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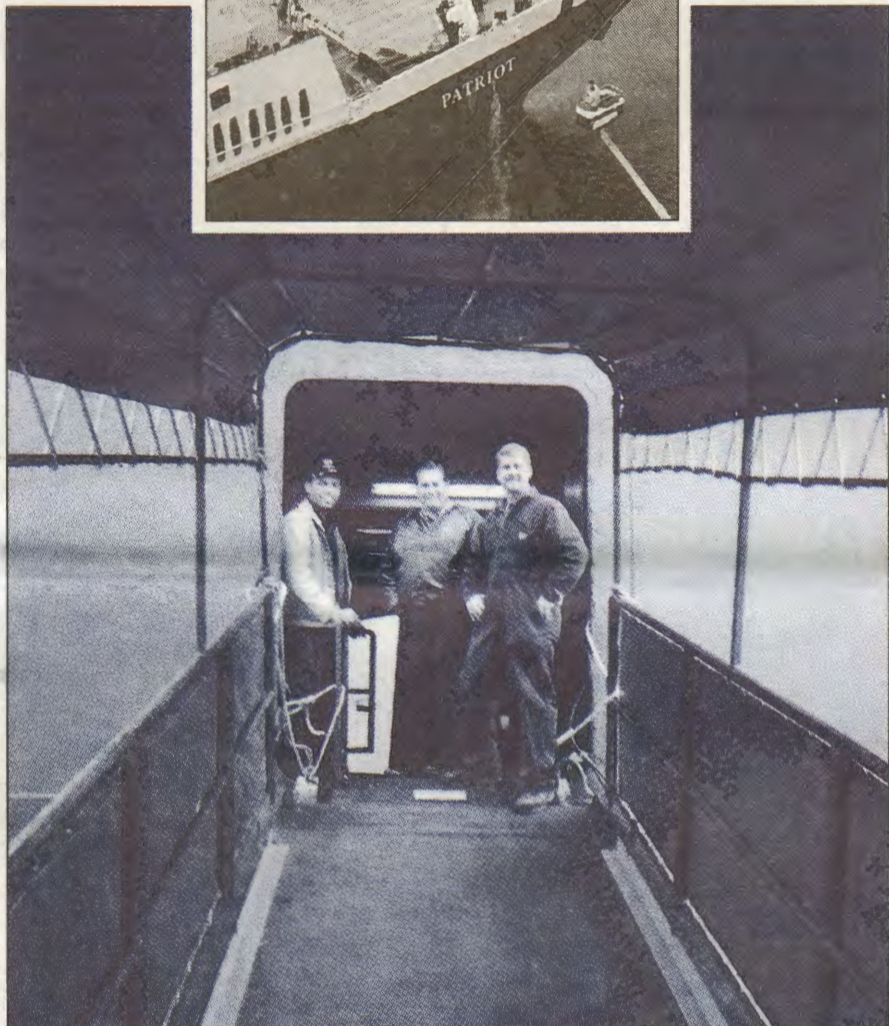
January 2001

SEAFARERS LOG

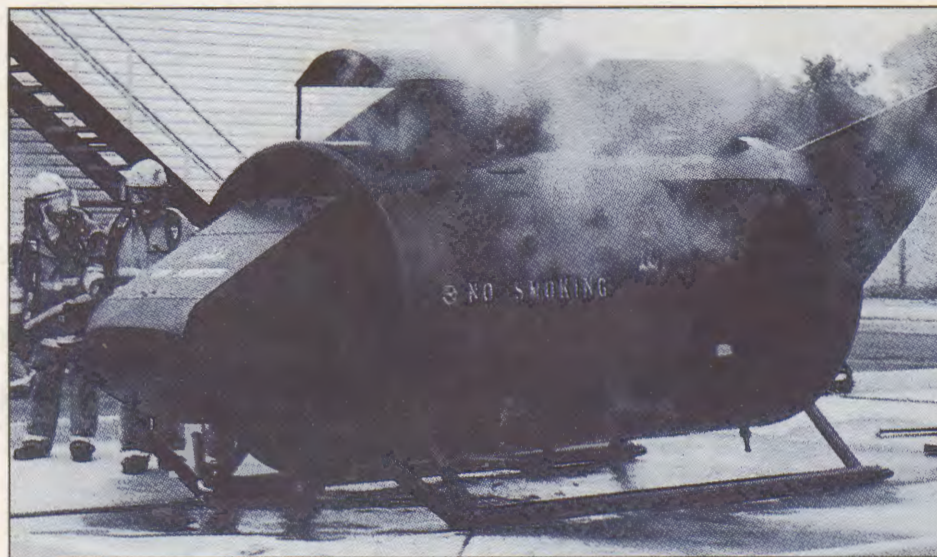
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

Patriot Sails!

U.S. Lines Christens Reflagged Cruise Ship



The SIU-crewed *ms Patriot* (inset) entered service last month, offering cruises around the Hawaiian Islands. Seafarers (above) welcomed aboard passengers and other guests for the christening Dec. 8. The ship recently underwent a major refurbishment, following its acquisition by United States Lines. Page 3.



Paul Hall Center Announces 2001 Course Schedule

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., has set its upgrading schedule for the first half of this year. The school features comprehensive, Coast Guard-approved STCW courses, academic support and much more. It also boasts world-class facilities for fire fighting (top photo) and simulator training (at right). Pages 11-14.



SIU Gov't Services Ships Aid USS Cole's Transport



Three vessels crewed by members of the SIU's Government Services Division recently provided operational support as the *USS Cole* was transported back to the United States. The SIU ships involved in the mission were (from left) the *USNS Walter S. Diehl*, the *USNS Spica* and the *USNS Catawba*. Page 4.

ITF, SIU Support Gulf Coast Crews



SIU members and officials, representatives of the International Transport Workers' Federation (ITF) and other backers turned out Dec. 7 for a rally in New Orleans supporting Gulf Coast mariners aboard offshore service vessels and tugboats who are trying to secure union representation. Page 2.

Union Takes Big Strides in Y2K

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AMSEA to Operate Soderman, Wheat

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President's Report

Union Will Benefit Offshore Supply Boat Crews

If ever a group of mariners needed union representation, the offshore crews sailing in the Gulf of Mexico oil patch are the ones.



Michael Sacco

For many mariners aboard offshore supply vessels and tugboats, working conditions are downright frightening. According to firsthand accounts from mariners and organizers all along the Gulf, crews routinely work beyond the hours allowed by the U.S. Coast Guard. As a result, they often suffer from an unsafe lack of rest that jeopardizes their efficiency.

Wages for work on these kinds of vessels are too low, and the benefits the boat companies offer are substandard. For instance, they don't provide for full health coverage or a decent retirement plan.

The mariners have little or no voice in the workplace. They're afraid to report safety or labor violations to the Coast Guard because they believe they'll be fired.

As previously reported in this newspaper, the SIU and four other U.S. maritime unions, with assistance from the AFL-CIO, are working together to assist oil patch mariners seeking a voice on the job. The campaign began about two years ago, and in recent months it has intensified and gained strong support from overseas unions belonging to the International Transport Workers' Federation (ITF).

The fight of Gulf mariners to get a union has been a tough fight and it figures to drag on for quite a while.

On paper, Americans have the legally protected right to form a union—without interference from management. Reality says something different. It has become common for companies to ride roughshod over employees who so much as consider joining a union.

With little fear of immediate punishment, management bullies its workers and tramples their right to secure union representation.

The oil patch mariners face that kind of fight. Gulf boat companies have illegally fired union supporters and forced mariners to attend "captive audience" meetings on board their vessels (a one-sided presentation made by management). They have wasted company funds on union-busting consultants, and they further have disrespected their employees' right to freedom of association by preventing contact with union representatives.

In particularly vicious cases, management has tried to turn local law enforcement and port officials against pro-union mariners and our union representatives (even though they hadn't violated any laws).

Although the crews face some obstacles that are outright unjust, I believe they will prevail—and they'll win union representation. They have strong support, not only from U.S. unions and the AFL-CIO, but also from other seafaring unions around the globe and their federation, the ITF.

That particularly was evident last fall during a worldwide, simultaneous protest concerning the illegal firings of workers who support unionization for Gulf mariners. And it showed again last month in New Orleans, when ITF officials pledged their support.

The Gulf crews can take inspiration from a pair of tremendously difficult—but ultimately successful—maritime campaigns. Namely, the ones at E.N. Bisso and Avondale.

Bisso crews in 1994 voted to join the SIU, despite a campaign waged by the New Orleans-based company not to do so. They held firm in their desire for union representation even as Bisso spent the next two years in court, unsuccessfully appealing election results.

Since then, Bisso management and the union bargaining committees have negotiated two contracts that Bisso crew members have ratified (in 1997 and 2000). Those crews have more say in their jobs than ever before, and they've made respectable gains in wages and benefits.

As reported on page 5 of this issue, workers at Avondale last month approved their first union contract. The employees voted to go union in 1993, yet were stalled by Avondale until Litton Industries purchased the shipyard last year.

It's not fair that the workers at Bisso and Avondale had to wait so long for their union representation and contracts, but they held firm and now they have something to build on.

And it doesn't always take so long to get a contract, once management realizes a partnership can be formed among workers, their union and the company. At McDermott Shipyard, for example, where the work force builds offshore oil rigs and platforms, employees voted last August for union representation. They approved their first contract, which featured sizeable wage increases and other gains, in late November.

It's not fair that the oil patch mariners' rights are being abused by the companies, but they have an opportunity to do something about it. They also have backing from the labor movement, not just here but from many other parts of the world.

The offshore mariners deserve union representation. I believe it will benefit not only them, but also their employers, because workers who have a voice on the job are more productive.

At minimum, the crews at least deserve the chance to decide without their employers interfering.

ITF Backs Gulf Mariners

SIU Shows Support at New Orleans Rally; Heindel Elected Seafarers Section Vice Chair

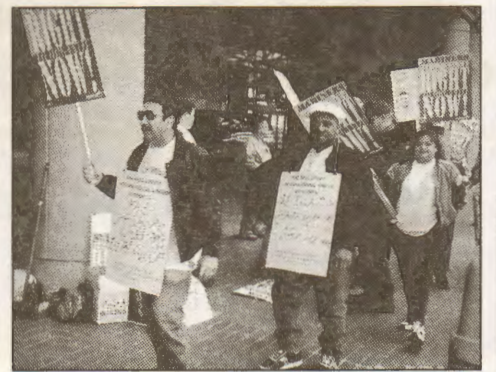
Gulf Coast mariners aboard offshore service vessels and tugboats who are trying to secure union representation recently received support from the International Transport Workers' Federation (ITF).

ITF officials took part in a Dec. 7 demonstration in New Orleans in behalf of the mariners. The federation—to which the SIU is affiliated—also passed a resolution supporting the Gulf organizing effort.

SIU members and officials participated in the event, which included more than 200 supporters. Together, they expressed backing for the mariners as well as the group known as Offshore Mariners United (OMU), which is a federation of five U.S. maritime unions (the SIU; American Maritime Officers; Masters, Mates & Pilots; Marine Engineers' Beneficial Association; and National Maritime Union) assisting those who seek a voice in the workplace.

Local politicians and community representatives also participated.

The demonstration took place outside a convention center



Showing their support for Gulf Coast mariners during the Dec. 7 rally in New Orleans are (from left) SIU President Michael Sacco, AB Richard Grissom and Chief Cook John Hale.

where officials from offshore boat companies were meeting.

Speaking to rally participants, SIU President Michael Sacco described the need for "a partnership between the companies and the mariners and their unions. A partnership that brings stability to the industry, job security to the mariners, and a steady and trained workforce to the companies.

"It's a partnership that works in other parts of the maritime industry. It's a partnership that will work for Gulf mariners, for their families and for the companies!"

ITF General Secretary David

Cockroft said the Gulf companies which are fighting to deny their employees' right to choose union representation "represent a serious abrogation of human and worker rights. They violate not only American laws but the conventions of the International Labor Organization."

He pointed out that two of the companies involved in the OMU campaign—Trico Marine and Tidewater—have unionized workforces in other countries, but have taken vehemently anti-union stances in the Gulf.

Continued on page 5

SIU Election Results To Be Announced

Voting has been completed and results of the election of officers for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District will be announced, in accordance with the SIU constitution, upon completion of the work of the tallying committee. Results of balloting on the five proposed constitutional amendments also will be announced.

Special membership meetings were conducted late last month in union halls listed in the SIU constitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's constitutional ports, will tabulate results of the election, which started Nov. 1 in all SIU halls and ended Dec. 30.

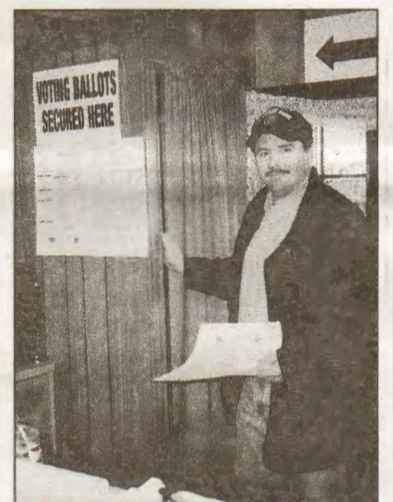
The February issue of the *Seafarers LOG* will carry the

results of the election.

