging and transport of contaminated substances, SIU members employed by Luedtke Engineering recently completed a 40-hour course on hazardous waste operations and emergency response.

Mark Jones, an instructor at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., conducted the class January 31-February 4 in Frankfurt, Mich. (near Luedtke's offices).

"All the guys thought it was a good course," noted Captain Marty Szekely. "For about half of us, the hazmat training was completely new material. I'll tell you one thing, that instructor was A-1. He was right to the point and he made everything clear."

In addition to Szekely, the other SIU members who completed the class were Ken Glaser, John Shaski, Bert Adams, Dale Leonard, Charlie Wallace, Les Morr, William

West, Rich Arnold, Kevin Hollenbeck, Ed Carlson, Lorry Wilcox, Jason Beyette, Randy Johnson, Joe Kane, Jim Rider, Larry Hilton, Don Mills, Mike Niehus and Albert Cropek.

Luedtke officials and a few members of the International Union of Operating Engineers also completed the class.

"Everything came together quite well," said Jones. "It was cold and snowing all week, but everyone in the class showed up every day. There was a lot of effort put into it."

Jones and the students covered numerous topics, including terminology, rights and responsibilities, personal protective equipment, decontamination operations, field survey instruments and sampling, medical surveillance, first aid and CPR, and more. The class ended with an exam.

The Paul Hall Center routinely offers on-site training to meet the unique needs of Seafarers throughout the country.

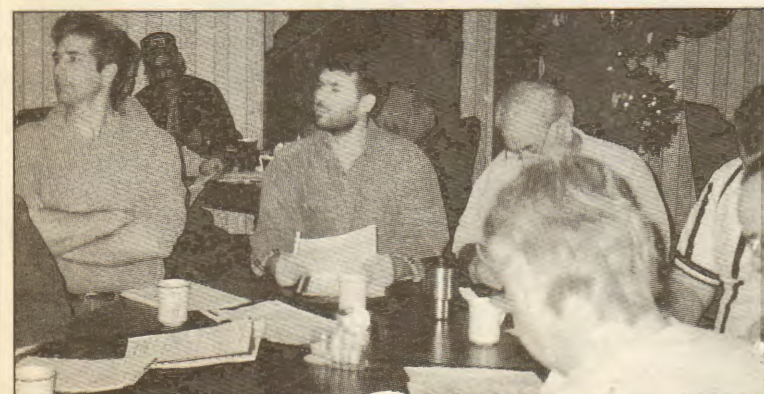


QMED Ed Carlson dons a safety suit in class, aided by Captain Marty Szekely.



Left: Instructor Mark Jones (left) and Captain Les Morr demonstrate using protective equipment.

Below: Students covered many subjects in the 40-hour course, which blended classroom instruction with hands-on training.



Great Lakes Crews Eye Fitout



Deckhand Mousa Saleh Richard Reiss



OS Mohamed Mohsin American Mariner



Captain Kenny Glaser Kurt R. Luedtke

Seafarers are asked to keep in touch with the SIU halls in Algonac, Mich. or Duluth, Minn. this month as Great Lakes fitout information becomes available.

Meanwhile, these photos provide a glance back at the 1999 season—one in which U.S.-flag ships transported nearly 116 million tons of cargo on the Lakes.



Bosun Tim Johnson Buffalo



Chief Steward Kris Setterington Iglehart



Unlicensed Apprentice Steven Cook, Kinsman Independent

Lakes Seafarers Make Icy Rescue

Crew members on the *Southdown Challenger* began the new year with an unusual pier-side rescue in Ferrysburg, Mich.

AB John Vegh, trying to aid a dockworker who had fallen through ice between a tug and barge notch, suffered a separated shoulder during the January 1 nighttime episode.

Deckhand Michael Cushman helped lead a group that pulled Vegh from the frigid water. The dockworker, Bruce Grueneveld, also assisted after he was retrieved.

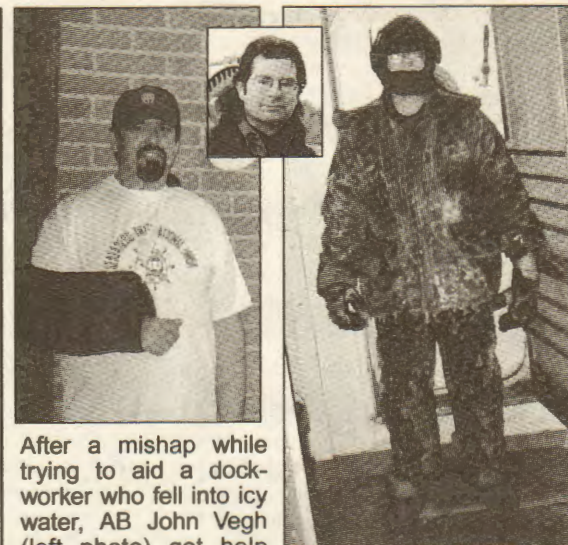
The incident began as the *Southdown Challenger*, a freighter hauling cement, went to tie up.

"We didn't have a clear dock because of the tug and barge, so extra people were sent out to help us," recalled Vegh. "One of the (shoreside) workers went up on the barge to catch a heaving line. There's a notch cut out for the tug to attach to it. All the ones I'd seen have a railing or some other barrier around it, but this one didn't—just a notch cut out in the deck.

"The tug was in there, but there was probably 20 feet of open area," he continued. "It was very dark, and the shadow from the bow of the tug on the barge made it look like no gap.

"I heard somebody yell, 'Help, I'm in the water!' I followed this guy's footsteps in the snow, jumped down on the barge, took three steps and fell on top of him. I couldn't even tell there was a [gap] there."

With Vegh unable to swim due to his injury, and Grueneveld powerless to help him under the circumstances, Grueneveld crawled onto an ice floe,



After a mishap while trying to aid a dockworker who fell into icy water, AB John Vegh (left photo) got help from *Southdown Challenger* shipmates, including Deckhand Michael Cushman (right and inset).

from where he was pulled onto the deck.

Meanwhile, Cushman retrieved a ladder and positioned it so that he, Grueneveld and another person could reach Vegh (who was wearing a lifejacket).

"I'm not sure exactly how long it took. Probably eight minutes, but that was long enough because it was cold," said Vegh, who added that he and Grueneveld have kept in touch since then.

1st Group from Guam Heads to Piney Point

10 Slated for Apprentice Program

Ten people from Guam are scheduled to enroll this month in the Paul Hall Center's unlicensed apprentice program.

They are the first Guamanians to begin the three-phase curriculum since the signing late last year of a cooperative agreement between the Piney Point, Md.-based school, the SIU and the government of the U.S. territory. That pact calls for establishment of a recruitment system aimed at boosting Guamanians' enrollment in the unlicensed apprentice program. It is structured the same as the one in which Alaska has participated since 1997.

In mid-January, as many as 1,000 residents of Guam attended a seminar on the island about the entry-level training. Representatives from the Paul Hall Center described the program in depth and met throughout the day with prospective applicants.

Guam Governor Carl T.C. Gutierrez (who along

with several other Guam officials extensively toured the Paul Hall Center in late December) attended the seminar. Speaking to local reporters, he described the Paul Hall Center as "state-of-the-art" and said the unlicensed apprentice program is a good fit for "people who are committed to a drug-free workplace and challenging work to find a responsible place in society."

Guam is the westernmost United States territory, situated between Hawaii and the Philippines in the Western Pacific. Its population last year was approximately 163,000.

The unlicensed apprentice program blends classroom instruction and hands-on training, including a 90-day stint aboard U.S.-flag merchant vessels. Upon graduation, the Seafarer is shipped out to work as either an ordinary seaman, wiper or steward assistant.



In these three photos, interested residents of Guam learn more about the Paul Hall Center's entry-level training program.



SIU crew members from the *USNS Petersburg* enthusiastically volunteered to help spread the word about the apprentice program during off-time. The ship was stationed in Guam during the seminar but has since sailed to Okinawa (see story, page 6).



Chatting during a break at the mid-January seminar are (from left) Chief Steward George J. Borromeo (who provided the photos accompanying this story), Guam Governor Carl T.C. Gutierrez and Paul Hall Center VP Don Nolan.

SIU Supports ILA at Dredging Rally

Seafarers participated in a late-January rally and public hearing in Fort Monmouth, N.J. concerning a proposed dredging project at the port of New York/New Jersey.

SIU members joined with an estimated 2,200 fellow trade unionists, most of them members of the International Longshoremen's Association (ILA), in urging public officials to support dredging of terminals at Brooklyn and Queens, N.Y. Failure to do so, they warned, will threaten hundreds of thousands of local jobs and damage the economy.

At issue is whether or not the mud samples from the terminals contained unacceptable toxicity levels. Apparently, at least one environmental group thinks so.

Others are challenging the project based on a questionable interpretation of other rules governing the dumping of dredged material.

As an official from the New York Shipping Association put it, environmental "extremists want to bring the shipping industry to its knees" by using "scare tactics

and hyperbole."

A high-ranking port official stated at the hearing that the Army Corps of Engineers itself has acknowledged that mud samples from Brooklyn and Queens met the "clean" standard. The official further asserted that the samples satisfy the 1997 accord overseen by Vice President Al Gore and signed by the Army, two federal agencies and environmental groups to restrict an old dump site to categorically clean material.

During the January hearing, Rep. Robert Menendez (D-N.J.) stated that those who support

dredging "care just as much about the environment as anyone else. We understand that water quality and habitat are important, but 180,000 jobs and a \$20 billion economy generated by the port also are important."

Two weeks following the hearing, ILA Executive Vice President Al Cernadas addressed the winter executive board meeting of the Maritime Trades Department, AFL-CIO. He thanked the MTD board for passing a statement to allow the needed dredging to get started so large commercial vessels may continue to call on the port.



SIU members join thousands of fellow trade unionists at a public hearing in Fort Monmouth, N.J. addressing a dredging project for the port of New York/New Jersey.

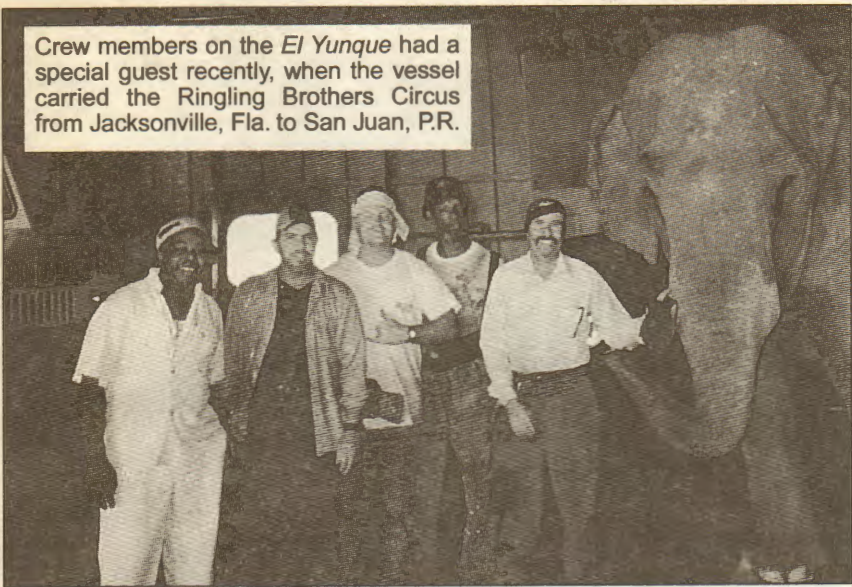


AB J.J. Arnold (right) answers a question about the shipboard training.



Paul Hall Center VP Don Nolan is interviewed by Stephanie Lum for a local television station, KUAM Channel 8.

Crew members on the *El Yunque* had a special guest recently, when the vessel carried the Ringling Brothers Circus from Jacksonville, Fla. to San Juan, P.R.



Posing with one of the elephants are AB Carlos Suazo, AB Ron Mena, SA Blair Baker, DEU John Cooper and Bosun Luis Ramirez.

During a union meeting aboard the *Perseverance*, SIU official Amancio Crespo (right) explains details about the proposed SIU-NMU merger. Members show their full support.



From the left are Chief Cook Mariano Norales, AB Carlos Parilla, AB Thomas Lasater and SA Elston Yumateo.