The ballot included candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents (for a total of 27 positions). Individuals elected in this round of balloting will serve a four-year term lasting from 2001 through 2004.

The ballot also included the five proposed constitutional amendments.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity to vote either in person at one of the 21 union halls around the country and overseas or via absentee ballot.



Chief Cook Thomas Milovich (top photo) and Chief Steward Manuel Faria secure their respective ballots at the SIU hall in New Bedford, Mass.



Addressing Working Families' Issues



SIU VP Atlantic Coast Jack Caffey (left) addresses the crowd at an early-November rally in behalf of Hillary Rodham Clinton (center), who subsequently won her election as a U.S. senator representing New York. Pictured at right is New York Senator Charles Schumer. More than 1,500 trade unionists and other supporters attended the Nov. 2 rally on Long Island, where Clinton spoke about key issues faced by America's working families.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Feb. 19 for the observance of the Presidents' Day holiday (unless an emergency arises). Normal business hours will resume the following workday.

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New Beginning for U.S. Cruise Industry

Patriot Christened

With the new year comes a new way of cruising—American style. The *ms Patriot*, flying the U.S. flag and staffed with an American crew, was inaugurated last month in Honolulu and began weekly cruises around the Hawaiian islands.

The christening ceremony, held Dec. 8, reflected both the heritage of Hawaii and the spirit of America. Maggie Inouye, wife of Senator Daniel Inouye, officially dedicated the ship. During the traditional breaking of a champagne bottle on the vessel's hull, thousands of orchid and rose blossoms rained from a helicopter onto the ship. Other highlights of the event included the ceremonial blowing of a conch shell, a Hawaiian chant, presentation of colors and rifle salute by the King's Guard, singing of the Hawaiian National Anthem, and entertainment by local dancers and musicians including the Royal Hawaiian Band and Moana Chang. A gala benefiting five Hawaiian charities was held on board.

Representing the Seafarers International Union at the ceremony were SIU Vice President Contracts Augie Tellez, SIU Vice President Atlantic Coast Jack Caffey and SIU Vice President West Coast Nick Marrone.

"Our members are doing an outstanding job aboard the *Patriot*," stated Tellez. "Any time you bring a vessel out of the ship-

yard, it's a challenge. But the SIU crew has more than met the task."

The officials joined other guests on a one-night cruise following the christening.

"We made sure the other passengers knew they're in good hands with the *Patriot* crew," Tellez noted. "We reminded them that this is a well-trained American crew—a crew that's not going to run away if something goes wrong, like some of the multinational crews on foreign-flag cruise ships who have been in the news."

"But beyond that, the crew really made everyone feel at home," he added. "The service is great all the way around, and the deck and engine gangs are hard at work behind the scenes."

The first cruise aboard the *Patriot* began Dec. 9. The vessel departs Honolulu, Oahu every Saturday evening and stops at five ports on four of the Hawaiian islands: Nawiliwili, Kauai; Kahului, Maui; Hilo, Hawaii; and Kona, Hawaii, before returning to Honolulu.

"Choosing from Hawaii's vast number of attractions can be daunting for Hawaii visitors," noted United States Lines, the ship operator, in announcing the christening. "The tiny chain of islands has it all, from black sand beaches and tropical rainforests to fiery volcanoes and ancient Polynesian sites." In addition, the ship's Island Explorations program will

showcase 80 optional shore excursions, including golf outings, hikes, bikes and more.

To complement the island explorations, the *ms Patriot's* new onboard Destination Learning Center and extensive cultural enrichment program will allow passengers to gain an in-depth understanding of each island before they embark on their adventures. There also is an innovative children's and teen's activity center as well as upgraded conference and meeting facilities.

The 1,212-passenger cruise liner is the first ship for the United States Lines fleet and represents a new beginning for the U.S. cruise industry. American Classic Voyages, the parent company of United States Lines, has under construction two 1,900

passenger cruise ships—the largest ever built in an American shipyard and the first in more than 40 years. The ships are scheduled to enter service in Hawaii for United States Lines in 2003 and 2004.

The *ms Patriot* was acquired by American Classic Voyages Oct. 18, 2000 and underwent a \$21 million renovation.

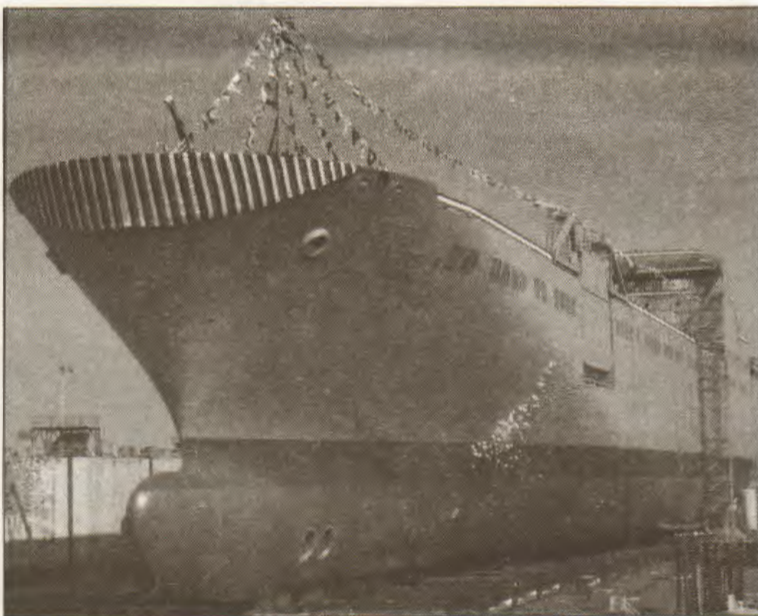
"The introduction of the *ms Patriot* to America is an exciting occasion for our company, and one that expands consumers' leisure travel options," said Philip C. Calian, chief executive officer of American Classic Voyages.

Calian also credited the SIU for its support on the project that led to the *Patriot* sailing under the Stars and Stripes.



Following a \$21 million renovation, the *ms Patriot*, formerly the *Nieuw Amsterdam*, sails around the Hawaiian islands with an SIU crew. The 1,212-passenger cruise liner is the first ship for the United States Lines fleet.

MSC Launches LMSR



Seafarers will crew the steward department of MSC's newest Bob Hope-class vessel, the *USNS Brittin*, pictured at a christening ceremony Oct. 21 in New Orleans.

Tanker Will Reflag U.S.

SIU-contracted Sealift, Inc. recently won a four-year agreement to operate a double-hull tanker for the U.S. Military Sealift Command (MSC).

The 357-foot vessel is slated for delivery in February or March. It is a foreign-flag ship that will reflag under the Stars and Stripes and then replace the *Valiant*.

Built in Turkey in 1999, the ship features 12 cargo tanks. It primarily will sail between South Korea and Japan, transporting jet fuel and other petroleum products.

Sealift Co-Owner John Raggio cited the cooperation between the union and the company in securing the operating agreement.

"We're very happy, especially because our competition was a non-union operator," Raggio stated. "With labor and management working together, we attained the business. And we didn't win on the backs of labor, either, because the contract is an increase over the *Valiant* wages."

Sealift has operated vessels on the South Korea-Japan run since 1984.

The SIU will crew the steward department of the *USNS Brittin*, the newest of the U.S. Military Sealift Command's (MSC's) large, medium-speed roll-on/roll-off ships.

MSC christened the *Brittin* late last year at union-contracted Avondale Shipyard in New Orleans. The vessel "will join MSC's surge sealift fleet when she delivers, ready on a moment's notice to carry U.S. Army supplies and equipment wherever and whenever needed," said Vice Adm. Gordon S. Holder, commander of MSC.

Designed for loading and off-loading military combat and combat support equipment, the *Brittin* is 950 feet long with a beam of 106 feet. It is diesel-powered and is expected to sustain speeds of up to 24 knots.

According to MSC, the ship's six-deck interior "has a cargo carrying capacity of approximately 380,000 square feet and her roll-on/roll-off design makes her ideal for transporting helicopters, tanks and other wheeled and tracked military vehicles. Two 110-ton twin pedestal cranes allow her to load and unload cargo where shore-side infrastructure is limited or nonexistent. A helicopter deck enables emergency daytime landings."

The *Brittin* is named in memory of Army Sgt. 1st Class Nelson V. Brittin, a Korean War Medal of Honor recipient who distinguished himself as a member of Company I in Yonggong-ni, Korea on March 7, 1951. The vessel's delivery date was not known at press time.



Crew members aboard the *ms Patriot* participate in one of the many lifeboat training sessions held before the ship's maiden voyage.

Notice

Retro Increases Reached for RRF

The union last month announced that, after lengthy negotiations with the U.S. Maritime Administration (MarAd), SIU crew members from the Ready Reserve Force vessels will receive retroactive wage increases totaling 7.5 percent for the years 1998-2000.

The breakdown is as follows: a 2.5 percent increase effective July 1, 1998; another 2.5 percent increase effective July 1, 1999; and a final 2.5 percent increase effective July 1, 2000.

MarAd had been offering 2 percent increases for two years.

As previously reported in the *Seafarers LOG*, SIU members are crewing 45 RRF ships following the General Accounting Office's decision that upheld earlier contract awards by MarAd. The new five-year agreements call for substantial wage increases for SIU members. Other gains include Seafarers Health and Pension Plans benefits at their top levels, increased vacation benefits and inclusion of the Seafarers Money Purchase Pension Plan at 5 percent of base wages.

AMSEA to Operate USNS Soderman, Roy Wheat

SIU-contracted American Overseas Marine Corp. (AMSEA) of Quincy, Mass. recently was awarded a five-year contract by the U.S. Military Sealift Command (MSC) to operate the prepositioning ships *USNS Soderman* and *USNS Roy Wheat*.

Both vessels are undergoing conversions and will resume sailing this year—the *Soderman* in March, the *Wheat* in October or November, according to an MSC spokesperson.

The *Soderman* will be renamed the *USNS Gunnery Sgt. Fred W. Stockham* in honor of the World War I U.S. Marine Corps Medal of Honor recipient. Formerly a containership, the *Soderman* in 1993 was acquired by the U.S. Navy and then converted to a roll-on/roll-off vessel. The *Soderman* carried U.S. Army equipment, but, following its current conversion, will transport materiel in support of the Marine Corps.

Like the *Soderman*, the *Roy Wheat* is a former containership that will provide prepositioning support for U.S. forces.

U.S.-flag prepositioning ships are strategically located throughout the world. They are fully loaded with combat equipment and supplies, ready to sail at a moment's notice.

As MSC pointed out when it announced AMSEA's operating agreement Nov. 22, "Iraq's 1990 invasion of neighboring Kuwait validated the prepositioning concept. A Marine Expeditionary Force was the first heavy U.S. combat force in-theater for Desert Shield/Desert Storm, arriving on the scene just seven days after departing Diego Garcia. This would not have been possible without forward-deployed equipment and supplies aboard the maritime prepositioning ships."



SIU-contracted AMSEA will operate the *USNS Soderman* for the next five years.

Gov't Services Division Seafarers Assist USS Cole's Return to U.S.

Three vessels crewed by members of the SIU's Government Services Division—the *USNS Catawba*, *USNS Spica* and *USNS Walter S. Diehl*—played significant roles in the U.S. Navy's operation to return the *USS Cole* to the United States for repairs.



The *USS Cole* is transported to the United States by the *MV Blue Marlin*. SIU crewed vessels assisted in the operation.

Cole arrived at Litton Ingalls Shipbuilding in Pascagoula, Miss., Dec. 13 aboard the Military Sealift Command (MSC) chartered heavy lift ship *MV Blue Marlin*.

The target of an Oct. 12 terrorist attack in the port of Aden, Yemen, the *USS Cole* sustained a 40-foot-by-40-foot hole in her port side. Seventeen American sailors died during the incident and dozens of others were injured.

Within hours of the attack, U.S. officials decided to bring the heavily damaged vessel home for repairs. Published reports say MSC immediately studied the heavy transportation market to ascertain what heavy lift platforms were obtainable and capable of providing the needed lift. By happenstance, the *Blue Marlin*, one of the world's largest heavy vessels, was already in the area and within five sailing days away from the *USS Cole*. The *Blue Marlin* is capable of lifting up to 30,000 tons, more than

three times the weight of the *Cole*.

Subsequently, the Chief of Naval Operations issued a requirement to charter a heavy ship and MSC initiated negotiations with Offshore Heavy Transport, *Blue Marlin's* operating company. Following an Oct. 14 meeting between representatives from MSC, the Naval Sea Command (NAVSEA), and Offshore Heavy Transport that focused on developing plans and timelines for the *USS Cole* lift, the contract was awarded.

Navy designers then worked to develop blocks and sea fastenings to be placed upon the *Blue Marlin's* deck. Crews at a shipyard in Dubai built and placed this hardware on the vessel's deck and the *Blue Marlin* sailed for the Gulf of Aden and the *USS Cole*. She arrived on location Oct. 28.

To accomplish her mission, the *MV Blue Marlin* literally would have to give the destroyer a ride aboard her 584.6-foot deck. The destroyer has a draft of 32 feet, and the *MV Blue Marlin* draws about 35 feet, meaning that 75 feet of water would be required to maneuver the *Cole* safely above the *Blue Marlin*.

The SIU crewed MSC fleet ocean tug *USNS Catawba*—which earlier had been acting as

the center for the mobile diving and salvage unit that surveyed the damage on the *Cole*—towed the damaged destroyer to the *MV Blue Marlin*, which was situated some nine miles offshore from Aden.

Meanwhile, another SIU crewed vessel, the combat stores ship *USNS Spica*, provided logistics support to the Navy ships deployed to the area as part of Operation Determined Response, the Navy maneuver to support and protect the *Cole*.

Still another SIU crewed vessel, the MSC oiler *USNS Walter S. Diehl*, kept busy supporting the remaining U.S. Navy forces in the Persian Gulf. The *Diehl* also provided logistics support to the *Blue Marlin's* Navy escort, destroyer *USS Donald Cook*, from the Coast of Aden to the tip of Africa. Because of the sensitiv-

ities involved in the operation, SIU crews often worked extended hours under heightened levels of security.

Once in position, the *Blue Marlin* began filling her ballast tanks, which slowly submerged her deck until only the deckhouse and two aft towers were visible above the waterline. Two tugboats and three Navy divers then helped position the *Cole* above the *Blue Marlin's* submerged deck, according to MSC.

With the *Cole* properly positioned and secured, the *Blue Marlin* reversed the former procedure and continued to de-ballast until her normal draft was achieved.

The entire loading operation took about 24 hours. The *MV Blue Marlin* and her cargo departed the Gulf of Aden Nov. 5 for the voyage around the southern tip of Africa and across the Atlantic to America.

71 Countries Included on IMO's 'White List'

The International Maritime Organization (IMO) last month published its so-called "white list" of countries deemed to be in compliance with the revised STCW Convention (STCW '95).

Some 72 countries are on the list, scheduled for implementation in 2002. The roll will be used to assist flag states' respective determinations when examining foreign certificates. It also is intended as a guide for port state control targeting.

"A position on the white list entitles other parties to accept, in principle, that certificates issued by or on behalf of the parties on the list are in compliance with the revised STCW Convention," the IMO noted in a written announcement. "It is expected that ships flying flags of countries that are not on the white list will be increasingly targeted by port state control inspectors."

The fact that a country isn't listed by IMO does not invalidate certificates or endorsements issued by that nation. Nothing in the STCW Convention prevents the employment of any mariner who holds a valid certificate or

endorsement issued by a party to the convention, the agency pointed out.

Still, the white list will become one of several criteria, including the inspection of facilities and procedures, that can be applied in the selection of properly trained and qualified mariners.

The inclusion of the Philippines, the world's largest supplier

of mariners in international shipping, had been in doubt, but that nation in fact is included on the list.

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners. The original 1978 convention was updated in 1995, with the amendments phased in from Feb. 1, 1997 to Feb. 1, 2002.

Notice to SIU Civil Service Mariners

In September 2000, representatives of the Afloat Personnel Management Center (APMC) and the union met to discuss a number of items affecting the working conditions of civil service mariners sailing aboard MSC vessels.

The agency wanted to implement a new policy concerning mariners who report for duty with expired Coast Guard documents. Initially, the APMC intended to implement this policy in November 2000. After lengthy negotiations in which the union sought a number of protections and certain administrative assistance for mariners, it was determined that beginning July 1, 2001, mariners who report to duty with expired Coast Guard documents will be ineligible to receive subsistence and quarters payments. Please take the necessary steps to renew your documents early.

The ship's purser has all the forms and will send your paperwork to the Coast Guard for renewal. Please keep proof of mailing your documents for renewal. Home of record must be the United States. If you renew early enough, your documents should be waiting for you when you complete your tour of duty. The APMC and the union also have information to help you. Do not hesitate to ask for assistance. Remember to renew early to remain eligible for subsistence and quarter payments.

Parties Included on IMO's "White List"

Argentina	Germany	Marshall Islands	Spain
Australia	Ghana	Mexico	Sri Lanka
Bahamas	Greece	Morocco	Sweden
Bangladesh	Honduras	Netherlands	Thailand
Belgium	Iceland	New Zealand	Tonga
Brazil	India	Norway	Trinidad and Tobago
Bulgaria	Indonesia	Pakistan	Turkey
Canada	Ireland	Panama	Tuvalu
Colombia	Israel	Peru	Ukraine
Croatia	Italy	Philippines	United Kingdom***
Cuba	Jamaica	Poland	Uruguay
Cyprus	Japan	Portugal	USA
Chile	Kiribati	Republic of Korea	Vanuatu
China	Latvia	Romania	Venezuela
Denmark*	Liberia	Russian Federation	Vietnam
Egypt	Luxembourg	Samoa	
Estonia	Malaysia	Singapore	
Finland	Maldives	South Africa	
France	Malta		

* Includes Faeroe Islands

** Associate Member

*** Includes Isle of Man, Bermuda, Cayman Islands, Gibraltar

Runaway-Flag Tanker Spills Half-Million Gallons of Oil

Lousy Record Preceded Ship in La. Mishap

A runaway-flag tanker spilled half a million gallons of Nigerian crude near New Orleans on Dec. 1.

The Liberian-owned *Westchester*, registered in the Bahamas and crewed by Greeks, ran aground near Port Sulphur, La. after losing power. According to U.S. Coast Guard investigators, the 800-foot tanker sustained a line of six gashes—ranging from 2 to 6 feet long—in the bottom of its hull, releasing the oil.

Officials estimated that about one-quarter of the vessel's cargo escaped. At the time of the incident, the *Westchester* was carrying about 53,000 barrels, or 2.2 million gallons of oil.

The Mississippi River's bottom served as a plug and stemmed further loss of the crude.

More than 150 federal and state environmental workers and 30 vessels scrambled to the scene to begin the colossal chore of cleanup. Coast Guard officials estimated at the time that cleanup

operations could take at least two weeks.

The *Westchester* had received a poor reliability rating for independent tanker monitors before it ran aground, published reports say. One New York-based analyst of the tanker industry said the vessel had logged seven reported problems in the past 15 years.

An engine failure at sea in 1996, broken cylinder covers and an engine room fire in 1991, propeller problems in 1990 and an engine failure off the coast of the

United Kingdom in 1985 were among the tanker's documented troubles.

The ship's operator, ERMIS Maritime Corp. of Greece, does not have a history of serious oil spills in the United States, according to an O'Brien's Oil Pollution Service official. ERMIS was not operating the vessel when some of its earlier troubles occurred, although the company has had significant reliability problems with other ships.

The *Westchester* was built in

1981 in Brazil. She is registered in Nassau and is owned by Marine Oil Trader 3 Ltd. of Monrovia, Liberia.

The cause of the incident is still under investigation, but informed sources point out that the *Westchester* shared at least one vital trait with other vessels involved in similar accidents. Unlike newer oil tankers with double hulls to protect against the risk of oil spills caused by punctures, the *Westchester* was built with a single steel skin.

Detroit Newspaper Contracts Ratified

A strike/lockout that had been ongoing since July 13, 1995—after two Detroit newspaper publishers imposed new employment conditions on its workers in the midst of bogged down contract talks—finally is over.

Members of three units of The Newspaper Guild-Communications Workers of America Local 22 (TNG-CWA) recently ratified final contract offers from Gannett Co. and Knight Ridder Inc. Some 500 newsroom and maintenance workers are represented by the three units.

An immediate increase in wages of 2 percent, followed by 2 percent increases in the second and third years, respectively, (for a range of employees) are the key components of the new contracts which run through Jan. 15, 2004. Sources close to the developments said those employees paid over scale at the *Detroit News*, which comprises the majority of unit members, will not profit from the new wage hikes. They will, however, receive considerations for merit raises.

An additional bonus would be in line for employees in the event the newspapers' circulation increases by at least 100,000 over the next year, although the likelihood of such a surge appears dubious.

Other provisions of the new pacts include:

- Maintenance of previous health coverage, with monthly premiums fully paid by the employer.
- Continuance of existing pension plans which also are paid by the employer
- Preservation of vacation benefits to a maximum of four weeks a year.
- The resumption of dues checkoff.
- Restoration of the grievance procedure.
- The use of binding arbitration to resolve allegations of contract violations.
- The restoration of the just-cause provision for discipline and discharge.

Not all the news was good, however. According to published reports by The Newspaper Guild, in addition to excluding the

majority of unit members from the wage increases, the new agreements eliminate agency shop provisions that were won more than 60 years ago. These provisions will be replaced with open shops that make union membership voluntary. Further, the new pacts suspend free contributions to existing pension plans. (The companies charge that the plan is over-funded.)

Bernie Lunzer, secretary-treasurer for TNG, asserted that the companies never intended to make a reasonable agreement. In the wake of the new contracts, he noted in a TNG editorial, "The painful cost to those involved in the strike was substantial, including health problems and even death. It's still not clear that management even now wants the type of relationship that creates a fair and better workplace. Negotiators for both companies took every opportunity to gouge the unions right up to the final agreement."

Committees which bargained for the news, editorial and maintenance units had recommended acceptance of the final offers. The *Detroit Free Press* negotiating group offered no recommendations. Detroit Guild President Lou Mleczo urged ratification, suggesting that "although there are significant concessions in all three contracts, the alternative of having no union is worse."

Still unresolved by the contracts are certain issues regarding fired strikers, although both companies have committed to reviewing the dismissals with TNG-CWA on an individual basis. Meanwhile, actions by the National Labor Relations Board are to continue. Guild members who were not fired but have not been recalled will remain indefinitely eligible for recall rights (with those rights extinguished for those who decline jobs).

TNG-CWA became the third of six striking unions to end the lockout by endorsing the recent offers presented by Gannett and Knight Ridder. Published reports say some 200 press operators who belong to GCIU Local 13N ratified a three-year contract Nov. 5; members of International Typographers Union Local 18 agreed to a contract early last year.

1st Avondale Contract Approved

By an overwhelming majority, Avondale Shipbuilding employees last month voted to approve the terms of their first union contract with Litton Industries (Avondale's parent company).

The company's 1,500 AFL-CIO Metal Trades Department-represented workers ratified the agreement by a four-to-one margin. Voting took place Dec. 6.

The 45-month pact provides an immediate 3 percent wage hike in January as part of an overall 9 percent wage increase paid in three increments. Additionally, the contract sets up a formal skill progression system which will move the majority of employees into higher-paid categories after working 500 hours in any lower classification.

Wages under the agreement range from \$8.25 per hour for "semi-skilled new hires" to \$16 per hour "at the top of the highest skill level," according to the Metal Trades Department.

"These were difficult negotiations, conducted in an amicable atmosphere with an employer who shared our interest in developing a functional agreement which would improve the wages and conditions of Avondale's workers," declared John Meese, president of the national Metal Trades Council. "The negotiating team and Avondale's workers are proud that we opened a new era for

Avondale's workers under which they will enjoy the benefits of a unionized work place and a long-overdue sense of dignity and respect. This agreement will also add value to the shipyard by enhancing the quality of its products."

The contract establishes joint labor-management committees to address ongoing concerns of the Avondale workforce, with equal representation by union and management. Other highlights include improvements in call-in pay and overtime practices, expanded vacations, non-contributory life insurance and tax-free flexible spending accounts used for day-care and out-of-pocket health care expenses.

The parties pledged to continue negotiating for a reformed health insurance program which will reduce employee health care costs with no reduction in benefits. Union negotiators say that process was deferred so that the rest of the agreement would not be delayed.

Workers at Avondale won union recognition in August 1999 after nearly a decade of struggle. The employees in June 1993 had voted for union representation, but the election's outcome was stalled until last year when Litton Industries took control of the shipyard in a purchase agreement.

ITF Supports Gulf Coast Mariners

Continued from page 2

That same week, at the ITF Seafarers Section Conference, the group unanimously passed a resolution supporting the OMU campaign (see sidebar, page 5). OMU Field Director David Eckstein remarked, "This is another message to the boat companies and to Trico in particular that we aren't going away. This is a human

rights issue, a workers' rights issue, and the whole world is watching."

Meanwhile, SIU Secretary-Treasurer David Heindel last month was elected second vice chair of the ITF's Seafarers Section.

"I know I speak for the SIU in saying that our entire union remains committed to lending any and all help to our brothers and sisters throughout the ITF," Heindel stated.