AROUND THE WORLD



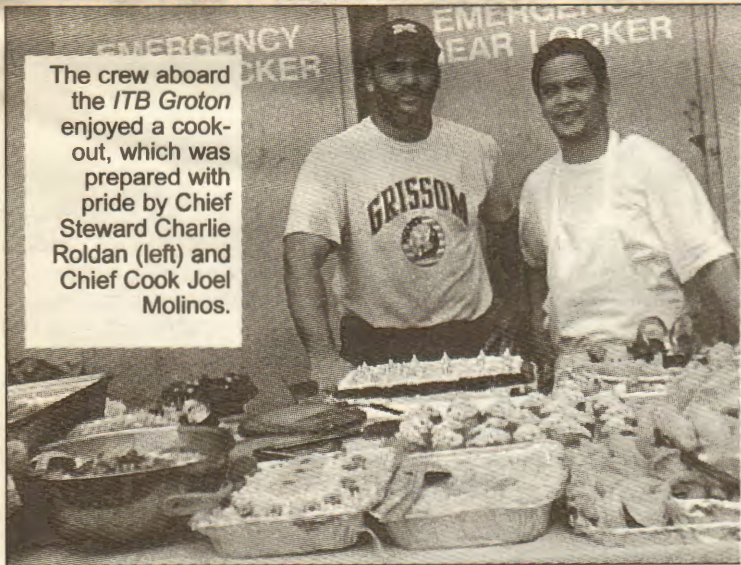
WITH THE SIU

Douglas Burch, steward/baker on board the *USNS Cape Isabel*, prepares a tasty meal for the crew. The vessel is on ROS status in the old Long Beach (Calif.) naval shipyard.

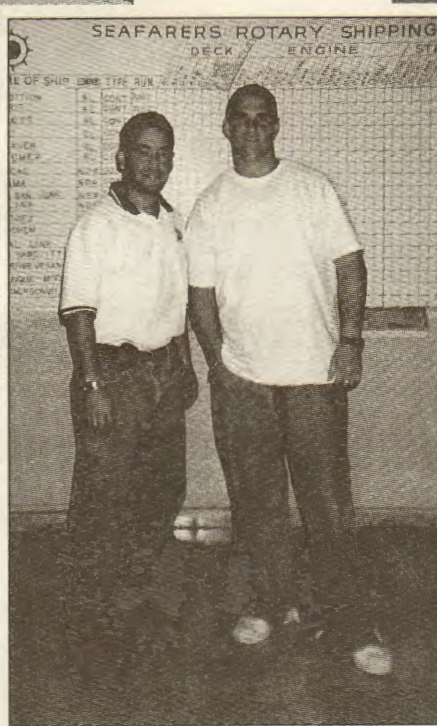


The *Sea-Land Expedition* is loaded up and ready to go. From the left are AB John Alberti, Electrician Joe Corr and AB George Darley.

The crew aboard the *ITB Groton* enjoyed a cook-out, which was prepared with pride by Chief Steward Charlie Roldan (left) and Chief Cook Joel Molinos.



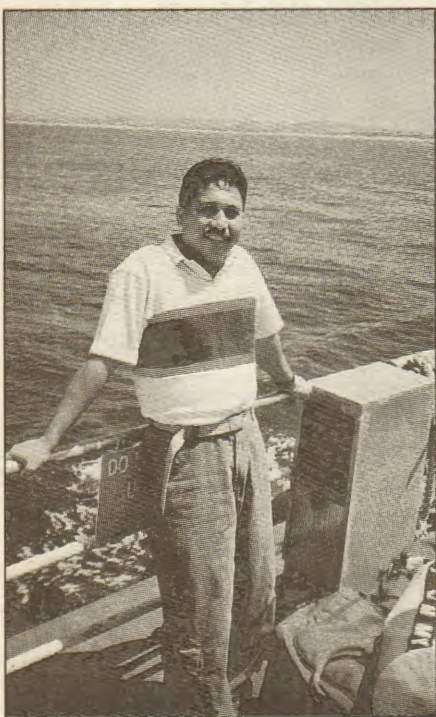
Right: San Juan Port Agent Victor Nuñez (left) shows unlicensed apprentice Brett Parkins around the SIU hall.



Participating in a membership meeting aboard the *USNS Pathfinder* in San Juan are San Juan Port Agent Victor Nuñez, GVAs Richard Jensen, Jonathan Gibson and Celso Ordoñez, Chief Cook Francisco Aguillar, Storekeepers Gary Hanson and Luther Jesord, ABs John Soares, Rafael Lopez and Kenneth Gross, OSs Victor Velez and Joseph Gierbolini, Oilers Oswald Lopez and Bryce Critten and QMED Thomas Hooper.



Second Pumpman Mario Cruzat is ready to go ashore. His vessel, the *Overseas Ohio*, was at the moorings in El Segundo, Calif.



The entire unlicensed crew on the *USNS Dahl* poses for a group shot while the vessel was in a San Diego, Calif. shipyard.



When the *Sea-Land Expedition* was in Elizabeth, N.J. recently, steward department members Tom Vanyi (left) and Charlie DiCanio show it takes teamwork to get the job done.

Celebrating a New Year On the *El Yunque*

While much of the rest of the world was getting ready to celebrate the year 2000 in excessive fashion, crew members aboard the *El Yunque* also took note of the new year, but in their usual, professional manner.

The vessel, operated by Interocean Uglan Management Co. spent New Year's eve at sea, heading for a payoff in San Juan on January 2.



Ready to usher in the new year are deck department members (from left) AB Blair C. Baker, OS Pedro C. Gago, Bosun Luis Ramirez, AB Carson Jordan and (kneeling) AB/Ship's Chairman Paul J. LaTorre.



Members of the engine department on the *El Yunque* include (from left) DEU Orlando Herrera, OMU Hiawatha J. Williams and Oiler Reginald Abrams.



Delicious, home-style meals are prepared and served by (from left) Chief Steward Milton Younnett, SA Charles B. Collier Jr. and Chief Cook David Camacho.



At the helm, Jose A. Sosa, the 8-12 AB, is happy to be heading home.



A real sense of camaraderie is evident among the *El Yunque's* crew members, including AB Ronald Mena, OS Pedro C. Gago, Chief Steward Milton Younnett, Chief Cook David Camacho, AB Blair C. Baker, Oiler Hiawatha J. Williams, Bosun Luis Ramirez, AB Carson Jordan, SA Charles B. Collier Jr. and DEU Orlando Herrera.



Chief Cook Joey Gallo (left) and Recertified Steward Louis Nicoud III are a great team aboard the *Sea-Land Liberator*. Here, they pose on deck as the vessel navigates the Panama Canal.

East Coast Meets West Coast Aboard *Sea-Land Liberator*

Steward Dept. Team Stresses Education Along with Fine Food and Service

When Recertified Steward **Louis Nicoud III** from Las Vegas met up with Chief Cook **Joey Gallo** from Brooklyn aboard the *Sea-Land Liberator*, everything fell into place.

The two professionally trained chefs were of one mindset: a commitment to provide a superior level of service to the unlicensed crew and officers. Everything from daily meetings on menu development to an emphasis on sanitation went toward fulfilling that goal.

Both men also believe in professional development as the key to a thriving U.S. merchant marine, and stress to their fellow crew members that upgrading their skills at the Paul Hall Center is the way to go.

Nicoud, a 19-year member of the SIU and graduate of the union's entry-level training program at Piney Point, emphasizes a clean galley and house, galley economy, fine food and service and a sense of humor. According to his shipmate Gallo, Nicoud (who has completed the steward recertification program at Piney Point—the highest curriculum available to members of the steward department) is a quality-driven food service professional with a flair for marketing, which is reflected in his menu text and design.

Gallo has been a member of the SIU for 10 years. A professional chef and Culinary Institute graduate, the former U.S. Marine Corps cook/baker has the philosophy, "If we can do it in a restaurant, we can do it on a ship."

Menu diversity and preparation are Gallo's strong points, and he is a stalwart proponent of the Paul Hall Center. He has upgraded to certified steward and hopes to attend the union's recertification program as well. He also plans to enroll at Fairleigh Dickinson University in New Jersey to complete requirements for a bachelor's degree in hospitality management.

Nicoud and Gallo are almost like a bicoastal vaudeville act, always seeking to surprise, entertain and please their audiences. Whether it comes in the form of high quality international cuisine or a simple good morning, the two Seafarers are always on the job—living and working the credo, "Brotherhood of the Sea."

Holiday Highlights from the *President Jackson*

Those crew members who found themselves aboard the *President Jackson* on Thanksgiving and Christmas days were in for something special.

Mary Lou Lopez, assistant cook/utility and steward department delegate on the vessel, noted that the *President Jackson* was in the Far East. "Being it was the last Thanksgiving and Christmas before the new millennium," she wrote in a letter accompanying these photos, "we went the extra mile."

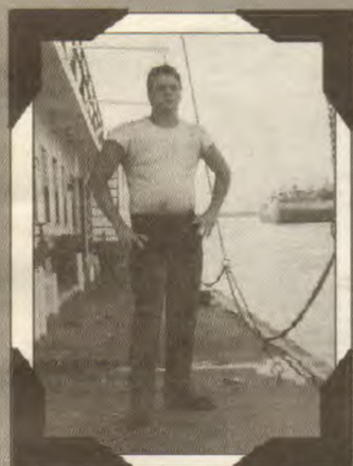


Clockwise from left: Nothing says Christmas like festive decorations—and freshly baked cookies, brought into the crew lounge by Assistant Cook/Utility Mary Lou Lopez. Ron Peterson, chief mate aboard the *President Jackson*, is the first crew member to sample the elegant Christmas appetizers. Just to make sure the Thanksgiving Day treats are as delicious as they look, Recertified Steward Terry Allen and Assistant Cook/Utility Mary Lou Lopez do a quick taste-test. An assortment of pies and cakes topped off a perfect Christmas dinner.



A Seafarer's Scrapbook

AB Matt Harrison Aims Lens at Shipping & Sights



Harrison makes a rare appearance on the other side of the lens, this one aboard the *Jim Ludwig* in 1985.

The seafaring life agreed with Matt Harrison from the moment he joined the SIU in 1982.

"It's the best thing that ever happened to me. I've gone around the world because of the SIU," stated the 38-year-old AB.

Harrison graduated from the trainee program at the Seafarers Harry Lundeberg School in Piney Point, Md. A few years into his sailing career, he took up photography—expressly to "capture the feel of shipping," he recalled.

"I didn't have any background with photography, but it interested me," he continued. "I started for artistic reasons, but it was all trial and error. As the years went by, I got better."

Approximately eight years of flashbulbs

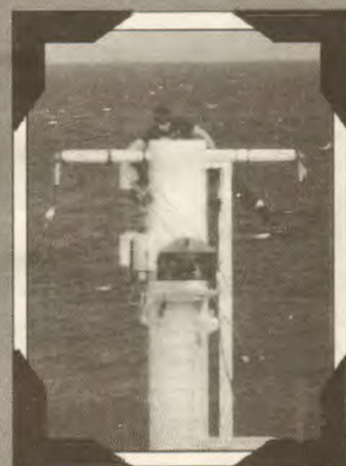
and film fulfilled the AB's pictorial aspirations. He sold his camera gear in the mid-1990s.

But during his time behind the lens, Harrison accumulated a compelling collection of photos, with subjects such as shipmates, vessels and foreign lands.

And although he's had his fill of taking pictures, he's eager to continue sailing.

"I wanted to see the world, and that's why I joined the union," noted Harrison, who most recently sailed aboard the *Northern Lights*. "It was either Piney Point or join the (military) service, but I'm glad I ended up with the SIU."

"(SIU President) Mike Sacco got me started, I met him at the school. To me, we're family. That brotherhood means a lot."



Aboard the *Paul Buck*, 1987



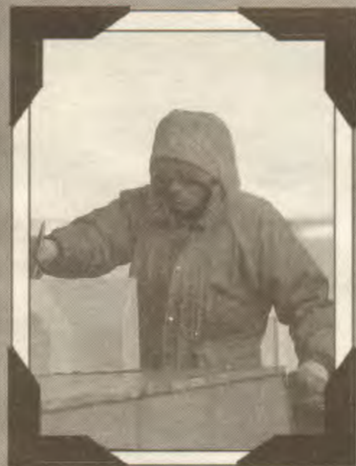
Harrison's classmates from Class No. 365 take a very unofficial shot at Piney Point, Md. in 1982.



The *Overseas Vivian* transits the Panama Canal in 1983.



Old Glory flies on the *Overseas Vivian* near Cuba in 1983.



Unidentified shipmates aboard the *Portland* (left, 1986) and the *Westward Venture* (1990)



Children in Yokohama, Japan, 1987



Dwellings in Bataan, Philippine Islands, 1987



Docked in St. Croix, U.S. Virgin Islands in 1983 is the *Overseas Vivian*.

Red Cloud

Seafarers Crew New



The delivery ceremony featured a tribute to the vessel's namesake, Cpl. Mitchell Red Cloud Jr. Taking part in the service are (from left) AB Johnny Birdwell, AB Omar Muhammad, SIU Port Agent John Cox, Misty Elk (Red Cloud's granddaughter), OS Lenard Madison and Recertified Bosun David Park.

The new year began with new SIU jobs, as Seafarers crewed the *USNS Red Cloud* in San Diego.

A Watson-class vessel assigned to the U.S. Navy's Military Sealift Command (MSC), the *Red Cloud* began its inaugural voyage in January, shortly after delivery.

For the union, the 950-foot ship represents job opportunities. But it also signifies a commitment by the U.S. government to a strong American sealift capability. The *Red Cloud* is part of a 19-ship program (14 new builds, five conversions) designed to ensure sufficient U.S. sealift resources.