Highlights of ITF Resolution Supporting Gulf Coast Mariners

Passed by the ITF Seafarers Section

THE ITF ... being aware that the United States maritime affiliates have launched a campaign to organize the unorganized in the offshore sector and, to this end, the trade union Offshore Mariners United (OMU) has been established;

BEING ADVISED that Trico Marine Inc. is refusing to recognize the trade union and is aggressively pursuing anti-union actions, which include the intimidation and dismissal of seafarers who join OMU;

DEPLORES such anti-trade union actions, which violate the inherent and inalienable human right to freedom of association, as established by the United Nations Declaration of Human Rights, ILO Conventions 87 and 98, and the 1998 ILO Declaration on Fundamental Principles and Rights at Work;

ENDORSES the decision of the ITF Fair Practices Committee, taken in Valencia 19-21 July, for the ITF to support the Gulf of Mexico project, at the request of ITF affiliated unions in the United States;

EXPRESSES solidarity with the OMU and the offshore workers in the Gulf of Mexico who are struggling to be able to join a trade union and to be able to enjoy the protection trade union membership brings;

DEMANDS that Trico Marine Inc. recognize the OMU and reinstate all the workers they have sacked for trade union membership or for trade union activities;

RESOLVES to support the OMU in the struggle to unionize the offshore workers in the Gulf of Mexico;

CALLS UPON all ITF affiliates to take whatever actions they are able to in support of the OMU and the attempts to unionize the offshore workers in the Gulf of Mexico and, in addition, to bring all possible pressure to bear on Trico Marine Inc. so that they desist from anti-union activities, recognize the union and reinstate the dismissed workers.



Pictured at the ITF's Seafarers Section Conference in New Orleans are (from left) Jon Whitlow, acting secretary of the ITF's Seafarers, Fisheries and Inland Navigation Sections; Brian Orrell, chairman of the Seafarers Section; SIU Secretary-Treasurer David Heindel, second vice chair of the Seafarers Section; SIU Executive VP John Fay, former chair of the Seafarers Section; and Stephen Cotton, secretary of the ITF Special Seafarers Department.

The February issue of the *Seafarers LOG* will contain a special section on tax tips for Seafarers. Be sure to check it out before filing your tax returns for 2000.

Caps and Gowns Are the Norm For Seafarer's Scholarly Family

Steward Catahan Puts 5 Kids Through College

Any parent who winces at the financial cost of putting a kid through college, needn't look any farther for inspiration than Chief Steward Rodolfo "Rudy" Catahan.

A year ago this month, Catahan and his wife, Rosie, celebrated a milestone as their son Rodel became the fifth of the Catahan children to graduate from Old Dominion University in Norfolk, Va.

"All of my children graduated, all five," said Rudy Catahan, who joined the SIU in 1991 following a 27-year career in the U.S. Navy. "Two of them graduated with degrees in business (Rodel and Maria Catahan Morrison), one is an electrical engineer (Rodolfo Jr.), one is a computer engineer (Dennis) and the other is a registered nurse (Rosita Catahan Morrison)."

The respective graduations took place during an 11-year span, from 1989 to last year.

"We really had to sacrifice a lot," said Catahan, 58, noting the ever-escalating cost of education. "The kids studied hard and they did part-time jobs. They also got



Rodolfo Catahan (right) began upgrading classes in galley operations last month at the Paul Hall Center. With him is Instructor Ed White.

(partial) scholarships. With the help of the SIU, I sent them all to college, and they all made it through."

The Seafarer matter-of-factly mentioned that he's not quite finished supporting his kids' educational endeavors. Daughter Maria plans to enroll in medical school this year.

"We're not done with the bills yet," he quipped.

Second Career

Recertified Steward Felipe Orlanda helped Catahan start

his second career, taking the Navy veteran to the SIU hall in Norfolk.

"Felipe helped me a lot and so did (retired SIU Representative) David Jones. After one week, I sailed," recalled Catahan. "Without the union, I probably would have lost my house. The reason I still sail is, it's good for the table, money-wise. Plus my children."

Catahan, who most recently sailed aboard the *Northern Lights*, believes in the union so much so that he has recruited several local high school graduates in the Norfolk area.

"I think (SIU President) Mike Sacco has helped create a good situation for everybody," he stated.

Having recently upgraded at the Paul Hall Center in Piney Point, Md., he also affirms that the entry-level, upgrading and academic curriculums are top-notch.

"I've seen the programs, and they're very good," Catahan said. "It's an excellent school and I recommend it to my fellow union members. The practical training is so important."

"Personally, I want to thank (Instructor) Ed White and (Executive Chef) Romeo Lupinacci. We have such good instructors, and they provide us with everything necessary to be successful seamen."



(Photo by Jo-Ann Clegg, *The Virginian-Pilot*)

GRADUATION x 5: At their home near Norfolk, Va., Chief Steward Rudy Catahan and his wife, Rosie, are surrounded by their college-graduate children (from left) Rodolfo Jr., Dennis, Rodel, Rosita and Maria.

Congratulating Bosun Bradford



When Recertified Bosun Dick Bradford (center) signed off the *American Merlin* last September, he headed to SIU headquarters in Camp Springs, Md. to file for retirement. Congratulating Bradford on his seafaring career are SIU President Michael Sacco (left) and SIU VP Contracts Augie Tellez. "Overall, it was a good career," stated Bradford. He advised those just entering the industry to "upgrade, learn your job and respect the men that have been out there." For more on Brother Bradford as well as other newly retired Seafarers, turn to page 17.



Chief Mate John Gomard (far right) says the training he received many years ago at the Paul Hall Center still helps him today. Here, the former SIU member is pictured aboard the *Cape Mohican* with (standing, from left) Bosun Blair Baker, Chief Steward Louis Morris, DEU Yehya Omar and (kneeling) AB Michael Penkwitz.

Hawsepiper Gomard Credits Piney Point For Career 'Foundation'

SIU hawsepiper John Gomard has spent his whole life learning about the maritime industry. From the youthful times spent hanging around the Marine Firemen's Union hall with his father in San Pedro, Calif., to the studious days in the trainee program at Piney Point, Md., to his latest step of upgrading to chief mate in the mid-1990s, Gomard has gained a broad background within his profession.

One important lesson he wants to share with Seafarers is: take advantage of the courses available at the Paul Hall Center for Maritime Training and Education, located in Piney Point.

"If someone wants to get into this industry, I would highly recommend that they go to Piney Point. It's simply the smartest way to go about it," said the 40-year-old former SIU member.

Gomard graduated from the Paul Hall Center's entry training program in 1979. While there, he also completed the GED program and received college credits from Charles County Community College. He later upgraded to FOWT before switching to the deck department.

"I still remember my days at Piney Point even now," shared Gomard, "because everything I learned has been so useful and has served me well over the years. The training was very realistic and prepared me well for what was in the real world. It laid a foundation for my career, and I was able to build a house on it."

Gomard, who has sailed deep sea and inland, recently visited the school for the first time since 1983. "I was very impressed, especially with the fire fighting school and new simulator facility. Without question, your simulator is right up there technologically," he said. "It could well be the best of its kind available anywhere."

"It was a great investment," he continued. "You are now able to give students a true hands-on feeling—a bird's eye view of reality. This will help make them understand what's really going on when they graduate and go aboard ships."

In some ways, Gomard recalled, his becoming a mariner seemed inevitable. His father, Bob Gomard, was the San Pedro port agent for the Seafarers-affiliated Marine Firemen's Union, so the younger Gomard essentially grew up in the maritime industry.

"I used to hang around my dad's union hall a lot," recalled Gomard. "I spent many hours there talking to the guys and listening to their stories. It was really kind of neat."

At age 17, he took a summer job with the union—and quickly realized he'd found his calling.

His first ship, the *Maine*, was "an old States Line vessel that served the Asian Rim," Gomard recalled. "I went to Japan, Korea, Hong Kong and Taiwan. I learned my geography as well as a number of other things about the world that I never knew before."

Most recently, he sailed as chief mate aboard Intrepid Ship Management's *Cape Mohican*.

Gomard sees today's maritime profession as being much more specialized than when he got involved. "It now demands a lot more training, skill and more priority investment on the part of the individual mariner than before," he said. "With manning levels diminishing, today's sailor has to be better equipped and more versatile than before."

For that reason alone, frequent upgrading is not just necessary, it's essential, according to Gomard.

"It is absolutely crucial to upgrade as often as you can," he said. "Learning new skills is vital in today's industry, especially in view of changing STCW standards and requirements."

Gomard, who worked as an SIU patrolman in Wilmington, Calif. in the early 1990s, has sailed tankers most of his career and has made quite a good living at it.

"I have had people ask me why I do what I do and I tell them because I love the time off," he said. "I work hard when I'm working but then I can sit on the beach for three months and do whatever I want."

"My whole career has been good," concluded Gomard. "I would not trade it for anything. It's been a great ride so far."



San Francisco Mayor Willie Brown addresses the 400-plus attendees at the SIU hall. Also pictured are (from left) Retired California Labor Federation Executive Secretary-Treasurer Jack Henning, California Insurance Commissioner Harry Low, retired SIU VP West Coast George McCartney, U.S. Rep. George Miller (D-Calif.), SIU VP West Coast Nick Marrone, SIU Assistant VP Nick Celona, Richmond Sanitary Service VP Leonard Stefanelli, Attorney Nath Cohen, and Superior Court Judge Donald Goldsmith.

Seafarers, Dignitaries Turn Out For San Francisco Holiday Feast



Welcoming U.S. Rep. Nancy Pelosi are (from left) U.S. Rep. George Miller and SIU VP West Coast Nick Marrone.

The annual Thanksgiving dinner at the SIU hall in San Francisco once again proved successful in 2000, as an estimated 400 people gathered for the nutritious and filling event.

Seafarers and their families, SIU retirees, friends and guests accounted for most of the crowd at the Nov. 21 assembly. Also attending were U.S. Rep. George Miller (D-Calif.); U.S. Rep. Nancy Pelosi (D-Calif.); San Francisco Mayor Willie Brown; Superior Court Judges Ernest Goldsmith, Charlene Mitchell and Donald Mitchell; California Insurance Commissioner Harry Low; retired California Labor Federation Executive Secretary-Treasurer Jack Henning and his successor, Art Pulaski; attorney Nath Cohen; and many more officials from unions, shipping company representatives and others.

Chief Stewards **Burt Richardson, Louella Sproul** and **Peter Cidio** volunteered along with fellow SIU members in overseeing much of the meal preparation and presentation. The menu was loaded with traditional Thanksgiving fare.

As the yearly event steadily has grown, local businesses have pitched in to ensure its continued success. For the 2000 celebration, Alioto's Restaurant on Fishermen's Wharf cooked 22 turkeys and nine hams, while desserts were donated by Mimi's Bakery. SIU-contracted Crowley, Matson and Maersk Sealand donated most of the food.

The event lasted longer than three hours, noted SIU Assistant Vice President Nick Celona, who once again coordinated the celebration. "It seems like more people attend each year. We almost ran out of plates," he said.



Chief Stewards Louella Sproul and Burt Richardson donated their time and efforts to help ensure the gathering's success.



Above and below: Guests enjoy the plentiful food and good company at the SIU hall in San Francisco.

SIU's Celona Receives Governor's Appointment to Agriculture Board

SIU Assistant Vice President West Coast Nick Celona last month received a governor's appointment to California's 1a District Agricultural Association.

In announcing the appointments, California Gov. Gray Davis' office stated, "The 1a District Agricultural Association holds fairs, expositions and exhibitions for the purpose of exhibiting all of the industries and industrial enterprises, resources and products of every kind or nature of the state with a view toward improving ... encouraging and stimulating them."

Celona, 42, will serve on an advisory board for the Cow Palace, an arena perhaps best-known outside the state as the one-time home of the National Hockey League's San Jose Sharks. His family has "more than 50 years of involvement in agriculture and has been involved in sponsoring the Junior and Grand National Livestock Exposition," observed Gov. Davis' office.



With SIU Members in the Port of Norfolk

... Aboard the USNS Prevail



Working in the vessel's shop is OS Edward Hill Jr.



Steward/Baker John Neal is ready for the dinner crowd.



Meeting in the mess hall are (from left, standing) OS Louis Holder Jr., QMED Wendell Brown, Bosun Leon Pulley and AB John Birdwell. Seated is QMED Dennis Middleton.

... Aboard the USNS Bold



Reviewing the new collective bargaining agreement are (from left) MDR Jerome Kebbell, Bosun Kenneth Boone, OS Barry McCaslin and OS I. Ferguson.

Chief Steward John Wessels (left) and Chief Cook Frank Washington are ready to serve freshly baked cookies.