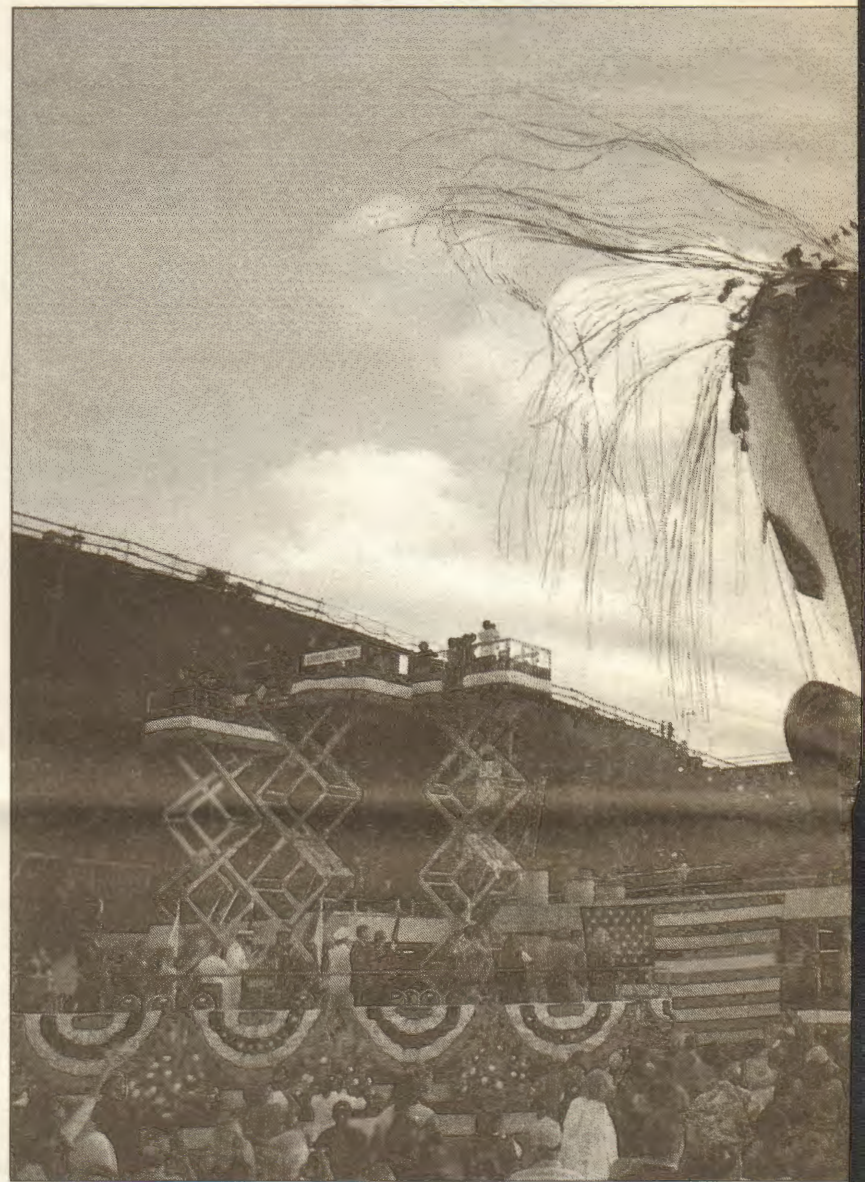
Built at the National Steel and Shipbuilding Company (NASSCO), the *Red Cloud* joins MSC's prepositioning fleet. Vessels in that armada are fully loaded with U.S. military supplies and equipment and are stationed near potential areas of conflict around the world. Their cargo may include

tanks, tractor-trailers and high-mobility military vehicles, just to name a few.

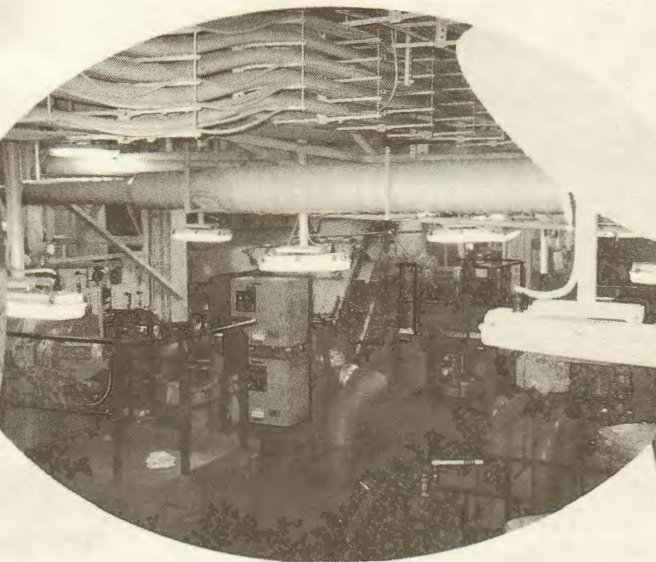
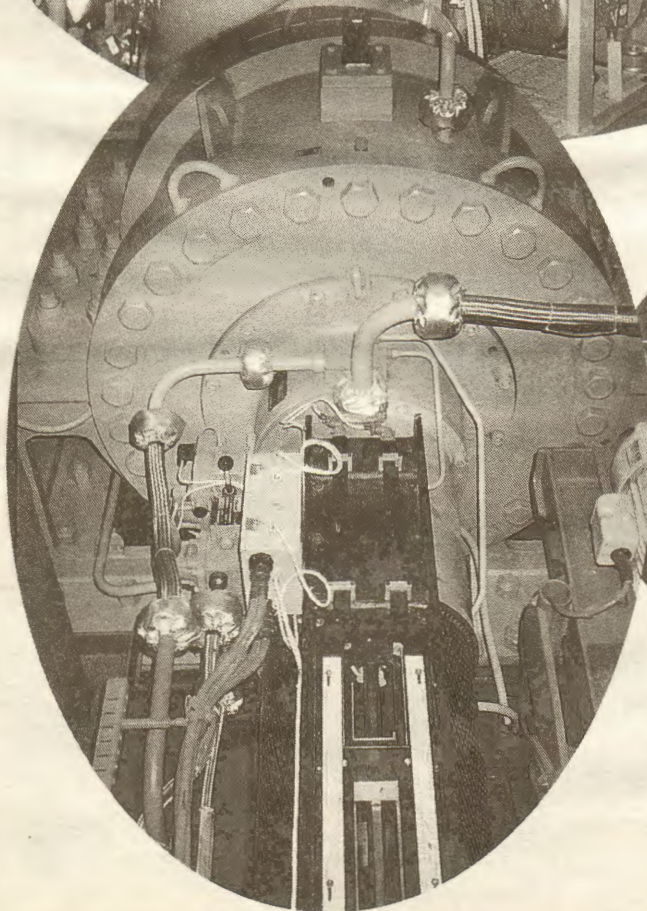
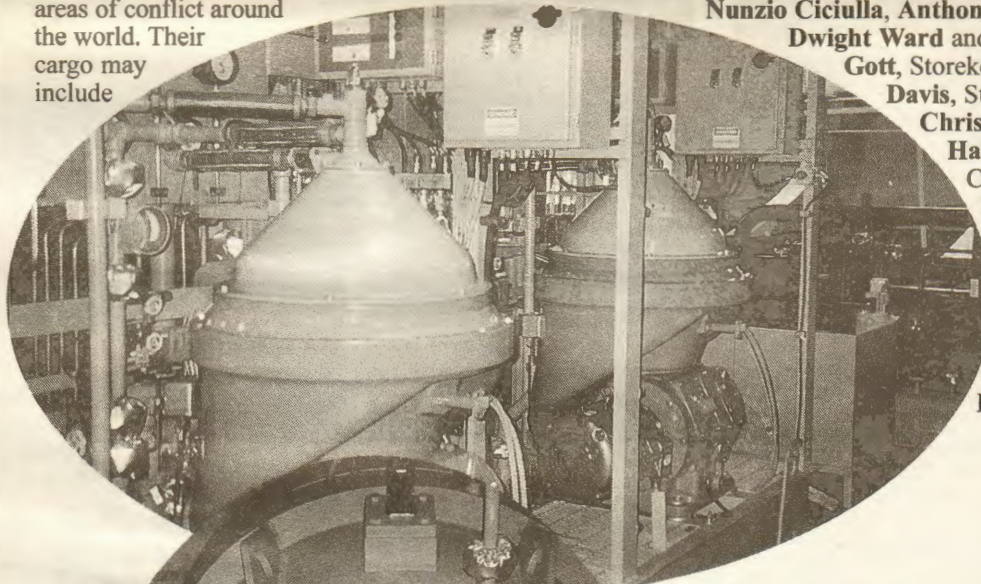
Like the others in its class, the *Red Cloud* includes 390,000 square feet of cargo space. It is named in memory of Army Cpl. Mitchell Red Cloud Jr. (1925-1950), a posthumous recipient of the Medal of Honor.

Red Cloud perished from enemy fire while defending a ridge in front of his company command post in Korea in 1950. "His heroic actions prevented his company from being overrun," noted the U.S. Navy in a press release.

The first SIU crew aboard the *USNS Red Cloud* consisted of Recertified Bosun **David Park**, ABs **Omar Muhammad**, **Thomas Ellington**, **Andre Frazier**, **Edward Miller** and **Johnny Birdwell**, OSs **Jerry Fanning**, **Lenard Madison** and **Willie Harrington**, QMEDs **Timothy Pillsworth**, **Sylvester Crawford**, **Nunzio Ciciulla**, **Anthony McNeil**, **Dwight Ward** and **Michael Gott**, Storekeeper **Alex Davis**, Steward/Baker **Christopher Hale**, Chief Cook **Bernardo Jordan** and SAs **Claudia Kam-meyer** and **Tanja Pfizenmaier**.



Christened last year and delivered in January, the *USNS Red Cloud* is fully crewed.



A walk through the engine room shows all the latest equipment.



Red Cloud Rolls In

Prepositioning Ship



...d and has joined MSC's prepositioning fleet.



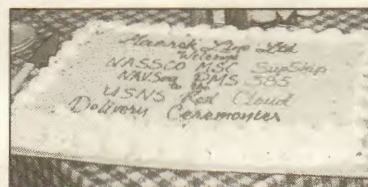
Crew members take a short break in the galley.



Greeting a visitor is the watchstanding AB, Edward Miller.



SAs Tanja Pfizenmaier (left) and Claudia Kammeyer sign on for the Red Cloud's first voyage.



A specially decorated cake helps mark delivery ceremonies for the new MSC-operated vessel.



The ship's delivery ceremony kept the steward department busy and in good spirits. Pictured from left to right are Steward/Baker Chris Hale, Chief Cook Bernardo Jordan and SA Claudia Kammeyer.

USNS Red Cloud

By the numbers

Length: 950'
 Beam: 105'-9"
 Displacement at design draft: 62,700 tons
 Cargo area: 393,000 sq. feet
 Design speed: 24 knots

Miscellaneous

Berthing, living, mess, recreation and office spaces for as many as 13 officers and 32 unlicensed personnel. Similar facilities available for 'supercargo crew' of 50 military personnel. Additional features include leisure and community facilities, hospital complex, laundry and workshops.

Propulsion plant

Two GE LM-2500 gas turbines with an output of 32,000 BHP each
 Two 24'-0" controllable pitch propellers - 95 RPM at full power

12,500 KW total ship's service generating capability
 2,000 KW emergency generating capacity

Cargo system & equipment

Self-sustaining roll-on/roll-off (RO/RO) capabilities
 Self-sustaining lift-on/lift-off (LO/LO) capabilities
 Centerline stern slewing ramp
 Port and starboard sideport ramp system
 Two single pedestal twin cranes
 Cargo hatches in three holds
 All RO/RO decks fixed
 Combination of fixed and hinged RO/RO ramps

Special features

Environmental control for cargo holds
 Foam firefighting and de-watering system for cargo holds
 Bow thruster units
 List control system

Source: NASSCO



Port Agent Anthony McQuay (center) congratulates certified chief cooks Jimmie Reddick (left) and Willie Grant for their hard work in preparing the holiday fare.

More than 100 Seafarers and their families and friends gathered at the festively decorated Jacksonville hall last December 22 for a memorable holiday party.

Port Agent Anthony McQuay set the tone for the celebration in his welcoming remarks, which were then followed by a delicious luncheon.

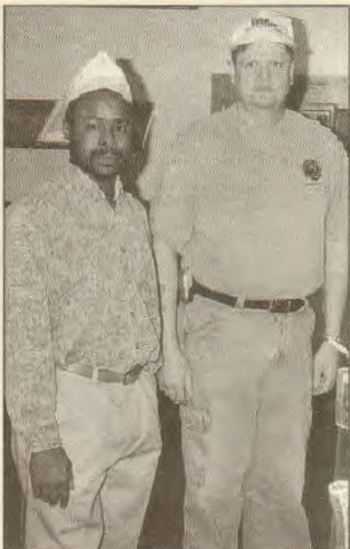
Certified Chief Cooks Jimmie Reddick and Willie Grant took advantage of the hall's full galley to prepare the meal, while messmen Almus Allen and Brian Wilder assisted in helping serve the holiday fare, consisting of everything from turkey and ham with all the trimmings to an endless variety of freshly baked pies and cakes.

The photos of the party on this page were taken by Patrolman Bryan Powell and Recertified Bosun Roan Lightfoot.



Enjoying the festivities are (from left) Retired Bosun Paul Butterworth, Port Secretary Karen Shuford, Mrs. Butterworth and Carolyn Shuford.

Port of Jacksonville Celebrates the Holidays



Left: Messmen Almus Allen (left) and Brian Wilder help serve lunch to Seafarers and their guests.



Partaking in good food and holiday cheer at the Jacksonville party are (from left) ABs Rubin Mitchell, Lydell Grant and Charles Whitehead.



Bosun John Micklos (left) gets a chance to share in the festive occasion with AB Tom Gruber and his wife.



The party at the Jacksonville hall helps (from left) AB James Blich, Recertified Bosun Roan Lightfoot and QEE Angel Hernandez get in the holiday spirit.



Having a great time are (from left) OMU Stephanie Brown, DENU Jerry Miller and Mrs. Charles Whitehead.



Patrolman Harmando Salazar (left) welcomes retired Recertified Bosun Billy Darley to the Jacksonville hall.



AB Tom Driggers (left) and his wife enjoy a soda and some good conversation with AB John Gatton.

Right: It's all smiles at the table of (from right) OMU Ramon Calazo, his wife and their niece Stephanie.



Posing for a photo during the festivities are (from left) Patrolman Harmando Salazar, Port Agent Anthony McQuay, Crowley VP of Labor Relations Mike DePrisco and Patrolman Bryan Powell.



Retired Recertified Steward Joe Miller (left) reminisces about "the good old days" and the bright future of the SIU with retired SA Frank Sirignano.



Port Agent Anthony McQuay and his family enjoy the culinary delights served at the holiday luncheon.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 2000

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	32	10	8	23	8	3	6	55	18	13
Philadelphia	5	3	3	4	2	5	0	10	5	1
Baltimore	4	5	1	5	4	1	2	7	6	6
Norfolk	15	14	7	12	12	7	2	22	16	7
Mobile	19	5	2	11	3	2	1	24	8	4
New Orleans	18	13	6	12	12	4	6	26	14	9
Jacksonville	34	15	14	30	16	9	16	59	22	18
San Francisco	31	11	5	21	8	3	12	41	17	4
Wilmington	26	9	3	18	14	3	6	41	14	11
Seattle	26	12	5	30	13	4	14	46	9	5
Puerto Rico	6	5	6	4	4	9	7	17	5	1
Honolulu	10	10	5	12	7	3	1	10	9	3
Houston	26	20	6	19	9	2	13	53	25	11
St. Louis	3	1	3	1	5	2	1	6	1	4
Piney Point	0	4	3	1	3	2	1	0	4	1
Algonac	1	0	1	1	2	1	0	1	0	0
Totals	256	137	78	204	122	60	88	418	173	98
ENGINE DEPARTMENT										
New York	8	10	6	12	7	4	3	16	15	5
Philadelphia	2	3	1	2	3	1	0	3	3	1
Baltimore	10	5	0	5	3	1	0	10	3	0
Norfolk	3	7	3	2	4	2	2	7	11	5
Mobile	13	2	1	11	3	0	4	19	5	3
New Orleans	8	9	3	8	6	3	4	14	14	4
Jacksonville	14	19	3	19	9	6	9	24	21	6
San Francisco	10	8	1	11	8	1	1	14	8	3
Wilmington	10	8	2	5	8	3	5	15	6	5
Seattle	10	12	3	15	6	1	11	15	12	5
Puerto Rico	5	4	1	7	1	1	3	10	4	0
Honolulu	9	9	3	9	5	4	0	11	15	2
Houston	19	5	3	13	6	2	9	29	3	6
St. Louis	0	2	1	1	1	0	0	2	3	3
Piney Point	3	3	5	1	1	0	0	3	4	5
Algonac	1	0	1	0	0	1	2	1	0	1
Totals	125	106	37	121	71	30	53	193	127	54
STEWARD DEPARTMENT										
New York	16	5	2	11	3	1	3	29	9	2
Philadelphia	7	0	0	3	0	0	1	6	1	0
Baltimore	2	2	0	3	2	0	1	4	2	0
Norfolk	8	4	4	8	4	5	4	11	8	1
Mobile	2	2	1	3	0	0	0	9	2	2
New Orleans	8	3	1	6	6	1	1	11	4	1
Jacksonville	18	6	2	13	7	3	6	26	4	4
San Francisco	19	3	0	10	2	0	3	47	7	0
Wilmington	15	2	2	10	2	2	11	37	4	2
Seattle	17	2	1	17	2	0	5	30	1	1
Puerto Rico	3	0	0	1	0	0	0	3	2	0
Honolulu	12	3	5	6	9	15	2	24	3	9
Houston	10	2	2	7	2	0	7	20	5	2
St. Louis	0	0	1	0	1	0	0	1	0	1
Piney Point	4	4	2	2	1	1	0	5	7	2
Algonac	0	0	1	0	1	1	0	0	0	0
Totals	141	38	24	100	42	29	44	263	59	27
ENTRY DEPARTMENT										
New York	3	25	16	3	16	7	0	5	41	35
Philadelphia	0	1	0	0	1	0	0	0	3	0
Baltimore	0	3	1	0	2	1	0	1	4	1
Norfolk	0	8	9	1	9	7	0	1	15	12
Mobile	1	5	2	1	3	0	0	1	11	5
New Orleans	0	10	10	1	8	2	0	5	16	13
Jacksonville	6	14	14	3	12	15	0	10	20	20
San Francisco	7	12	6	6	3	2	0	17	24	11
Wilmington	3	4	12	1	6	8	0	8	17	11
Seattle	10	17	14	8	9	6	0	11	25	18
Puerto Rico	2	1	11	3	0	7	0	3	3	8
Honolulu	4	17	68	10	38	115	0	12	38	86
Houston	0	13	8	1	4	0	0	1	18	13
St. Louis	0	3	0	0	2	0	0	0	1	3
Piney Point	0	5	34	0	6	19	0	0	10	22
Algonac	0	1	0	1	0	0	0	0	1	0
Totals	36	139	205	39	119	189	0	75	247	258
Totals All Departments	558	420	344	464	354	308	185	949	606	437

**"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.

April & May 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: April 3, May 8
Algonac	Friday: April 7, May 12
Baltimore	Thursday: April 6, May 11
Duluth	Wednesday: April 12, May 17
Honolulu	Friday: April 14, May 19
Houston	Monday: April 10, May 15
Jacksonville	Thursday: April 6, May 11
Jersey City	Wednesday: April 19, May 24
Mobile	Wednesday: April 12, May 17
New Bedford	Tuesday: April 18, May 23
New Orleans	Tuesday: April 11, May 16
New York	Tuesday: April 4, May 9
Norfolk	Thursday: April 6, May 11
Philadelphia	Wednesday: April 5, May 10
San Francisco	Thursday: April 13, May 18
San Juan	Thursday: April 6, May 11
St. Louis	Friday: April 14, May 19
Tacoma	Friday: April 21, May 26
Wilmington	Monday: April 17, May 22

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

Personals

JAMES ROY AMBROSE

Please contact Tammy Ambrose Bullock at 2703 South Battlefield Blvd., Chesapeake, VA 23322; or call (757) 421-7233 or FAX (757) 421-4320.

EKOW DOFFOH

William Coffy (Bob Louis' nephew) saw your picture in the February LOG and would like to hear from you. Please call him at (973) 485-3487.

TERRY GILLILAND

Please get in touch with Pammy Gilliland at 21168 Winding Way, Lexington Park, MD 20653; or call (240) 728-0777.

ESTEBAN B. LUKE

Please contact Reyna Roman at P.O. Box 216, Hampton Bays, NY 11946; or telephone (631) 369-1682.

Job Call in the New Orleans Hall



These three Seafarers were spotted recently in the New Orleans hall waiting for a job call. From the left are Chief Cook Gerardo Frederick, DEU Cirilo S. Centeno and Chief Cook Pedro Ramos.

**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

Kermitt Maagram
Vice President Government Services



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

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

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

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

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

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 16 1/2
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

JANUARY 16 — FEBRUARY 15, 2000

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	23	14	0	2	8	0	21	6
Algonac	0	4	0	0	4	0	0	5	2
Algonac	0	4	5	0	1	3	0	3	4
Algonac	0	11	15	0	1	6	0	9	9
Totals All Depts	0	42	34	0	8	17	0	38	21

*"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

JANUARY 16 — FEBRUARY 15, 2000

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	3	2	4	2	2	4	2	1	12
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	2	0	6	8	1	0	6	1	16
Totals	5	2	10	10	3	4	8	2	28
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	1	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	1	0	0	0	0	0	1	0
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	1	1	0	1
Totals	0	0	0	0	0	1	1	0	1
Totals All Depts	5	3	10	10	3	5	9	3	29

*"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 copy of an old photo was sent to the *Seafarers LOG* by John E. Helman of Fremantle, Western Australia.

It was taken August 15, 1944 aboard the SS *Edwin L. Godkin*. The Luckenbach Lines vessel was offloading allied equipment for the war effort in St. Tropez in the south of France.

AB Helman (standing center) identifies his shipmates as "AB Charles Lucas from Queens, N.Y., Felix (a carpenter) from Baltimore, Md. and AB Frenchy Cyr from Maine."

Now 80, Helman still enjoys reading the *Seafarers LOG* and wonders where his old shipmates are today.





Inland Captain **John E. Long** is among the 14 Seafarers announcing their retirements this month.

Representing 38 years of active union membership, Brother Long graduated from the towboat operator program offered at the Seafarers Harry Lundeberg School in Piney Point, Md. This program was designed to prepare qualified mariners for licenses under U.S. Coast Guard regulations requiring such documentation for all operators of uninspected towboats and tugboats.

Including Brother Long, four of the retirees navigated the inland waterways and 10 sailed in the deep sea division.

Six of the retiring pensioners were members of the steward department, five shipped in the engine department, and three worked in the deck department.

This month's pensioners are scattered across the country: five have retired to the East Coast, three make their homes in the Gulf states, three live on the West Coast, two reside in the Midwest and one person calls Puerto Rico home.

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

DEEP SEA



HAMEED K. ALI, 63, started his career with the Seafarers in 1970 in the port of San Francisco. His first ship was the *San Francisco*, a Sea-Land Service vessel. Born in Yemen, he worked in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. Prior to retiring, he sailed aboard the *Sea-Land Atlantic*. Brother Ali makes his home in New York.

ERNESTO R. AVILA, 65, joined the SIU in 1973, first sailing in the inland division aboard a G&H Towing Co. vessel. He



later transferred to deep sea vessels. A native of Honduras, he sailed in the steward department. Brother Avila last worked aboard the *Sea-Land Endurance*. Hawthorne, Calif. is where he calls home.

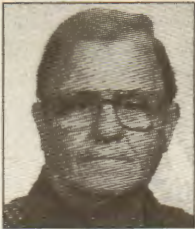


WILLIAM H. BRIMHALL, 65, joined the Seafarers in 1967 in the port of Philadelphia. His first ship

was the *Vantage Venture*, operated by Vancor Steamship Co. Born in California, he sailed in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. From 1953 to 1956, he served in the U.S. Army.

Brother Brimhall last sailed in 1982 aboard the *Overseas Juneau*. He has retired to Santa Rosa, Calif.

CHARLES H. DAVIS, 65, began his career with the SIU in 1966. His first ship



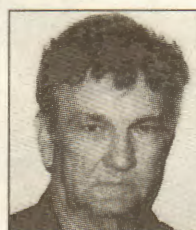
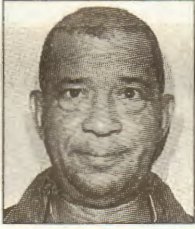
was the *Ocean Cloud*, operated by Ocean Ore Carriers. The Ohio native sailed in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. Prior to retiring, he worked aboard the *SP5 Eric G. Gibson*, a Maersk Line Ltd. vessel. Brother Davis makes his home in Jacksonville, Fla.



VIRGILIO GALDOS, 65, joined the Marine Cooks & Stewards (MC&S) in 1962 in the port of San Francisco.

Born in Ecuador, he became a U.S. citizen. Brother Galdos worked in the steward department, last sailing aboard the *Lurline*, a Matson Navigation Co. vessel. He has retired to Cloverdale, Calif.

JOE HARRIS, 61, graduated from the Andrew Furuseth Training School in 1964 and joined the Seafarers in the port of Norfolk, Va. His first ship was the *Bradford Island*, operated by Cities Service Oil Co. He worked in the engine department and upgraded frequently at the SIU's training school in Piney Point, Md. The Alabama native served in the U.S. Army from 1956 to 1958. Brother Harris last sailed aboard the *Guayama*, an NPR, Inc. vessel. Jacksonville, Fla. is where he calls home.