... Aboard the USNS Persistent



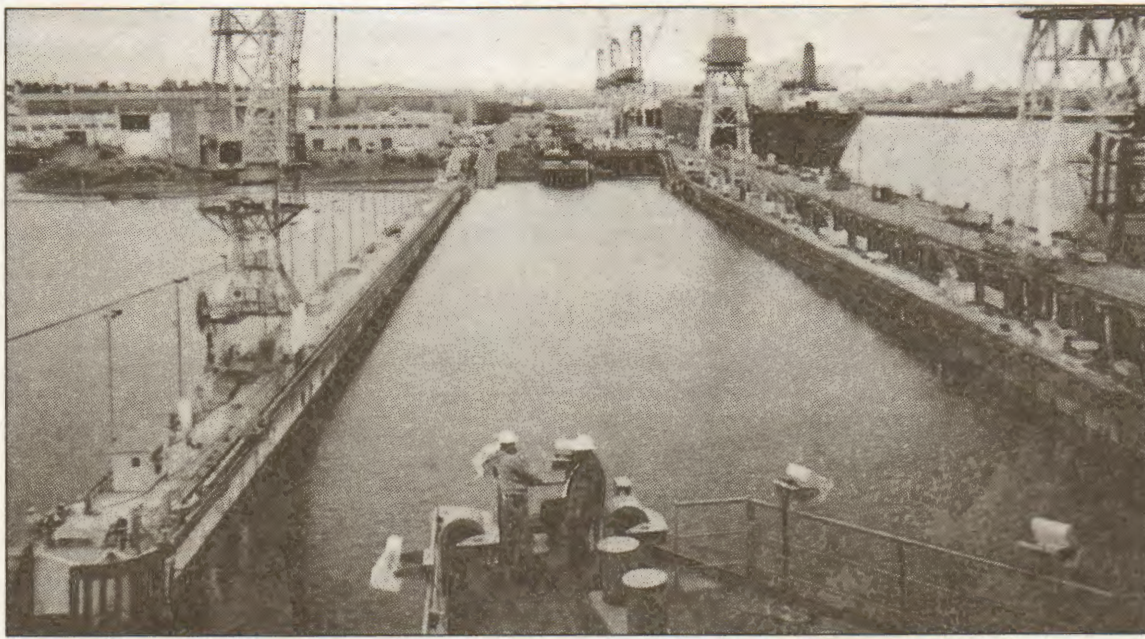
Stopping their work to pose for a quick snapshot are (from left) QMED Robert Scott, AB Mark "Hollywood" Cooper and Bosun Ronald Cleveland.

... Aboard the USNS Indomitable

Geoffrey Bagley (left) and Manuel Hernandez are two of the vessel's engine department members, ready to attend the shipboard meeting.



Taking part in a meeting aboard the *Indomitable* are (from left, first row) Chief Cook Lyvell Hall, EU Manuel Hernandez, EU Geoffrey Bagley, AB Adeeb Saleh, SA Vincent Knight, (top row) Bosun Robert Taylor and Steward Milton Sivells.



Above: Helping make a cookout aboard the *USNS Red Cloud* a success are steward department members (from left) Chief Cook Betty Thompson, Chief Steward Waymond H. Watson III, SA Shelly Womble and SA Abdulla Saeed. The vessel was in Singapore at the time. Prior to heading for Singapore, however, the *Red Cloud* (left photo) went into drydock at the Cascade General Shipyard in Portland, Ore. to get the engine checked out. Watching from aboard the ship as the drydock is drained are OS Steve Davidson and AB Thomas DeCarlo.

Life Aboard the *USNS Red Cloud*



Left: Among the crew members enjoying the Singapore cookout are Second Mate Paula Woodside and AB Steve Dieken.



Right: Chief Steward Waymond H. Watson III gets the grill sizzling during the shipboard barbecue.



All agree the food is delicious. AB Steve Dieken and AB Tom DeCarlo are serving themselves, while Chief Cook Betty Thompson and Bosun David Parks wait in line.



No crossing of the equator is complete without the requisite ceremony for first-time crossers (also known as polywogs). There were 11 of them this trip as the vessel sailed from Singapore to Diego Garcia in the Indian Ocean. Waymond H. Watson III temporarily gave up his duties as chief steward to become King Neptune. The role of Neptune's queen was taken by DynCorp Engineer James Wise.

Birthday Celebration Aboard the *CSX Enterprise*

July 29 was a special day aboard the *CSX Enterprise*. During voyage 141—taking the SIU crewed vessel to its home port of Tacoma, Wash.—a double birthday was celebrated for Captain Kenneth P. Fisher and Chief Steward Franchesca Rose.

Food, decorations and entertainment were just part of the festivities. The steward department put on a wonderful 16-entrée buffet with eight fresh assorted salads, four appetizer trays and eight baked desserts. Rose, Deck Cadet Jamie Smith (from Kings Point) and Engine Utility Vernon Edwards were the hula dancers, and Chief Cook Arthur Medeiros played the guitar. There was also karaoke and lots of laughter.

Chief Steward Rose, who sent the accompanying photos, would like to thank the steward, deck and engine departments as well as the officers for all their extra efforts in making this special occasion possible.

“And to Vernon Edwards, we all thank you for the laughter you have given all of us during this voyage.”

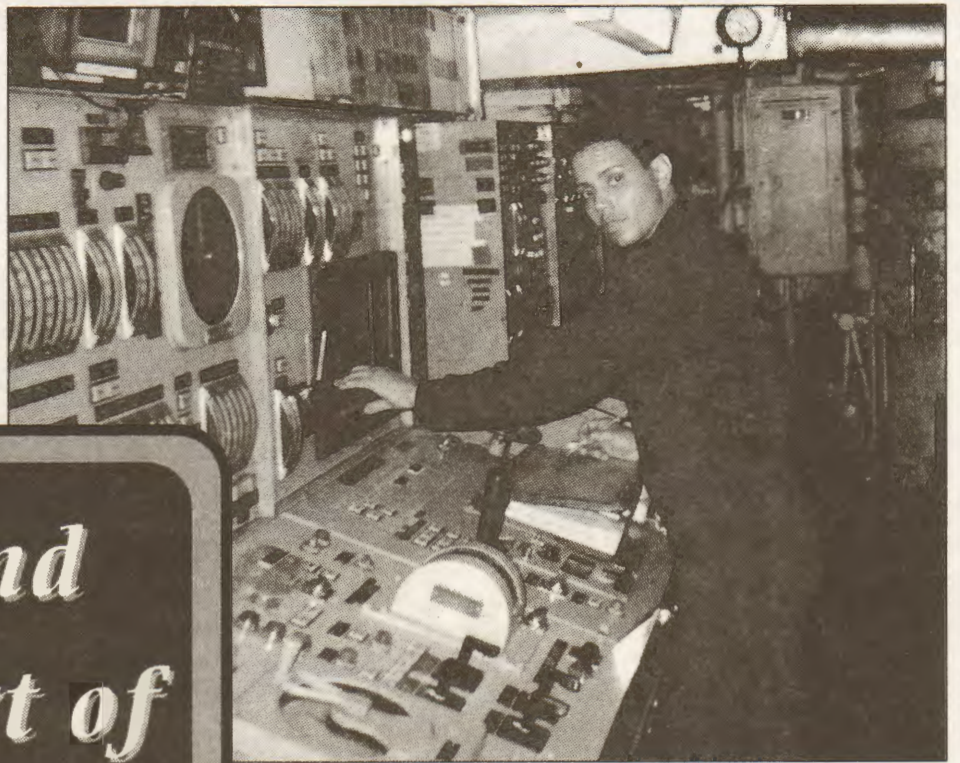


Above: Crew members had a great selection of food from which to choose to celebrate the double birthday.

Left: Helping make the day a memorable one were (from left) Deck Cadet Jamie Smith, Chief Steward Franchesca Rose, Capt. Kenneth P. Fisher, Engine Utility Vernon Edwards and Chief Cook Arthur Medeiros.

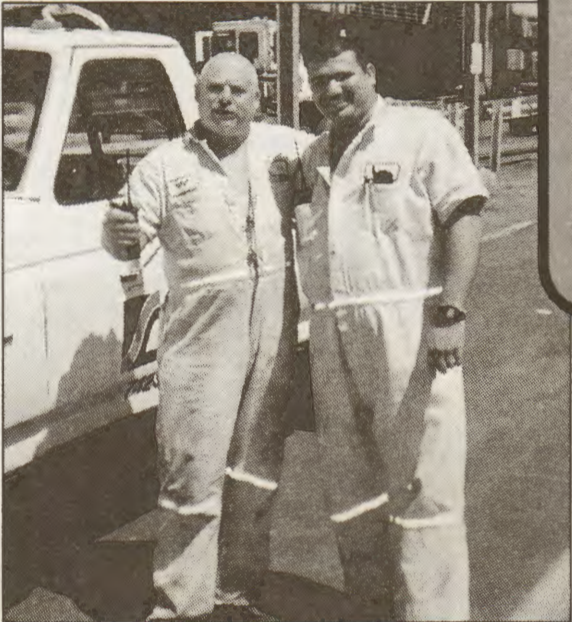


Crew members aboard the Crowley tug *Pilot* get the most recent edition of the *Seafarers LOG* when SIU Safety Director Amancio Crespo makes a service visit to the TMT Terminal in San Juan. From the left are Chief Mate Roger Rothschild, Chief Engineer Michael S. Stephens, AB Frank J. Messick and Capt. William D. Gossett. Crespo also sent the *LOG* the photos appearing on this page.

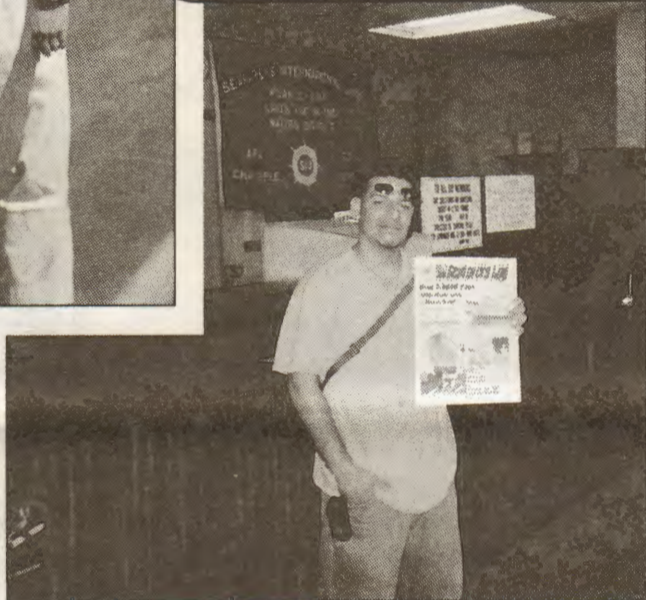


OMU Hector Ginell takes notes at the engine console of the *Hawaii* (CSX) during a standby.

Around the Port of San Juan



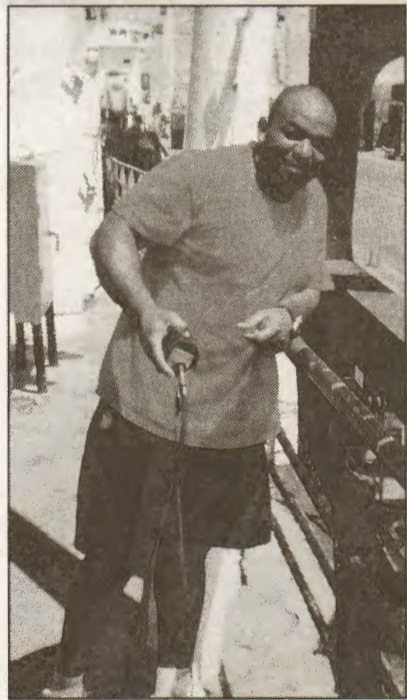
At the CSX crane department in San Juan are CMEs William Turner (left) and Marvin Moralez.



At a job call in San Juan, AB Jorge Adrian is ready to ship out as a 60-day relief on the *Perseverance* (IUM).



All is well aboard the *Hawaii* in San Juan. From the left are Chief Electrician Tracy Hill, Chief Steward Gina Lightfoot and Bosun Billy Hill.

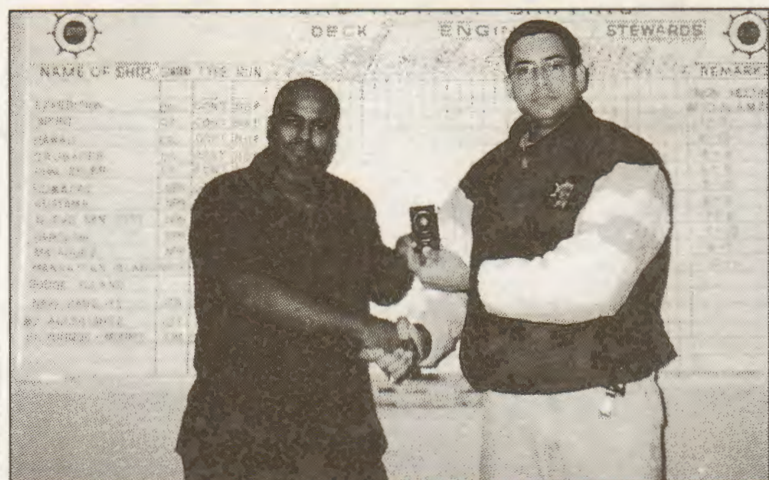


AB D. Jordan stands gangway watch aboard the *Humacao* (NPR). Jordan is also the ship's deck delegate.



Left: Pictured during a recent standby aboard the *Challenger* (CSX) is SA Wilfredo Miranda. The vessel was at the CSX dock in San Juan.

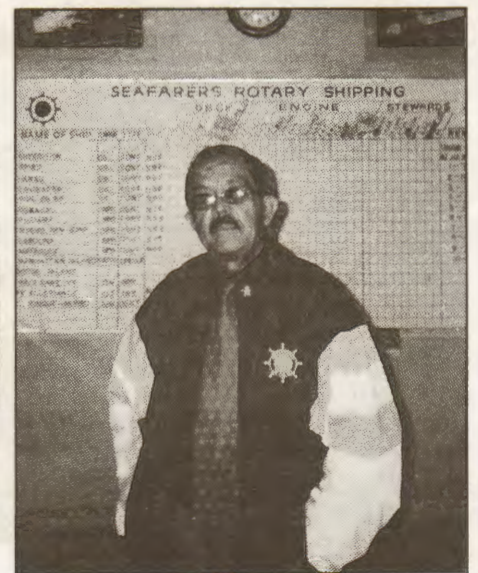
Right: Boat Delegate Michael Stainer shows the latest *LOG* received aboard the Crowley tug *Ensign* following a visit to the TMT terminal in San Juan by SIU Safety Director Amancio Crespo.