LLOYD T. PALMER, 67, began his career with the SIU in 1987 from the port of Mobile, Ala. He first sailed aboard

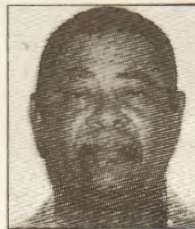
the *USNS Dutton*. The Alabama native worked in the steward department as a chief cook. Brother Palmer last sailed aboard the *Newark Bay*, a Sea-Land Service vessel. From 1953 to 1955, he served in the U.S. Army. He makes his home in Mobile.

DONALD E. PETERSON, 65, joined the SIU in 1978 in the port of New Orleans after a 20-year career in the U.S. Navy. Brother Peterson's first SIU ship



was the *Sea-Land Economy*. Born

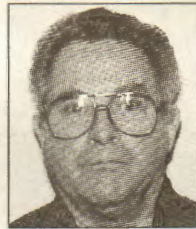
in Minnesota, he sailed in the engine department as a chief electrician. Prior to retiring, he worked aboard the *Sgt. Matej Kocak*, a Waterman Steamship Corp. vessel. He has retired to Foley, Ala.



VIRGILIO RIVERA, 62, first sailed with the SIU in 1972 aboard the *Longview Victory*. The Puerto Rico native worked

in the steward department and frequently upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last sailed as a chief cook aboard the *Sea-Land Hawaii*. Brother Rivera makes his home in Vega Baja, P.R.

JACK A. SINGLETARY, 62, joined the Seafarers in 1967, first sailing aboard the *Burbank Victory*. Born in Oregon, he worked in the engine department and upgraded at the Paul Hall Center for Maritime Training and Education. From 1954 to 1961, he served in the U.S. Navy. Brother Singletary last worked aboard the *Cape Trinity*. Santa Fe, Texas is where he calls home.



INLAND

GEORGE W. DIXON, 62, started his career with the SIU in 1964 in the port of Philadelphia. He worked in the engine department. The Pennsylvania native served in the U.S. Army from 1956 to 1959. Prior to retiring, he worked aboard an Interstate Oil Co. vessel. Boatman Dixon makes his home in Philadelphia.

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.



CHARLES M. GAUTIER, 63, began sailing with the Seafarers in 1965 from the port of Norfolk, Va. A native of

North Carolina, he worked in the deck department. Boatman Gautier last sailed as a barge captain in 1984 aboard a Maritrans vessel. He has retired to Mt. Olive, N.C.

JOHN E. LONG, 60, joined the SIU in 1961 in the port of New Orleans. The Louisiana native sailed in



the deck department and upgraded at the Seafarers Harry Lundeberg School, where he completed the towboat operator course in 1973. Prior to retiring, he sailed as a captain aboard a Crescent Towing & Salvage Co. vessel. New Orleans is where he calls home.



STELLA M. PAYNE, 62, started her career with the SIU in 1986 in the port of St. Louis. Born in Missouri, she worked in the

steward department. Sister Payne last sailed aboard a vessel operated by Midland Enterprises, Orgulf Division. She makes her home in Poplar Bluff, Mo.

Worth 1,000 Words



SIU retirees Eddie Craddock and Jerry Brown recently stopped by the hall in Mobile, Ala. to check out the growing collection of framed photos of SIU-contracted ships. While there on January 24, they chatted with SIU Port Agent Ed Kelly and others. Pictured from left to right are Kelly, Brown, Craddock, retiree Clarence Pryor, QMED Hannable Smith and retiree Jerry Carl.

Reprinted from past issues of the Seafarers LOG

1941

More than 2,500 members of the Atlantic and Gulf District participated in the election of officers of the SIU, Atlantic & Gulf District for 1941. This was the first election conducted since the two districts were amalgamated into the one district. The election covered the Atlantic District representative, the Gulf District representative, and port agents and patrolmen in all ports from Boston to Texas City and including San Juan, Puerto Rico.

1955

The membership of the Seafarers International Union, Atlantic & Gulf District, ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Men sailing before December 31, 1950 got "A" ratings; men sailing regularly since January 1, 1951 were rated class "B" and men who had no time

aboard SIU ships before January 1, 1955 or who had not shipped regularly during the periods to cover classes A and B received a "C" rating. In the future, seamen with "A" ratings will receive preference over the other two categories for job calls and the "B" rated seamen will receive preference over "C" men.

1963

The SIU will represent the crew of the new cable ship *SS Long Lines*. Crewmen have been flown to

Hamburg, Germany to sail the ship, the world's largest cable ship, out of the shipyard where she was built and take her on sea trials. Her initial job will be to complete an all cable underwater network throughout the Caribbean, connecting Florida, Jamaica, Panama and South American points. Since there is no other large cable ship sailing under the U.S.-flag, the SIU negotiated a special manning scale to cover the crew. When the ship arrives in the United States, SIU crew members will take part in a training period for several weeks to prepare them for cable laying operations.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

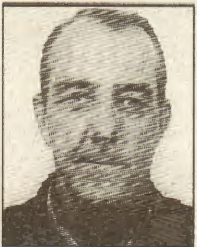
HARRY JESSE BARRICK



Pensioner Harry Jesse Barrick, 75, passed away December 23, 1999. Born in Washington, he joined the Marine Cooks & Stewards (MC&S) in

1956 in the port of San Francisco. Brother Barrick worked in the steward department, last sailing aboard the *Kauai*, a Matson Navigation Co. vessel. He was a resident of Bullhead City, Ariz. and started receiving his pension in February 1987.

HOWARD G. BRADSHAW



Pensioner Howard Gilbert Bradshaw, 68, died January 2. He first sailed with the Seafarers in 1951 as a member of the engine department. The

Virginia native upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. From 1948 to 1951, he served in the U.S. Air Force. Brother Bradshaw last sailed aboard the *Charleston*, a Westchester Marine vessel. A resident of Chesapeake, Va., he retired in August 1990.

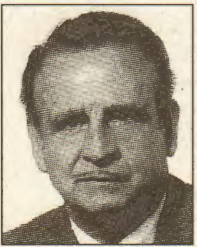
DAVID BRONSTEIN



Pensioner David Bronstein, 70, passed away January 16, 1997. He started his career with the SIU in 1965 in the port of Houston. His first ship was

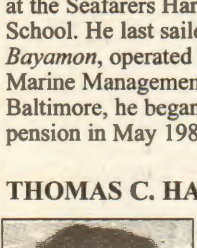
the *Henry*, operated by American Bulk Carriers. During his career, he sailed in the steward department and upgraded at the SIU's training school in Piney Point, Md., where he graduated from the steward certification program in 1981. Prior to retiring in September 1991, he sailed aboard the *Cape Hudson*. The Texas native served in the U.S. Army from 1944 to 1946. Brother Bronstein lived in Houston.

DANIEL JOE CHERRY



Pensioner Daniel Joe Cherry, 84, died December 30, 1999. Brother Cherry began sailing with the Seafarers in 1943 from the port of Tampa, Fla. Born in Florida, he worked in the engine department and upgraded at the Seafarers Harry Lundeberg School. He last sailed aboard the *Bayamon*, operated by Puerto Rico Marine Management. A resident of Baltimore, he began receiving his pension in May 1984.

THOMAS C. HANKINS



Pensioner Thomas Cranston Hankins, 70, passed away December 21, 1999. A native of Florida, he joined the SIU in 1945 in

Savannah, Ga. Brother Hankins sailed in the steward department and upgraded at the SIU's training school in Piney Point, Md., where he graduated from the steward recer-

tification program in 1982. Prior to retiring in October 1984, he sailed aboard the *Golden Monarch*, operated by Westchester Marine. He was a resident of Savannah.

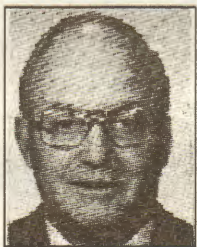
ROBERT JAMES MAIELLO



Robert James Maiello, 53, passed away December 22, 1999. Born in New York, he first sailed with the SIU in 1989, aboard the *USNS*

Harkness. The steward department member upgraded his skills to chief steward at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Maiello last worked aboard the *Jeb Stuart*. Wilmington, N.C. was his home.

JAMES LUDWIG MILLER



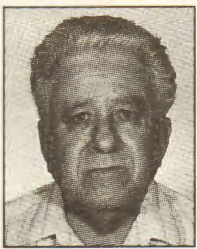
Pensioner James Ludwig Miller, 79, died December 22, 1999. A native of Washington, he joined the MC&S in 1942. Brother Miller worked in the

steward department, last sailing on the *President Grant*, an American President Lines vessel. A resident of Oregon City, Ore., he began receiving his pension in April 1991.

JOSEPH P. PETRUSEWICZ

Pensioner Joseph P. Petruszewicz, 67, passed away December 20, 1999. He started his career with the Seafarers in 1951. His first ship was the *Ann Marie*, operated by A.H. Bull Steamship Co. The Massachusetts native worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. During his career, he was active in union organizing drives. Prior to retiring in December 1989, Brother Petruszewicz sailed aboard the *Falcon Princess*, operated by Seahawk Management. Quincy, Mass. was his home.

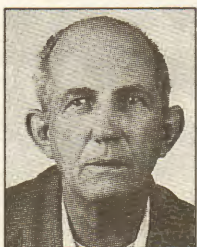
RUDOLFO "RUDY" RAMIREZ



Pensioner Rudolfo "Rudy" Ramirez, 73, died December 24, 1999. A native of Texas, he joined the SIU in 1967 in the port of

Houston. Brother Ramirez worked in the steward department and upgraded his skills at the SIU's training school in Piney Point, Md. His last ship was the *Sea-Land Consumer*. A resident of Houston, he began receiving his pension in December 1991.

JOSEPH RAPOZA

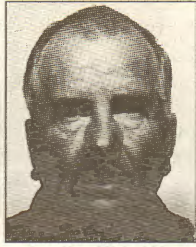


Pensioner Joseph Rapoza, 82, passed away November 29, 1999. Born in Hawaii, he joined the MC&S in 1953 in the port of Seattle. Brother

Rapoza sailed in the steward department and started receiving his pension in January 1980. He was a resident of Lynwood, Wash.

JOHN W. RIELLY

Pensioner John W. Rielly, 77, died November 25, 1999. Brother Rielly began his SIU career in 1943 from the port of New York. The Minnesota native worked in the steward depart-

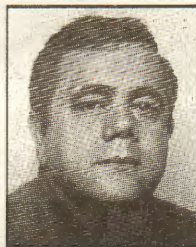


ment. Prior to retiring in November 1987, he sailed aboard the *Inger*, operated by Reynolds Metal Co. He made his home in Galveston, Texas.

EDWARD CHARLES RYAN

Pensioner Edward Charles Ryan, 72, passed away December 14, 1999. Born in Oregon, he started his career with the Seafarers in 1964. He first sailed aboard the *Yorkmar*, operated by Calmar Steamship Corp. Brother Ryan worked in the engine department, last sailing aboard the *Philadelphia*, a Sea-Land Service vessel. A resident of Seattle, he began receiving his pension in August 1992.

GEORGE A. SILVA



Pensioner George A. Silva, 74, died December 5, 1999. A native of Massachusetts, he began sailing with the SIU in 1952 from the port of

Boston. Brother Silva worked in the engine department, last sailing aboard the *ITB Jacksonville*. During his career, he was active in union organizing drives. The Sykesville, Md. resident retired in August 1986.

ERIK P. SMITH



Pensioner Erik P. Smith, 79, passed away November 18, 1999. He joined the Seafarers in 1959 in the port of Philadelphia. Born in Finland, he worked

in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. Prior to retiring in August 1985, he sailed aboard the *Pittsburgh*, a Sea-Land Service vessel. He made his home in Lantana, Fla.

WILLIAM C. SMITH

Pensioner William C. Smith, 93, passed away June 1, 1999. Brother Smith was a member of the MC&S, and a resident of Daly City, Calif. He started receiving his pension in February 1973.

JAMES STATHIS

Pensioner James Stathis, 73, died March 1, 1997. Brother Stathis began sailing with the SIU in 1953. His first ship was the *Dorothy*, operated by A.H. Bull Steamship Co. The New York native sailed as a member of the deck department. During his career, he was active in union organizing drives and attended an education conference in 1970 at the SIU's training school in Piney Point, Md. From 1943 to 1946, he served in the U.S. Army. Prior to retiring in June 1988, he worked aboard the *Sea-Land Endurance*. Brother Stathis was a resident of San Francisco.

NICHOLAS SWOKLA

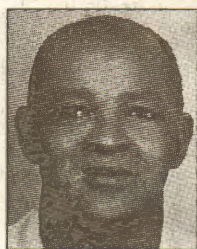


Pensioner Nicholas Swokla, 73, passed away November 10, 1999. Born in Connecticut, he joined the Seafarers in 1946 in the port

of San Francisco. Brother Swokla sailed in the deck department and

started receiving his pension in December 1982. He was a resident of Hayward, Calif.

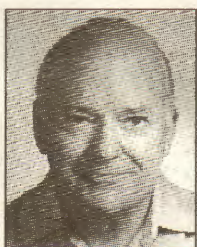
PERCY THOMPSON



Pensioner Percy Thompson, 94, died November 30, 1999. Brother Thompson first sailed with the SIU in 1947 from the port of

New Orleans. The Louisiana native worked in the steward department and upgraded his skills at the SIU's training school in Piney Point, Md. A resident of New Orleans, he retired in October 1972.

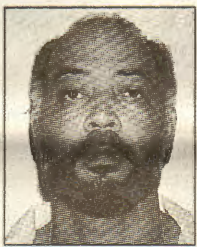
RAYMOND J. VAUGHT



Pensioner Raymond J. Vaught, 80, passed away October 10, 1999. A native of California, he joined the

Seafarers in 1952 in the port of San Francisco. He sailed in the steward department and upgraded his skills at the MC&S training school. He last worked aboard the *Mamulani*, a Matson Navigation Co. vessel. Brother Vaught made his home in Sacramento, Calif. He began receiving his pension in February 1984.

RONALD E. WARRIOR



Ronald E. Warrior, 48, died December 4, 1999. He began his career with the Seafarers in 1991 in the port of Seattle. Born in Oklahoma, he

sailed in the deck department. From 1969 to 1971, he served in the U.S. Navy. Brother Warrior was a resident of Federal Way, Wash.

VAN WHITNEY

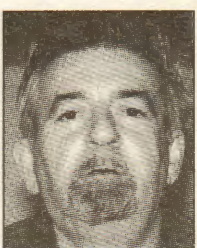


Pensioner Van Whitney, 78, passed away November 9, 1999. Born in Trinidad, he started his career with the SIU in 1944 in the port of New

York. His first ship was the *Del Sud*. Brother Whitney sailed in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. During his career, he was active in union organizing drives. A resident of St. Petersburg, Fla., he began receiving his pension in January 1978.

INLAND

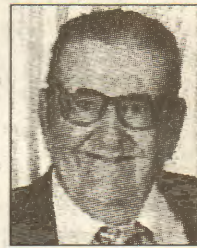
PHILIP E. AYERS



Pensioner Philip E. Ayers, 63, passed away December 26, 1999. Born in North Carolina, he first sailed with the

Seafarers in 1961. Boatman Ayers worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the towboat operator program in 1973. A resident of Mullica Hill, N.J., he began receiving his pension in December 1998. From 1955 to 1959, he served in the U.S. Air Force.

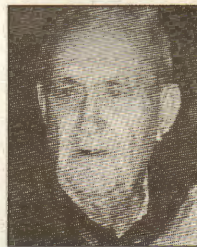
ERNEST FELIX FABRE



Pensioner Ernest Felix Fabre, 79, died December 16, 1999. He started his career with the SIU in 1953 in the port of New Orleans. A native of

Louisiana, he worked in the engine department, last sailing as a chief engineer aboard a vessel operated by Dixie Carriers. Boatman Fabre began receiving his pension in 1983. He was a resident of Harvey, La.

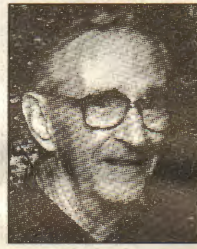
JAMES THOMAS GASKILL



Pensioner James Thomas Gaskill, 86, passed away December 26, 1999. A native of North Carolina, he joined the

Seafarers in 1957 in the port of Philadelphia. Boatman Gaskill sailed as a tugboat captain and retired in December 1975. Arapahoe, N.C. was his home.

DERWOOD D. KENT



Pensioner Derwood Downing Kent, 84, died December 25, 1999. Boatman Kent began sailing with the SIU in 1957 from the port of

Baltimore. The Virginia native worked as a chief engineer. A resident of Round Rock, Texas, he started receiving his pension in May 1979.

GREAT LAKES

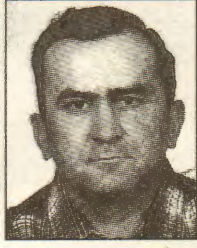
THOMAS HOLT FORGRAVE



Pensioner Thomas Holt Forgrave, 85, passed away January 9. Brother Forgrave joined the Seafarers in 1961 in Sault Ste. Marie, Mich., where he made his home. He

sailed in the deck department and began receiving his pension in 1976.

MICHAEL J. MARTINAC



Pensioner Michael John Martinac, 80, died January 15. Born in Michigan, he started his career with the SIU in 1957 in the port of

Duluth, Minn. Brother Martinac worked in the deck department, last sailing aboard the *Adam E. Cornelius*, operated by American Steamship Co. A resident of Gladstone, Mich., he started receiving his pension in February 1982.

RAILROAD MARINE

OTTO CONRAD SCHWARZ



Pensioner Otto Conrad Schwarz, 87, passed away December 18, 1999. A native of New Jersey, he joined the Seafarers in 1963 in the port

of New York. Brother Schwarz sailed in the deck department and retired in January 1975. He was a resident of Hoboken, N.J.

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.

MAERSK ARIZONA (Maersk Lines, Ltd.), November 29—Chairman **Scott A. Heginbotham**, Secretary **Joseph S. Henby**, Educational Director **David W. King**, Deck Delegate **Joseph LeBeau**, Engine Delegate **Ricky Carter**, Steward Delegate **Rayford Nixon**. Meeting held while at anchor in Gdansk, Poland. Chairman stated vessel probably not entering drydock next day as planned. Deck watches set. Secretary noted lack of stores, including milk. Every effort being made to obtain supplies in Gdansk. Educational director stressed upgrading program at Paul Hall Center in Piney Point, Md. Treasurer announced \$20 in ship's fund. Beefs reported in deck and steward departments. Chairman read communications on EPA wage adjustment and led discussion on impending NMU merger. He urged all members to vote. Clarification requested on reliefs after 120 days while outside continental U.S.

SEA-LAND ENTERPRISE (CSX), November 19—Chairman **Hayden W. Gifford**, Secretary **Franchesca D. Rose**, Educational Director **Ray L. Chapman**. Chairman noted portside gangway motor fixed and crew did great job in annual Coast Guard inspection in Oakland, Calif. He informed all crew members of importance of being aware of all existing emergency procedures regarding safety of vessels and crew members while at sea and ashore. Secretary encouraged everyone to take advantage of new fire fighting school in Piney Point and keep in mind importance of participating in safety meetings and fire and boat drills. Educational director urged crew to upgrade at Paul Hall Center and make sure fire fighting endorsements are up-to-date. No vessels or disputed OT reported. Vessel going on new run to Russia. All hands advised to bring warm clothing.

STONEWALL JACKSON (Waterman Steamship Corp.), November 21—Chairman **Carl T. Lineberry**, Secretary **Claude C. Hollings III**, Educational Director **Michael L. Mefferd**, Deck Delegate **Larry Martin**, Engine Delegate **Dennis C. Bennett**, Steward Delegate **Thomas G. McCurdy**. Chairman announced arrival in Morehead City, N.C. on Thanksgiving and then to payoff in New Orleans. Of two washing machines ordered, one arrived. Educational director reminded crew members to obtain TRBs, upgrade skills at Piney Point and contribute to SPAD. Some disputed OT reported in engine department. No beefs noted by all three delegates. Steward department given vote of thanks on job well done.

AMERICAN MERLIN (Osprey Acomarit Ship Mgmt.), December 11—Chairman **James R. Wilson**, Secretary **Darryl K. Goggins**, Educational Director **Jeffrey L. Murray**, Deck Delegate **Robert E. Thompson III**, Steward Delegate **Ambrosio Fachini**. Chairman informed crew of ship's arrival at sea buoy in Orange,

Texas and stated vessel would probably go in on low tide with some ballast changes. Educational director recommended members take advantage of course offerings at Paul Hall Center. No beefs or disputed OT reported. Clarification requested on issue of missing seaman's wages pertaining to deck department. Wholehearted thanks given to Chief Steward Goggins and his gang for job well done.

CAPE JACOB (American Overseas Marine Corp.), December 13—Chairman **Robert W. Johnson**, Secretary **Salvatore E. Torneo**. Chairman asked members to read communications regarding SIU-NMU merger. Secretary stated SIU President Mike Sacco's view on merger, urging each member to think long and hard about direction of our union and this industry as we head into next century and how this union can only build a brighter future for all. Educational director stressed union's school in Piney Point offers training and potential to better each member. Treasurer announced \$220 in ship's fund. Request made to assign specific area for smoking in crew lounge. Voyage made with Royal Overseas Police Officers to reconnoiter outer islands of Chagos Archipelago (in Indian Ocean). Several crew members ferried ashore to islands that not many people have ever visited.

GALVESTON BAY (U.S. Ship Mgmt.), December 12—Chairman **James E. Davis**, Secretary **Hasan A. Rahman**, Educational Director **Robert H. Brown Jr.**, Deck Delegate **Charles B. Collins**, Engine Delegate **Randell G. Porter**. Chairman reminded crew members to check z-cards for renewal date. Educational director noted importance of SPAD contributions, especially with upcoming presidential election. He also advised crew of courses available at Paul Hall Center for compliance with STCW. Treasurer announced \$110 in ship's fund. Some disputed OT reported in steward department. Suggestions made and forwarded to headquarters for 100 percent health care coverage for Seafarers and for option of buying seafaring with vacation pay. Food reefer containers don't work properly and should be replaced. Vote of thanks given to steward department for wonderful Thanksgiving Day dinner. Next ports: Houston and Jacksonville.

LNG ARIES (PRONAV), December 27—Chairman **Jack J. Cooper**, Secretary **Robert A. Brown**, Educational Director **Allen W. Scott**, Deck Delegate **Angel L. Perez**, Engine Delegate **Paul P. Pagano**, Steward Delegate **William F. Smalley**. Chairman noted good crew and said he enjoyed sailing with them. Discussion held about reflagging of LNG fleet. SIU Rep. Steve Ruiz visited ship December 13 to answer questions about reflagging issue. Secretary reminded crew members to continue jobs in same professional manner as always. Educational director urged everyone to upgrade as much as possi-

ble. Treasurer announced \$1,905 in ship's fund. No beefs or disputed OT reported. Communications from headquarters read and posted in crew messhall. Suggestion made and forwarded to contracts department to include dependents in current prescription plan and to give ID cards to members and dependents similar to those issued by other insurance carriers. Vote of thanks given to steward department for fine holiday meals.

MAERSK TENNESSEE (U.S. Ship Mgmt.), December 26—Chairman **James J. Keevan**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtagh**, Engine Delegate **Herbert Daniels**, Steward Delegate **John Q. Lee**. Chairman announced payoff in Charleston, S.C. and led discussion of possible SIU-NMU merger. He noted new dishwasher installed and old gym equipment repaired. Still awaiting new exercise equipment and repair of galley exhaust fan. Secretary thanked crew for helping keep ship clean. Educational director urged members to upgrade at Paul Hall Center. Forms available aboard ship. He also reminded those getting off in Charleston to have TRBs signed. Treasurer announced \$171 in ship's fund. No beefs or disputed OT reported. Clarification requested on pay increase and contract changes due to Maersk-SeaLand merger. Crew also requested improved allotment distribution, comfortable covers for tropical climates and replenishment or purchase of first aid kits for control room. Helmsman asked for wheel reliefs when necessary. After payoff in Charleston, ship heading to Freeport, Bahamas.

OVERSEAS JOYCE (OSG), December 7—Chairman **John O'Ferrell**, Secretary **James E. Willey**, Educational Director **Antonio N. Libo-on**, Deck Delegate **Ramon Guimba**, Steward Delegate **Russell B. Beyschau**. Payoff scheduled for December 12 in Portland, Ore. No beefs or disputed OT reported by department delegates. Bosun gave vote of thanks to steward department for job well done, especially Thanksgiving Day meals. Following payoff in Portland, ship heading to Long Beach, Calif. and Japan.

OVERSEAS MARILYN (OSG), December 10—Chairman **Marco A. Galliano**, Secretary **Carlos Sierra**, Deck Delegate **Don Ackerman**, Engine Delegate **Conrado D. Martinez**, Steward Delegate **Pablo Alvarez**. Chairman announced payoff upon arrival in Portland, Ore. After fast turnaround, vessel headed to Indonesia. He thanked deck department for very good job on long trip and to rest of crew for smooth voyage. No beefs or disputed OT reported. President's report from LOG read pertaining to SIU-NMU merger. Crew requested additional information. Suggestion made and forwarded to contracts department to extend prescription coverage for dependents. All crew members' mattresses need to be checked and replaced if necessary. Request also made for sheets and blankets that fit bunks.