CME Jose Flores receives his SIU membership book from SIU Safety Director Amancio Crespo at the union's hall in San Juan.



Above: Kris Hopkins, chief steward on the *El Morro* (IUM) looks through the latest issue of the *LOG*.



Right: SIU pensioner Luis Roman comes to the San Juan hall for the monthly membership meeting.



This handy version of the Paul Hall Center's catalog is printed in the *Seafarers LOG* as a convenience to SIU members. Please keep it for reference.

2001 Course Guide for Paul Hall Center



Installation of new, state-of-the-art simulators for shiphandling, engine room functions, crane operations and liquid cargo procedures was completed at the Paul Hall Center in 2000.

With the final compliance date for the 1995 STCW amendments only a year away, the Paul Hall Center for Maritime Training and Education is well-prepared.

Located in Piney Point, Md., the school as of January 2001 offers 36 U.S. Coast Guard-approved courses, many of which meet STCW requirements. In fact, a number of the curriculums specifically were written to help enable students to comply with the amended convention.

Since its opening in 1967, the Paul Hall Center consistently has

improved its courses and its facilities. That was never more evident than in 2000, when the school installed a new, cutting-edge simulator for shiphandling including GMDSS, engine room functions, crane operations and liquid cargo procedures.

In 2001, students will have opportunities to benefit from the bridge simulator as it provides teaching support in the following areas: voyage planning and execution; coastal and offshore navigation; collision avoidance; ARPA/radar operation; electronic navigation systems; search and rescue

operations; vessel traffic management; high-speed navigation; bridge watchkeeping procedures including tugs and barges, tow-boats and piloting; GMDSS procedures; oil spill response management; port development; human factors; and bridge team management.

The engine department simulator provides training for engine room watchkeeping, diesel propulsion and electrical power plants. Additionally, the simulator includes an auxiliary system, machinery simulator, plus crane and liquid cargo simulation.

The school made other gains in 2000. It opened a Coast Guard-approved safety school at Barber's Point, Honolulu, Hawaii. This satellite facility will train students for new job opportunities aboard U.S.-flag cruise ships while helping meet the increased demand for trained mariners from Hawaii.

The Paul Hall Center last year also received college credit recommendations from the American Council on Education for three additional courses in the deck department: Specially Trained Ordinary Seaman; Able Seaman/Rating Forming Part of a Navigational Watch; and Bridge Resource Management.

These are just a few of many examples of how the school continues to offer state-of-the-art training for Seafarers, at a time when vocational schooling for U.S. mariners inarguably is more important than ever before.

An overview of the courses available at the school is contained in this four-page section. Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings.

Course descriptions and schedules also are available on the SIU's web site, located at <http://www.seafarers.org>.

The basic eligibility for SIU members who want to upgrade at Piney Point includes 120 days'

seaside in the previous year, one day of seafarers in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075 or call (301) 994-0010.



The Joseph Sacco Fire Fighting and Safety School is being used for basic and advanced fire fighting classes as well as the STCW basic safety, lifeboatman/water survival and government vessels courses.

Deck Department Courses

Able Seaman

This four-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring and mooring, and aids to navigation.

Students must have a lifeboat endorsement in order to take the AB course. Students completing the AB course must attend the Government Vessels course immediately afterward. (This course is limited to 25 students maximum.)

Lifeboat/Water Survival

Students in this two-week course can earn lifeboat certification at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction, lifeboat launching and recovery, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

Additionally, students learn practical survival methods and the use of emergency radio and distress signals.

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. (This course is limited to 25 students maximum.)

Bridge Management

The U.S. Coast Guard-approved shiphandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels.

Successful completion of this two-week course is accepted as Coast Guard credit for 60 days of seafarers on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, U.S. Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Students must have a valid radar certificate to enroll.

Celestial Navigation

The six-week course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Radar Observer/Unlimited

The eight-day radar observer/unlimited class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

ARPA - Automatic Radar Plotting Aids

This course of instruction incorporates the use of ARPA simulation equipment to operate, observe and utilize the radar plotting aids. Students will gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and will gain a knowledge of tracking capabilities, processing, operational warnings and target acquisition.

Students must have completed the Radar Observer course in order to enroll in this class.

Third Mate

Upgraders in the third mate course will study all subject areas found on the U.S. Coast Guard license exam for third mate. The 14-week curriculum includes instruction in all areas of terrestrial and celestial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, watchkeeping, ship maneuvering, construction and stability.

Steward Department

Unlicensed Apprentice Courses

Includes a 20-hour shipboard sanitation class and a 20-hour galley familiarization class. After students complete 90 days' seafarers in the apprentice program, those who choose to sail in the steward department will return to the school for a four-week galley operations class. Galley operations features a pair of two-week modules.

Galley Operations

Members must have 240 days' seafarers to enroll after completing the unlicensed apprentice program. Non-graduates must have 365 days' seafarers as an SA to enroll. The course consists of two, two-week modules (for a total of four weeks). Each module includes 35 hours, with additional time participating in the school's galley operations.

Certified Chief Cook

Members must have 180 days' seafarers after completing galley operations to enroll. The course consists of six, two-week modules that are stand-alone (for a total of 12 weeks). This structure allows eligible upgraders to enroll at the start of any module.

Advanced Galley Operations

Members must have 180 days' seafarers after completing certified chief cook to enroll. The course consists of four one-week modules (for a total of four weeks).

Chief Steward

Members must have 180 days' seafarers after completing advanced galley operations to enroll. This is a 12-week class.

Engine Department Courses

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigeration/Containers, students must have successfully completed Marine Electrical Maintenance I (MEM I) and Refrigeration System Maintenance and Operations.

Fireman/Watertender and Oiler

This year, SHLSS offers a six-week FOWT test preparation course leading to the endorsement as fireman/watertender and oiler. Topics covered include the parts of a boiler, engine room equipment, engine room procedures, operating auxiliary equipment, watchstanding, starting and securing main engines, steam and water cycle, fuel oil and lube oil systems, diesel engines, refrigeration systems and auxiliary machinery.

The class prepares students for U.S. Coast Guard general safety, oiler and fireman/watertender tests.

Students completing the FOWT course must attend the Government Vessels course immediately afterward.

QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer and junior engineer.

The course of instruction prepares the student to test for the U.S. Coast Guard exams in each of these ratings and includes classroom and practical training.

QMED Classification Steps

4th Class QMED □ SHLSS/PHC QMED-Any Rating certificate or USCG QMED-Any Rating

3rd Class QMED □ QMED-Any Rating successfully completing one mandatory and one or more elective courses

2nd Class QMED □ QMED-Any Rating successfully completing two mandatory and two or more elective courses

1st Class QMED □ QMED-Any Rating successfully completing all mandatory courses and three or more elective courses.

Mandatory courses are MEM I, Power Plant Maintenance and Diesel Technology.

No more than two engine department courses can be taken per stay at the school.

Any member with an engineer's license will be classified as a 4th Class QMED.

Power Plant Maintenance

The majority of this six-week course features hands-on training, covering a variety of topics. Some classroom work also is included. Subjects include pipefitting, thermal insulation, valve repair, pump repair/overhaul, hydraulic system repair, drilling/machine thread fabrication, use of various epoxies and similar compounds for emergency and temporary repairs, maintenance of power transmission equipment (such as flexible couplings), use of proper oils and greases for bearing maintenance and lubrication, reconditioning shell and tube heat exchangers, centrifugal lube oil/fuel oil purifier maintenance, and removal of heavy equipment in the engine-room.

Course entry requirement is QMED-Any Rating.

Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance I consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating

equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Course entry requirement is QMED-Any Rating.

Marine Electrical Maintenance II

Aimed at providing the more advanced skills required of the shipboard electrician, this six-week course features hands-on training and classroom instruction and leads to certification in Marine Electrical Maintenance II.

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

Also, the course will include an introduction to solid state electronic controls and their applications, and the general maintenance responsibilities of the electrician, as well as troubleshooting and repair.

Course entry requirement is Marine Electrical Maintenance I.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Course entry requirements are QMED-Any Rating or equivalent inland experience.

Hydraulics

The curriculum in the four-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors and a wide variety of other shipboard systems.

Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

Course entry requirement is QMED-Any Rating.

Basic Electronics

Designed to help Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship, this four-week course covers principles of analog electronics, active devices and basic digital electronics. The student also will learn all aspects of circuit diagrams, and the instructor will work with each student individually to ensure a working knowledge of all shipboard electronic devices.

Marine Electronics Tech I

The marine electronics technician program is a four-week course. Topics included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, microprocessor control systems, digital control systems and systems troubleshooting.

Course entry requirement is Basic Electronics.

Pumproom Maintenance

Leading to certification in pumproom maintenance and operations, this four-week class includes hands-on training and classroom work. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

In order to take this class, students must already have taken the Tanker Assistant DL (formerly Tanker Operation/Safety) course (described on next page) and be certified as a QMED-Any Rating or hold endorsement as a pumpman.

Refrigeration System Maintenance and Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units also is

presented.

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Refrigerated Containers

This four-week course leads to certification in refrigerated containers maintenance and consists of both classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair and troubleshooting. This includes the various types of engines, refrigeration and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, as well as to acquaint them with specific maintenance procedures.

Course entry requirements are Marine Electrical Maintenance I and the basic Refrigeration System course.

Welding

Classroom instruction and on-the-job training compose this four-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

Third Assistant Engineer

The course of instruction leading to licensing as a third assistant engineer consists of classroom instruction in such topics as diesel propulsion plants, steam propulsion plants, engineering safety, auxiliary boilers and diesels, water systems, electricity generating plants, electrical distribution and electrical devices. The 12-week course, which meets U.S. Coast Guard requirements for licensing, also includes steam turbines, refrigeration, heating and air conditioning and auxiliary systems.

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.

Inland Department Courses

Engine Room Familiarization

Designed for prospective tugboat engineers, this two-week class provides instruction in the following areas: engine room safety, engineering plant nomenclature, piping system hardware, a functional description of main propulsion and auxiliary machinery and associated piping systems, plant operations and watchkeeping, and safe handling of fuels and oil spill prevention.

Engine Room Operations & Maintenance

This course is designed for inland personnel with intermediate skills to prepare assistant engineers for all phases of engine room operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

Engine Room Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling emergencies and other non-routine operating conditions.

Tankerman (PIC) Barge

This 40-hour course leads to the endorsement as tankerman (PIC) barge. The object of this course is to provide the knowledge and skills associated with tank barge operations and to supervise the safe and pollution-free transfer of dangerous liquids. (This course is limited to 25 students maximum.)

Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this eight-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Students must have an AB endorsement and 540 days of seetime on an SIU-contracted vessel OR equivalent inland experience in order to take the limited license/license prep exam.

All Departments: Upgrading and Specialty

All students attending upgrading programs at the Paul Hall Center participate in certain courses as part of their regularly scheduled program. Government vessels, physical fitness, first aid and CPR, industrial relations and fire fighting either are required or may be taken as elective courses by upgraders in all departments.

Government Vessels

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of the industry's needs, this three-week class is open to Seafarers sailing in any department.

The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

Oil Spill Prevention and Containment

This one-week course consists of classroom and practical training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, hazardous materials training, spill prevention, and small boat operations. Students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

Hazmat Recertification

Available for personnel who have completed 40- or 24-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

First Aid and CPR

Students in this three-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful

completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Basic Fire Fighting

The one-week basic fire fighting course provides students with general knowledge of the chemistry of fire, fire fighting equipment and materials and techniques for using them safely. Students receive 20 hours of classroom training and 10 hours of practical training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Paul Hall Center.

Advanced Fire Fighting

During this two-week course, students learn how to blueprint a vessel and organize emergency squads for fire fighting. The class covers how to give concise orders using the different types of communications with crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad organizing.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual fire fighting drills.

Industrial Relations

While attending upgrading courses at the Lundeborg School, all SIU members attend industrial relations courses for one week.

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements.

General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet has physically fit crew members, the SIU encourages Seafarers to exercise properly.

At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

Tanker Familiarization/Assistant Cargo (DL)

This is a 10-day, U.S. Coast Guard-approved, Category 1 course. It is designed to meet the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, ship design and operation, cargo characteristics, enclosed space entry, cargo transfer and shipment, and pollution prevention and emergency operations and response.

LNG Familiarization

This three-week course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater. (This course is limited to 25 students maximum.)

STCW Basic Safety

Two courses are offered, each of which is U.S. Coast Guard-approved. One is a five-day class for all personnel who began sailing after August 1, 1998. The other is a four-day class for all personnel who began sailing before August 1, 1998. Each class meets the five-year STCW Chapter VI basic safety requirements. Subjects include personal survival, fire prevention and fire fighting, first aid/CPR, and social responsibility and personal safety. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. (This class is limited to 25 students maximum.)