SEA-LAND INTEGRITY (U.S. Ship Mgmt.), December 19—Chairman **Domingo Leon Jr.**, Secretary **Nick Andrews**, Educational Director **Clive A. Steward**. Chairman requested specifications for shortwave radio for crew lounge. He noted no beefs or disputed OT this voyage and stated voyage was pleasant and crew well-trained. Educational director urged members to take advantage of upgrading courses at Piney Point. Treasurer announced

\$20 in ship's fund. Communications received from headquarters regarding possible merger of SIU and NMU. Suggestions made and forwarded to contracts department to raise maintenance and cure according to cost of living, upgrade medical benefits and

continue to keep skills sharp by upgrading at Piney Point. No beefs or disputed OT reported. Suggestion made and forwarded to headquarters to have board of trustees look into raising pension and equalize vacation days for members aboard all SIU-contract-

Liberty in Israel

Recertified Bosun Cesar A. Gutierrez (far right) recently sent these photos taken aboard the M/V Liberty Wave in December. The ship was headed for Haifa, Israel. On deck are AB Burlin Pinion (left) and AB Jim Nixon. Pictured below are AB Lester Hoffman (left) and Pinion (in bosun's chair).



extend them to dependents and have all pension and welfare contributions made by company forwarded to seafarers upon retiring. Vote of thanks given to steward department for good job. Final thought from crew: "With the millennium knocking at our door, may all our brothers near and far have a healthy and prosperous new beginning. The future is ours."

SEA-LAND PACIFIC (CSX), December 25—Chairman **Dominic L. Brunamonti**, Secretary **Robert P. Mosley**, Educational Director **Carmine Barbati**, Deck Delegate **Theodore E. Doi**, Engine Delegate **Gregory Howard**, Steward Delegate **Cecil R. Husted**. Chairman recommended crew members read report about SIU-NMU merger in *Seafarers LOG*, keep informed of contract and contribute to SPAD. He also suggested everyone be ready for customs and immigration on arrival in U.S. Secretary reminded crew to take advantage of upgrading and educational benefits of Paul Hall Center. Educational director spoke of complying with STCW, attending courses at Piney Point, if necessary. Treasurer announced \$110 in cook-out fund and \$170 in movie fund. No beefs or disputed OT reported. On order are two VCRs and a dryer. Crew members reminded that lounge and mess-room are no-smoking areas. Question raised as to lack of unlicensed apprentices aboard ship. Most recent one was almost a year ago. Vote of thanks given to steward and his crew and to Captain Smith for wonderful Christmas party. Next ports: Oakland, Calif.; Hawaii, Guam and Hong Kong.

SEA-LAND PERFORMANCE (U.S. Ship Mgmt.), December 12—Chairman **Jimmie L. Scheck**, Secretary **Irwin J. Rousseau**, Engine Delegate **Darrell C. McDonald**, Steward Delegate **Larry Bachelor**. Chairman stressed safety while on deck and in house. He also led discussion of possible SIU-NMU merger. Secretary noted importance of contributing to SPAD. Educational director advised crew members to

ed ships. Since Maersk bought Sea-Land, clarification requested on whether Maersk also participates in money purchase pension plan. Hats off to steward department for great job. Next port: Jacksonville.

SEA-LAND RELIANCE (CSX), December 27—Chairman **Lance X. Zollner**, Secretary **Rang V. Nguyen**, Educational Director **Benny A. Orosco**, Deck Delegate **Norman Adler**, Engine Delegate **William E. Cassel**, Steward Delegate **Thomas M. Curley**. Chairman stated vessel in shipyard in Pusan, South Korea. Crew to be laid off December 31 for three weeks. He reminded crew members to register to get jobs back. Educational director stressed need for everyone to upgrade skills at Paul Hall Center and contribute to SPAD. Some beefs reported in deck department; no beefs or disputed OT noted by engine or steward department delegates. Requests made for new TV and antenna for crew lounge. Vote of thanks given to steward department for great Christmas dinner.

LNG LEO (PRONAV), January 2—Chairman **Woodrow Shelton Jr.**, Secretary **Amy K. Rippel**, Educational Director **Michael L. Brown**, Deck Delegate **Raphael S. Vargas**, Engine Delegate **Endang Abidin**, Steward Delegate **Claudell Blakely Jr.** Chairman spoke about shipboard visit by SIU Rep. Steve Ruiz, who answered questions about proposed SIU-NMU merger. He noted importance of sending in absentee ballots in order to be counted. Educational director reminded crew to take advantage of upgrading courses at Paul Hall Center. With potential for many new jobs in upcoming years, everyone should be ready. Treasurer announced \$346 in ship's funds. All communications read and posted regarding reflag and MarAd's decision to reflag LNGs. Steward department given thanks for hard work during holidays and for preparation of extra special meals for officers and crew. Next port: Nagoya, Japan.

1941: The Defense of Wake Island by J. Melford Smith



Pensioner James M. Smith joined the SIU in Baltimore as a charter member, first sailing aboard the SS Cornelia

(Bull Line) in 1939. Previously, he served in the U.S. Marine Corps.

He sailed during World War II, the Korean conflict and Vietnam, accumulating 30 years' sea time with the SIU and the American Maritime Officers.

This article describes events preceding the attack on Pearl Harbor.

The Hindus call it karma. In the west they call it fate. In the Marines we called it just plain dumb luck.

At one time or another, everyone who has been in combat has probably thought about it. "Why me? Why was I spared when so many of the people I knew were either killed in action or wounded?"

Call it karma, fate or whatever—whether or not you become a casualty seems largely to depend on a decision you made sometime in the past.

In the summer of 1941, I was working at Kaneohe on the windward side of Oahu. I was an electrician for the "Contractors, Pacific Naval Air Bases," a consortium of construction companies that were building air bases in Hawaii, Midway, Johnston, Palmyra and far to the westward, Wake Island.

When we started at Kaneohe there was nothing there but sand and coral. In three months beginning in May we put up barracks, a mess hall, a hospital building and finished the runway and the No. 1

hangar. During our lunch breaks the talk was about the war in Europe and how long it would be before we were in it.

I had been sailing with the SIU for two years since being discharged as a corporal from the Marine Corps and was enjoying my work ashore, especially since I was living with my Aunt Grace and her mother in Lanikai, just five miles from my job.

Aunt Grace, a retired school teacher, had introduced me to a lovely Chinese-American girl whom I considered very exotic and romantic. Being just 22, I was looking for romance and a possible long-term relationship. It didn't hurt that her father was a very wealthy businessman and had just bought her a new Oldsmobile while I was still driving an old clunker. Our wages were barely adequate but our standard of living was gradually improving after the long dark years of the Depression.

In September 1941, the superintendent of construction asked for volunteers to go out to Wake Island to rush that base to completion. They wanted carpenters, plumbers and electricians and the pay would be time-and-a-half, "seven tens" (seven days a week, 10 hours a day). To us "wire-jerkers," that sounded like big money!

I knew that Maj. James P.S. Devereux had just taken over as commanding officer of the Marine Detachment on Wake. He had been my battalion CO when I was a BAR man (Browning

Automatic Rifleman) in the 1st Bn. 5th Marines at Quantico, Va.

Several of the married men I worked with decided to go since they needed the extra money. Against all my Marine training (never volunteer for anything!), I practically had decided to go with them. However, Aunt Grace and

ner to which she was accustomed. How true.

Around the middle of October, the diplomatic negotiations with Japan reached an impasse and the war tension grew. I was wiring up the pumps along the runway that were to be used for fueling the aircraft when another SIU seaman, Oneal "Sparky" Sykes, who was working with the plumbing gang, joined me for lunch.

As we sat in the sunshine on the edge of a refueling pit eating our sandwiches, Sparky said, "You know, this place is going to get clobbered pretty soon."

I said, "I've been thinking the same thing. What do you say we get the hell out of here?" We both knew that if anything happened we would probably be frozen in our jobs.

We didn't waste any time. That weekend we got our final paychecks and registered at the union hall in Honolulu for shipping. The following week we were on a Waterman Line ship heading for Panama and the Gulf port of Mobile, Ala. As we steamed out of the harbor toward

Diamond Head, it was early evening.

Looking back at the area where Hickam Field and Pearl Harbor were located, an anti-aircraft battery was having firing practice. The shells were bursting high in the air against the backdrop of the Koolau range in a prophetic farewell salute.

It was only six weeks later on, December 7, that the Japanese attacked. The base at Kaneohe

was hit hard, and the next day Wake Island was attacked. Major Devereux and his Marines put up a magnificent fight until December 23, causing the enemy more than 381 dead and many wounded. They sank two ships and shot down seven planes, but with no reinforcements or supplies, the end was inevitable.

The surviving Marines and Navy personnel and some of the construction crews (70 were killed and 12 wounded) were sent to POW camps in China and Japan, though five Marines were beheaded on board the *Nitta Maru*, chosen at random from the survivors. Nearly 100 of the construction men, electricians, plumbers, carpenters, plus the foreman of each group, were kept on the island as slave labor for the Japanese military. Rear Admiral Shigematsu Sakaibara was the officer commanding.

By October of the following year, the work on the island was completed. At that time the men were marched down to the beach in formation and machine-gunned to death.

The U.S. recovered Wake Island after the Japanese surrender in 1945. For his atrocity, RADM. Sakaibara was hanged as a war criminal.

Although the U.S. merchant marine suffered a higher rate of casualties than any of the services except the Marine Corps in that war, where I served during the battles of Guadalcanal, Saipan, Guam and Linguyan Gulf, the defense of Wake Island is one operation that I'm glad I missed!

J. Melford "Jim" Smith,
Ch. Engr. USMM (Ret.)

(Major Devereux was awarded the Navy Cross for his leadership of the Marines at Wake Island.)



The raising of the U.S. flag at Wake Island in 1945.

my girlfriend were being very persuasive in insisting that I should stay and finish the job at Kaneohe.

I decided to stay on Oahu for the time being. Since she had talked me into staying, I suggested to my beautiful Chinese girlfriend that because we got along so well, we should think about getting married. Much to my chagrin, she laughed and said that I could not support her in the man-

There are Thousands of Reasons to Apply For an SIU Scholarship

. . . anywhere between 6,000 and 15,000, to be exact. For these are the dollar amounts of individual scholarships being awarded this year to Seafarers and their dependents.

In all, seven scholarships are being offered by the Seafarers Welfare Plan. One Seafarer will be eligible to receive a \$15,000 grant for use at a four-year institution of higher learning. Two other Seafarers will have

the opportunity to be awarded \$6,000 grants for use toward two years of study at a community college or vocational school.

The remaining four scholarships will be presented to the spouses and dependent children of SIU members. Each of these \$15,000 awards is for use at a four-year college or university.

Because the Welfare Plan receives many applications for the scholarships, it is often quite difficult to determine the seven recipients. Therefore, all applicants should fill out the application form as thoroughly as possible and provide all the requested information by the due date.

Deadline

April 15, 2000 is the date by which all completed applications for this year's scholarships must be mailed.

Some of the items that

need to accompany the written application form are transcripts and certificates of graduation, letters of recommendation, scores from college entrance examination tests, a photograph of the applicant and a certified copy of the applicant's birth certificate.

Also, those who have previously applied for a Seafarers Welfare Plan scholarship and were not selected are encouraged to apply again this year, provided they still meet all the requirements. (Eligibility requirements are spelled out in a booklet which also contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan. The program booklets also are available at the SIU halls.)

April 15 is only one month away! But there still is time to send in your application. Good luck!

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

3/00

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.)

Jan. LOG Great; Keep It Up

I always enjoy reading the LOG and finding out about what's going on in the union. The latest [January] issue was great. I especially liked all the old-timers' stories of their early days in the union.

I would appreciate more of the same as well as human interest stories about members and their experiences at sea.

Willard C. Thayer
St. Petersburg, Fla.

Article in LOG Brings Back Memories

I was surprised by the accuracy of the story on the sinking of the SS

Venore. After 58 years as an old ore line stiff, I'd heard this story in almost the same language. "Come closer, identify yourself." Rugged old tub took four or five to do her in.

I was on the new SS Lenore and SS Feltore in deck maintenance, F.W.T., etc. But my favorite was the SS Mangore, ex-SS Oremar. For 13 months, we were armed with two 30-caliber land-based machine guns, which only the crew messman knew how to operate. From March 1942 until November 1942, we were armed in Belfast with a 4-inch off an old American four-stack destroyer, which was useless against high level and dive bombers off the Norwegian coast. The 20-millimeter were 60 rounds per drum with tension put carefully on them while loading them with various rounds of tracer and armor piercing shells.

The latest edition of the LOG was great; even saw an old shipmate of mine, Jimmy Tucker.

Jack Gardner
New Orleans, La.

Labor Briefs

UFCW Wins at Wal-Mart

The AFL-CIO last month reported that 12 employees at Wal-Mart's Jacksonville, Texas "Supercenter's" meat department stood up to the company's intense anti-union campaign and became the first employees at the world's largest retailer to join a union, voting to become members of Food and Commercial Workers Local 540.

UFCW President Douglas H. Dority called it "the vote heard 'round the world," adding, "This victory could open the floodgates of pent-up worker frustration at the abusive treatment, low pay and lousy benefits at Wal-Mart."

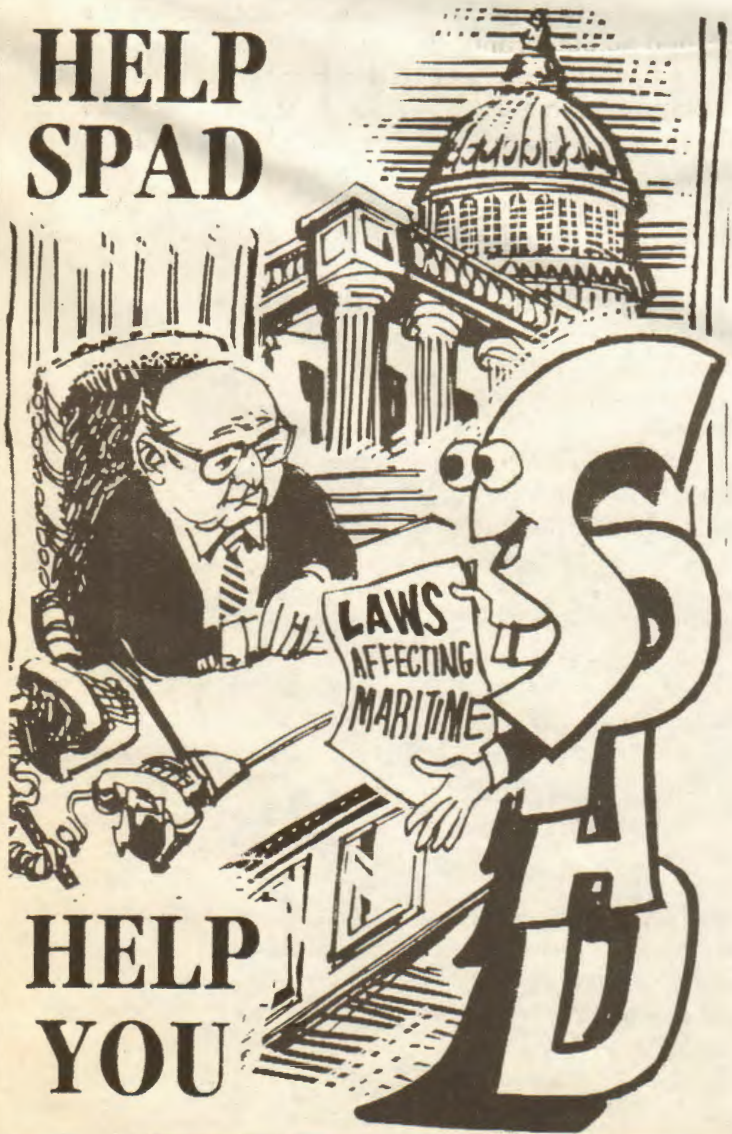
'Fair' Vote Postponed

The U.S. House of Representatives has postponed indefinitely consideration of the Fair Access to Indemnity and Reimbursement Act, which threatens to ruin the enforcement powers of the National Labor Relations Board and the Occupational Safety and Health Administration by requiring the agencies to pay fees and expenses of companies that win any administrative or judicial proceedings before them.

According to published reports, anti-worker representatives did not have enough votes to pass the bill.

ATTN: SEAFARERS

HELP SPAD



HELP YOU

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.

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

HOME ADDRESS FORM

3/00

(Please Print)

Name: _____

Phone No.: () _____

Address: _____

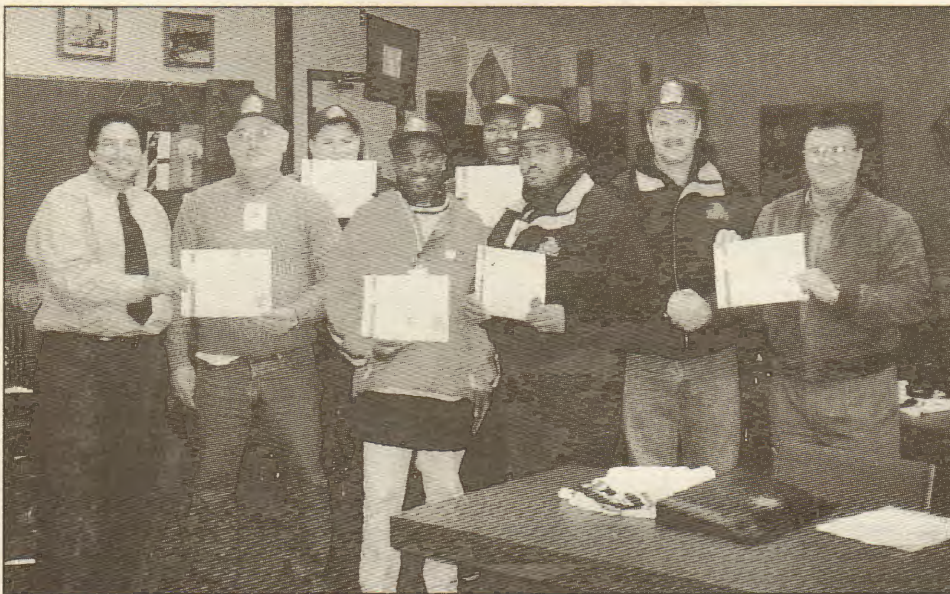
Social Security No.: _____ / _____ / _____ Book No.: _____

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.

Paul Hall Center Graduating Classes



Basic Fire Fighting — Seafarers working aboard the *Mississippi Queen* and *Delta Queen* steamboats recently graduated from a basic fire fighting class at the Joseph Sacco Fire Fighting School. Presenting them with their certificates of course completion are Steve Ruiz (far left) and Paul Hall Center Health and Safety Director Jim Hanson (far right). The students are (in no particular order) Sigmund Tomczak, Johnny Speed, Mike Swigert, Ronnie Jackson, Charles Meers and Michael Knighton.



HAZMAT — Boatmen sailing aboard Luedtke Engineering Co. vessels recently participated in an on-site hazardous materials class. They are (in no particular order) James Holtrey, Shannon Jensen, William Frary, Tim Kibby, Mike Schmeltzer, Kenneth Glaser, John Shaski Jr., Bert Adams, Dale Leonard, Charles Wallace, Lester Morr, William West, Richard Arnold, Kevin Hollenbeck, Edward Carlson, Lorry Wilcox, Jason Beyette, Randall Johnson, Joseph Kane, James Rider, Martin Seekley and Larry Hilton. Completing their HAZMET recertification are Don Mills, Tom Zatkovic, G. Lamerson, Mike Niehus and Albert Cropek.



Advanced Fire Fighting — Graduating from the advanced fire fighting course on January 21 are (from left, first row) Robert Hagood, Robert Flesey, James Donohue, (second row) Frank Bakun, Mario Cruzat, John Miller, (third row) Robert Bell, Bernard Hutching, Rick Redmond (instructor), (fourth row) John Schafer, Roman Kasparyan, Monty Smith, (fifth row) Charles Thompson, Johnny Johnston and Robert DesMarteau.



Basic Electronics — Completing the basic electronics course on January 28 are (from left) Mohamed Alsinai, Jay Linx, Douglas Felton and George Collier. Their instructor, not shown, is Russ Levin.



Radar Observer — Earning their radar observer endorsement recently are (first row) Joseph Riccio, (from left) Mingta Yuen, Ben Shupp, Marc Liebig, Jerome Wong, Daniel Marino and Lance Armstrong. Their instructor, Mike Smith, is standing.



Phase 3, Unlicensed Apprentice Program — Completing the third phase of their unlicensed apprentice program are (kneeling, from left) Robert Parker, Reggie Donaldson, Tyler Laffitte Jr., Brandon Scalzo, Bobby Ellis Jr., Jason Dew, Europa Tuivaiti, (standing) Erik Nappier, Shannon Bonefont, Adam Williams, Steven Cook, David Green, Blaine Harkins, Keolamauloahawaiioa Mowat, Kenneth Jones and Romel Holland.



SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between March through June 2000 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	April 3	April 28
	May 1	May 26
Lifeboatman	March 20	March 31 (pre-AB)
	April 17	April 28 (pre-AB)
Radar Unlimited	March 6	March 17
	April 3	April 14
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	March 20	March 24
	April 17	April 21
Limited License	May 1	June 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 3	May 12
	June 12	July 21
Welding	March 13	March 31
	April 17	May 5
	May 22	June 9
Designated Duty Engineer (DDE)	May 15	July 7

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	March 6, 13, 20, 27 April 3, 10, 17, 24 May 1, 8, 15, 22, 29
Certified Chief Cook/Chief Steward (Every other week)	March 6, 20 April 3, 17 May 1, 15, 29

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	March 6	March 24
	April 3	April 21
	May 1	May 19
	May 29	June 16
Basic Fire Fighting	March 27	March 31
	April 24	April 28
	May 22	May 26
Advanced Fire Fighting	March 6	March 17
	April 3	April 14
	May 29	June 9
Government Vessels	March 27	April 14
	May 8	May 26
	May 22	June 9
STCW Basic Safety (refresher)	March 6	March 10
	March 27	March 30
	April 3	April 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	March 13	March 17
	April 3	April 7
	May 22	May 26
LNG Familiarization* (*must have advanced fire fighting)	March 20	March 24

Academic Department Courses

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



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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



Attention Seafarers:
One month remains until the April 15 deadline for scholarship applications. See page 20 for additional information.



Mike Dillard, Newport News Shipbuilding
The HMI Ambrose Channel, crewed by SIU members since its launch early last year, features individual pumps and valves for each tank, controlled from a central location.

Ambrose Channel Makes 1st NY Harbor Call

SIU-Crewed 'Double Eagle' Enters Second Year of Operation

The SIU-crewed *HMI Ambrose Channel* last month made its first visit to the port of New York/New Jersey. The "double eagle" tanker traversed its namesake to deliver 155,000 barrels of diesel oil from a refinery in Baton Rouge, La.

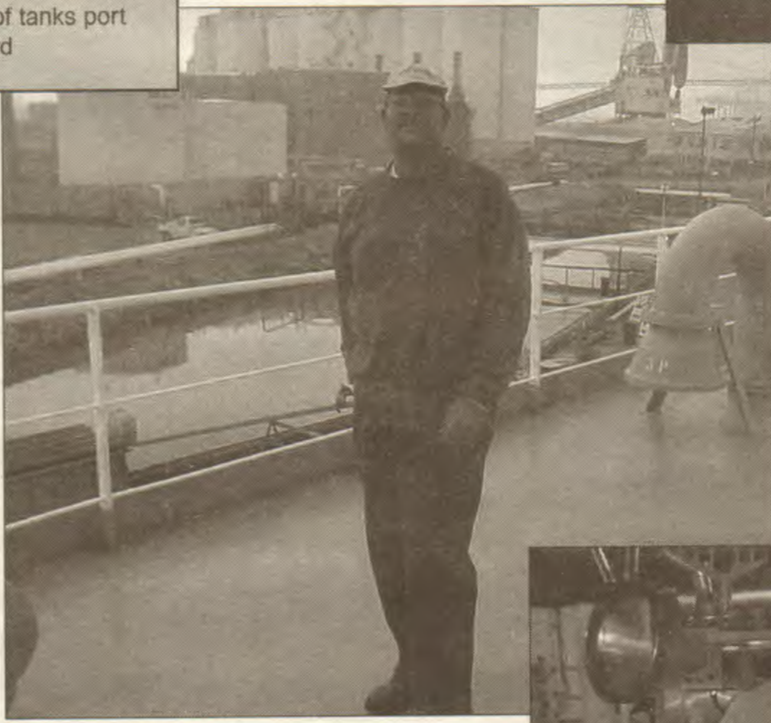
Operated by Interocean Ugland Management for Hvide Marine, the *Ambrose Channel* is part of a new five-ship fleet crewed by Seafarers. The other double-eagle tankers are the *HMI Diamond Shoals*, *HMI Cape Lookout Shoals*, *HMI Nantucket Shoals* and the *HMI Brenton Reef*.

All were constructed at unionized Newport News (Va.) Shipbuilding. They were built with

double hulls to comply with the Oil Pollution Act of 1990.

The *Ambrose Channel* entered service in February 1999. Named after an old U.S. Coast Guard light ship, it can carry a wide variety of chemical products in 14 specially coated tanks.

HMI Ambrose Channel
Length: 619'-09"
Beam: 105'-08"
Speed: 16 knots
Cargo capacity: 341,459 gross barrels
Tanks: 7 pairs of tanks port and starboard



SIU members sailing aboard the *Ambrose Channel* when the photos on this page were taken included the following: Recertified Bosun Carmine Bova, ABs Walter Taulman, Bartow Bridges, Patrick Rankin, Maurice Hetrick and Reginald Watkins, QMED Peter Joseph, OMUs Hilario Martinez, Charles Jones and Jamie Hernandez, Chief Steward Lonnie Jones, Chief Cook Obencio Espinoza and GVA Juan Rochez. The photos were submitted by SIU Wilmington (Calif.) Port Agent John Cox.