(This course does not replace the basic fire fighting or water survival training courses required for Coast Guard endorsement as lifeboatman.)

STCW - Proficiency in Survival Craft

This 37-hour, five-day course helps Seafarers develop the required knowledge and applica-

tion skills for water survival including launch, use and recovery of survival craft as well as the proper use of survival equipment. Additionally, the student will understand the procedures necessary to take charge of and maintain a survival craft and to protect embarked personnel while on board.

STCW - Crowd Management

This four-hour course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency situation, locating safety and emergency equipment on board a vessel, compliance with the ship's emergency procedures, effective communications during an emergency and demonstration of the use of personal life-saving devices.

STCW - Crisis Management

This seven-hour course is designed for any person having responsibility for the safety of passengers in emergency situation on passenger ships. The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and the establishing and maintaining of effective communications.

STCW - Medical Care Provider

This 3-day, 21-hour course is designed for SIU members who are employed or may be employed on U.S.-flag ships. It meets STCW requirements.

Students successfully completing this course must take a refresher course within five years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a medical first aid provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examination of trauma victims and medical patients, head and spinal injuries, treatment of burns, musculoskeletal injuries, medical care of rescued persons, obtaining radio medical advice, medication administration and sterilization techniques. Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or an equivalent certification issued through a similar authorizing agency.

Academic Department Courses

The Academic Department has a long history of providing support and services to members of the Seafarers International Union. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs as well as for those students who require basic skills, English language skills or wish to continue their education.

There are a variety of opportunities offered to the membership. Specific questions about the programs can be answered or explained by contacting the Academic Department at (301) 994-0010, ext. 5411.

General Education Program

The GED program is open to all members who do not have a high school diploma. Assistance is offered to prepare students to take the test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared SIU members to pass the test. For many Seafarers, this is a milestone in their lives.

(Prior to taking the test in Maryland, a 12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and math-

ematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the T'ABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give Seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency in that language. As much as possible, instruction will be provided to give the Seafarer the English language skills necessary to perform the essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathemat-

ic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the members with knowledge and skills that will assist them once the classes have begun. These courses are ideal for students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American Council on Education (ACE). Members may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the center offers general education courses required for an associate's degree. The school currently offers an Associate of Applied Science Degree in Nautical Science and Marine Engineering Technology. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

Paul Hall Center Upgrading Course Schedule for 2001

The following is the course schedule for the first half of the new year—January through June 2001—at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date course schedule.

For additional information, contact the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010. Please note that students 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.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 20	February 16
	March 10	April 6
	April 7	May 4
	May 5	June 1
	June 2	June 29
	June 30	July 27
Able Seaman - Inland & Lakes	February 3	February 23
	February 24	March 16
Lifeboatman/Water Survival	January 6	January 20
	January 20	February 3
	February 17	March 3
	February 24	March 10
	March 17	March 31
	March 24	April 7
	April 14	April 28
	April 21	May 5
	May 12	May 26
	May 19	June 2
	June 16	June 30
Radar	January 6	January 19
	April 7	April 20
Automatic Radar Plotting Aids*	January 20	January 26
	April 21	April 27
Limited License	January 20	March 16

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	February 3	March 16
	March 24	May 4
Special Oiler	January 13	February 2
QMED - Any Rating	January 6	March 30
	April 30	July 20
Welding	January 6	January 26
	February 3	February 23
	March 3	March 23
	March 31	April 20
	April 28	May 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Firefighting	January 20	January 27
	February 17	February 24
	March 17	March 24

April 14	April 21
May 12	May 19
June 9	June 16

Advanced Firefighting

January 27	February 10
February 10	February 24

Government Vessels

February 3	February 23
February 24	March 16
March 3	March 23
March 24	April 13
March 31	April 20
April 14	May 4
April 28	May 18
May 12	June 1
May 26	June 15
June 9	June 29
June 23	July 13
July 7	July 27
August 4	August 24

Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)

January 6	January 20
February 3	February 17
March 3	March 17
March 31	April 14
April 28	May 12
May 26	June 9

Tankerman (PIC) Barge* (*must have basic fire fighting)

March 10	March 17
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Basic Fire Fighting/STCW

January 6	January 19
January 20	February 2
February 3	February 16
February 17	March 2
March 3	March 16
March 17	March 30
March 31	April 13
April 14	April 27
April 28	May 11
May 12	May 25
May 26	June 8

STCW Medical Care Provider

February 24	March 3
March 24	March 31
May 19	May 26
June 9	June 16

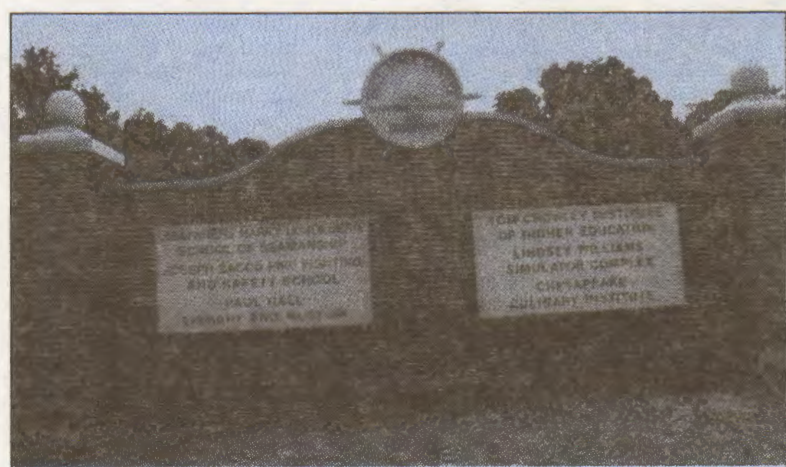
Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week beginning January 8. Certified Chief Cook/Chief Steward classes start every other week beginning January 8.

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.

See page 23 for an upgrading application



The new entrance to the Paul Hall Center for Maritime Training and Education (left) is clearly visible from the street. Another new structure at the complex is the building that houses the new state-of-the-art training simulators.



Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 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										
Algonac	1	0	1	1	0	0	0	1	0	1
Baltimore	7	1	3	2	5	4	2	11	1	3
Guam	0	1	1	0	1	1	0	0	0	1
Honolulu	17	8	3	12	2	2	3	19	12	4
Houston	34	11	9	25	8	10	8	47	16	8
Jacksonville	41	21	13	24	15	7	22	59	27	15
Mobile	16	5	8	8	4	3	5	29	9	10
New Orleans	20	16	12	15	11	9	15	31	22	9
New York	24	15	5	18	5	1	13	35	21	10
Norfolk	17	16	9	13	15	8	6	28	23	9
Philadelphia	5	2	4	5	3	1	2	6	4	4
Piney Point	0	4	0	1	0	0	0	1	5	0
Puerto Rico	7	4	2	4	7	6	9	14	6	3
San Francisco	24	7	3	12	8	2	12	36	15	6
St. Louis	1	2	1	2	1	0	0	3	2	3
Tacoma	32	14	8	25	9	3	31	47	12	11
Wilmington	25	12	5	29	13	7	19	40	18	6
Totals	271	139	87	196	107	64	147	407	193	103
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	3	2	2	4	4	1	2	8	3	3
Guam	1	0	0	0	0	0	0	1	0	1
Honolulu	9	4	4	5	2	1	1	12	10	3
Houston	17	6	5	17	9	1	8	32	5	6
Jacksonville	22	12	6	10	10	6	10	36	22	8
Mobile	4	10	1	8	5	0	1	9	12	2
New Orleans	8	13	4	10	4	3	7	13	15	5
New York	10	13	1	4	9	3	6	21	17	0
Norfolk	5	11	5	5	7	3	4	15	13	9
Philadelphia	4	6	0	1	5	0	0	6	6	0
Piney Point	3	2	0	1	2	0	0	5	2	1
Puerto Rico	9	2	1	4	3	4	2	9	2	1
San Francisco	15	9	5	5	8	3	2	17	6	2
St. Louis	1	2	0	3	1	0	0	0	2	0
Tacoma	12	9	7	12	6	5	10	15	5	8
Wilmington	6	9	2	4	4	1	7	11	14	3
Totals	129	110	43	93	79	31	60	210	134	52
STEWARD DEPARTMENT										
Algonac	1	0	1	0	0	0	0	2	0	1
Baltimore	5	0	0	1	0	1	1	8	0	0
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	11	4	15	7	5	6	7	16	5	26
Houston	9	4	0	11	0	0	9	20	4	1
Jacksonville	21	3	6	11	3	5	12	34	9	5
Mobile	7	1	1	4	4	0	2	8	1	4
New Orleans	8	6	1	6	1	0	8	15	10	1
New York	21	4	0	11	1	0	11	29	8	2
Norfolk	7	7	5	9	8	1	1	10	11	8
Philadelphia	2	0	0	1	1	0	1	3	0	0
Piney Point	1	2	0	1	2	0	0	5	8	1
Puerto Rico	2	0	0	2	0	0	2	4	0	0
San Francisco	24	4	0	14	2	1	9	46	7	0
St. Louis	0	1	1	1	0	1	0	1	1	0
Tacoma	22	2	2	13	2	2	10	34	4	2
Wilmington	21	3	1	15	5	0	10	28	5	4
Totals	162	41	33	107	34	17	83	263	73	55
ENTRY DEPARTMENT										
Algonac	1	0	0	0	0	0	0	1	1	3
Baltimore	0	2	2	0	1	1	0	0	2	2
Guam	0	0	1	0	0	0	0	0	0	3
Honolulu	5	22	73	6	7	34	0	7	38	105
Houston	3	13	4	1	7	7	0	3	22	2
Jacksonville	4	15	19	3	8	7	0	6	27	22
Mobile	2	5	3	0	5	2	0	3	10	6
New Orleans	3	11	8	1	6	7	0	6	15	14
New York	6	29	24	3	19	21	0	7	51	42
Norfolk	2	10	9	1	7	11	0	2	11	18
Philadelphia	0	0	0	0	0	0	0	1	1	4
Piney Point	1	15	33	1	16	19	0	0	23	25
Puerto Rico	4	3	4	2	1	8	0	5	5	2
San Francisco	5	9	7	1	9	5	0	10	24	13
St. Louis	0	3	0	0	2	0	0	0	1	1
Tacoma	6	19	16	3	12	22	0	8	26	16
Wilmington	2	8	22	1	8	13	0	7	17	21
Totals	44	164	225	23	108	157	0	66	274	299
Totals All Departments	606	454	388	419	328	269	290	946	674	509

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

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

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

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

*change created by Presidents' Day holiday

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

Personal

KENNETH THORPE

A shipmate from the late '40s-early '50s, Irven Middlebrooks, would like to get in touch with you to talk about the old SIU days. Please write him at 292 Briarcliff Road, Jackson, GA 30233; or telephone (770) 504-1521

Holiday Greetings

The following holiday greetings did not arrive in time to be published in the December 2000 issue of the LOG.

To all fellow SIU members

May your holidays be joyous, your families be well, and your sailing be safe. Hi to everyone from the "old" days. Hope all is well. I'm BACK!!!!

Brian Fountain and family

To Brian Fountain

Glad you'll be home this year, hon. You can help with the Xmas shopping! Dad, come home soon!! Mom is grumpy! We miss you.

Rachel, Justin, Cody & Emily Fountain

To the deck, navigation and engine departments on the Mississippi Queen

Holiday greetings to all my brothers and sisters. Merry Christmas to you and your families. Enjoy your upcoming layup. God bless you one and all!

Robert McLemore

To S.J.C., Jr.

Merry Christmas. Here's hoping Santa brings you all you deserve and more and that the coming year will bring you inner peace.

N.C.A. (aka "Fred")

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 2000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	18	7	0	14	5	0	4	2
ENGINE DEPARTMENT									
Algonac	0	7	1	0	4	1	0	3	0
STEWARD DEPARTMENT									
Algonac	0	4	8	0	2	5	0	2	3
ENTRY DEPARTMENT									
Algonac	0	13	23	0	9	13	0	4	10
Totals All Depts	0	42	39	0	29	24	0	13	15

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

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 2000

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	2	2	0	1	2	1	1	5
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	1	5	0	0	4	2	1	26
Totals	1	3	7	0	1	6	3	2	31
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	0	1	0	0	1	0	1
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	1	0	0	1	0	0	1	0	1
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	1	0	0	1	0	0	2
Totals	0	0	1	0	0	1	0	0	2
Totals All Depts	2	3	8	1	1	7	4	2	34

**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

"What's My Line?" was a CBS game show (1950-1967), hosted by John Daly, in which four panelists would try to guess unusual occupations of contestants or a product associated with them. A panelist would ask a question and the contestant would either answer "yes" or "no." If "yes," then the panelist would ask another question until a "no" answer was reached, and play would pass to the next panelist. Throughout the entire show's run, a "no" answer would earn a contestant \$5. The game ended when either the occupation was correctly identified, or 10 "no" answers were given. The most a contestant could earn was \$50.

In this photograph, found in the LOG archives, the contestant was SIU member Pauline Letendre. Unfortunately, we do not know if she stumped the panel.





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.

A recertified bosun is among the 13 Seafarers announcing their retirements this month. Recertified Bosun **Richard Bradford** graduated from the highest level of training available to members of the deck department at the SIU's school in Piney Point, Md. He also sailed for more than 30 years.

Including Bradford, five of the retirees sailed in the deep sea division. Three plied the Great Lakes and five others navigated the inland waterways.

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

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

DEEP SEA



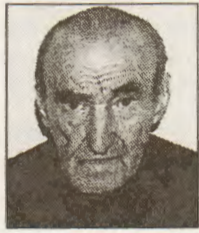
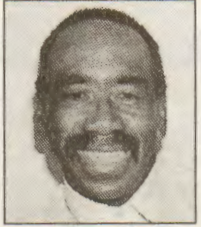
RICHARD BRADFORD, 58, began his career with the SIU in 1966, joining in the port of New York. A bosun, Brother

Bradford first shipped aboard Venore Transportation Co.'s *Chilore*. The Maryland native sailed in the deck department and often upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., attending in 1975, 1999 and again last year. Additionally, Brother Bradford completed the bosun recertification course in 1980. He last shipped aboard the *American Merlin*, operated by Osprey-Acomarit Ship Management, Inc. Brother Bradford lives in Ocean City, Md.

REGELIO CASTELLANOS, 69, hails from Cuba. He joined

the SIU in 1977 in the port of New Orleans.

Brother Castellanos first sailed aboard the *Port*, an Asbury Steamship Co. vessel. He worked in the deck department. Brother Castellanos last shipped aboard the *Maersk Arizona*, operated by Maersk Line, Ltd. He resides in New Orleans.



JOHN M. PASKO, 81, began his career with the SIU in 1951, joining in the port of New York. Brother Pasko sailed

as a member of the engine department. His first ship was the *French Creek*, an Interocean Management Corp. vessel. The Jersey City, N.J. native last sailed aboard Reynolds Metal Co.'s (Marine Division) *Inger*. Brother Pasko resides in East Brunswick, N.J.

SALEH B. SALEH, 65, started his career with the SIU in 1970, joining in the port of Detroit.

Born in Arabia, Brother Saleh first sailed aboard the *John P. Reiss*, operated by American Steamship Co. He shipped as a member of the deck department. Brother Saleh last sailed aboard Liberty Maritime Corp.'s *Liberty Bell*. He resides in Yemen.



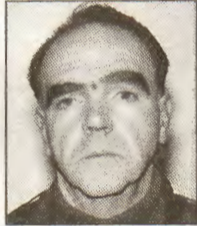
JOSEPH WILLIAMS, 76, joined the SIU in 1959 in the port of San Francisco. Born in Panama, Brother Williams sailed as a member of the steward department. He first shipped aboard the *Santa Mariana*, a Delta Steamship Lines vessel. Brother Williams upgraded his skills in 1987 at the SIU's training school in Piney Point, Md. He last sailed aboard the *Sea-Land Innovator*. Brother Williams lives in San Francisco.

GREAT LAKES

MERLE C. DICKENS, 62, joined the Seafarers in 1961 in the port of Detroit. Brother Dickens first sailed aboard a Merritt Chapman & Scott vessel. A native of Michigan, he shipped as a member of the deck department. Brother Dickens last sailed aboard a Great Lakes Towing Co. vessel. He calls Curtice, Ohio home.

MICHAEL J. O'DONNELL, 57, began his career with the SIU in 1963, joining in the port of Detroit.

He served in the U.S. Army from 1963 to 1966. Born in Cleveland, Brother O'Donnell shipped as a member of the deck department. He last sailed aboard a Great Lakes Towing Co. vessel. Brother O'Donnell lives in Ohio.



GLYN H. STEPHENS, 65, joined the SIU in 1960 in the port

of Detroit. Born in Warren, Minn., Brother Stephens served in the U.S. Navy from 1952 to 1955. Brother Stephens shipped in each of the three divisions during his seafaring career. He first sailed aboard the *Mt. Evans*, a vessel operated by American Tramp Shipping & Development Co. He last sailed aboard an American Hawaii Cruises vessel. Brother Stephens lives in Sandstone, Minn.

INLAND

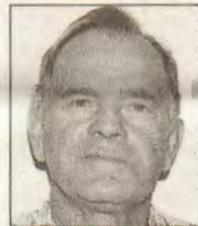


DONALD A. POWELL, 62, began his career with the SIU in 1979, joining in the port of Wilmington, Calif. Boat-

man Powell served in the U.S. Air Force from 1955 to 1958. The deck department member upgraded his skills in 1983 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Boatman Powell sailed primarily aboard Crowley Towing & Transportation Co. vessels in Wilmington/Long Beach. He resides in Huntington Beach, Calif.

ROBERT L. REDDITT, 64, started his career with the SIU in 1978, joining in the port of Norfolk, Va.

The North Carolina native served in the U.S. Navy. Boatman Redditt sailed in



the deck department, primarily aboard McAllister Towing of Virginia vessels. He lives in Norfolk.



RICKY J. ROMERO, 51, hails from Texas. He joined the SIU in 1974 in the port of Houston. His first ship was

Delta Steamship Lines' *Del Brazil*. A member of the deck department, Boatman Romero last shipped aboard Moran Towing of Texas vessels. He resides in Groves, Texas.

RONNIE L. TRAIL, 65, joined the SIU in 1962. A native of Texas, Boatman Trail worked primarily aboard Galveston Wharves vessels. He sailed as a member of the deck department. Boatman Trail calls Hitchcock, Texas home.

JOSEPH ZORBACH JR., 56, started his career with the SIU in 1956, joining in the port of Baltimore.

He served in the U.S. Navy from 1961 to 1972. The Maryland native sailed primarily aboard McAllister Towing of Baltimore vessels. Boatman Zorbach shipped as a member of the engine department and upgraded his skills earlier this year at the Paul Hall Center for Maritime Training and Education. He lives in Baltimore.



MC&S Picnic



The annual Marine Cooks & Stewards reunion was a great success. Held last September at a park in San Bruno, Calif., it was attended by many retirees, their friends and families and two active SIU members, Chief Steward David Cunningham and Assistant Cook Mary Lou Lopez. Special thanks go to Virginia Martin and her husband, Chuck Whiteman, as well as to Ann Hall and Betty E. Holloway for making all the arrangements for a fun day.



Reprinted from past issues of the Seafarers LOG

1944

In the midst of World War II, a war in which the merchant marine suffers greater proportional casualties than any of the military services, the Maritime War Emergency Board has proposed a cut in pay for merchant seamen. Although the average wage for a Seafarer is only

\$1,677.14 a year including bonus and overtime pay—which breaks down to \$32.25 per week—the board is trying to cut the pay of the men who risk their lives in submarine and bombing attacks for 24 hours a day. On receipt of a letter from the board secretary announcing the government's intentions, the officers and members of the SIU voted to protest to all levels of government.

1954

SIU member Robert A. Sipse last week received an SIU Vacation Plan benefit check. The only thing unusual about this check was the fact that it boosted the total monies paid out of the vacation fund

to \$3 million. Winding up nearly two years of SIU Vacation Plan benefits, the plan hit the third milestone with the payoff to Sipse on his third such vacation benefit claim after he paid off his last ship, the *Lewis Emery Jr.*

When the plan began in 1952, SIU officials estimated that the rate of benefit payments in any one year would approach

the \$2 million mark. The revolutionary vacation plan, a first in maritime, provided vacation pay for many Seafarers for the first time. Less than 1 percent of

SIU members ever received a paid vacation before the Seafarers Vacation Plan was inaugurated.

1964

Four SIU-contracted companies have successfully bid for 13 C-4 type reserve fleet troop ships broken out by the Maritime Administration for use in the off-shore and domestic trades. Conversion of these vessels will provide many millions of dollars in shipyard work plus completely modernized U.S. tonnage that will be serviceable for many years.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

JESUS AYALA



Pensioner Jesus Ayala, 82, died Oct. 9. Born in Puerto Rico, Brother Ayala began his career with the SIU in 1945. He joined in the port of New York. The engine department member first sailed aboard an Edgewater Terminal Corp. vessel. Brother Ayala began receiving his pension in 1974. He last shipped aboard a Michigan Tankers Inc. vessel. Brother Ayala resided in his native Puerto Rico.

STANLEY CARILES



Pensioner Stanley Cariles, 75, passed away Aug. 24. Brother Cariles began his career with the MC&S in 1958, joining in the port of San Francisco. A native of Newark, N.J., he served in the U.S. Navy from 1944 to 1947. Brother Cariles first sailed aboard American President Lines' *President Fillmore*. A member of the steward department, he started receiving his pension in 1980. Brother Cariles last shipped aboard the *President Cleveland*, another American President Lines' vessel. He lived in his native New Jersey.

ALFRED HARGIS



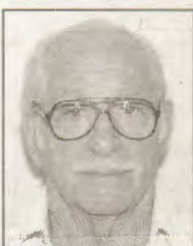
Pensioner Alfred Hargis, 77, died Sept. 30. The Virginia native started his career with the Seafarers in 1956, joining in the port of New York after serving in the U.S. Marine Corps. A member of the steward department, Brother Hargis began receiving his pension in 1988. Prior to retiring, he shipped aboard the *Iberville*, a Waterman Steamship Corp. vessel. Brother Hargis resided in Virginia Beach, Va.

RAFAEL MATOS



Brother Rafael Matos, 59, died Sept. 9. He started his career with the Seafarers in 1972, joining in the port of New York. Born in San Juan, P.R., Brother Matos first sailed aboard a Waterman Steamship Corp. vessel. A member of the engine department, he last worked aboard the *Breton Reef*, an Intercocean Uglund Management Corp. vessel. Brother Matos lived in New Jersey.

GEORGE McALPINE



Pensioner George McAlpine, 89, passed away Sept. 9. Brother McAlpine began his career with the SIU in 1943, joining in the port of New York. Born in Canada, he first sailed aboard a Waterman Steamship Corp. vessel. He was a member of the engine department and started receiving his pension in 1976. Prior to his retirement, he sailed aboard the *Baltimore*, a Sea-Land Service vessel. Brother McAlpine lived in Florida.

BERNARD J. McNALLY



Pensioner Bernard J. McNally, 82, died Nov. 1. A native of Pittsburgh, Brother McNally started his career with the Seafarers in 1942. He joined in the port of Baltimore. Brother McNally sailed as a member of the steward department and first shipped aboard an Overseas Carriers Inc. vessel. He began receiving his pension in 1985. Before retiring, he sailed aboard the *Sea-Land Adventure*. Brother McNally called Pittsburgh home.

ROBERTO NATAL



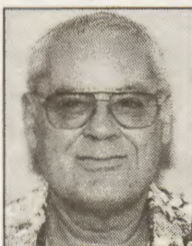
Pensioner Roberto Natal, 92, passed away Sept. 19. He began his career with the SIU in 1947, joining in the port of New York. Born in Puerto Rico, Brother Natal first shipped aboard an AH Bull Steamship Company vessel. He sailed as a member of the engine department and began receiving his pension in 1973. Prior to retiring, he sailed aboard the *Sea-Land Boston*. Brother Natal lived in Puerto Rico.

CHARLES PICKREN



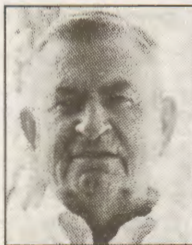
Pensioner Charles Pickren, 67, died Aug. 31. Born in Brunswick, Ga., Brother Pickren started his career with the SIU in 1957. He joined in the port of Houston. Brother Pickren served in the U.S. Navy from 1950 to 1953. He first sailed aboard the *Tortugas*, a TMT Trailer Ferry vessel. A member of the engine department, Brother Pickren began receiving his pension in 1994. Before retiring, he sailed aboard Weschester Marine Corp.'s *American Heritage*. Brother Pickren resided in Texas.

JAIME RAMIREZ



Brother Jaime Ramirez, 62, passed away Sept. 3. A native of Puerto Rico, he started his career with the Seafarers in 1970. He joined in the port of New York and sailed as a member of the engine department. Brother Ramirez first shipped aboard the *Transerie*, a Hudson Waterways Corp. vessel. He last worked aboard the *Sea-Land Crusader*. Brother Ramirez lived in Puerto Rico.

BARNEY E. SWEARINGEN

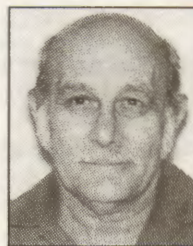


Pensioner Barney E. Swearingen, 81, died Oct. 11. A charter member of the Seafarers, Brother Swearingen joined the union in 1939 in the port of Jacksonville, Fla. He was a native of Florida and served in the U.S. Army from 1941 to 1946. His first ship was the *Santa Emilia*, a Liberty Navigator Trading Co. vessel. A member of the deck department, Brother Swearingen started receiving his pension in 1985. Prior

to retiring, he sailed aboard the *Charleston*, operated by Westchester Marine Corporation.

INLAND

JOSEPH BERLANDO



Pensioner Joseph Berlando, 80, passed away Oct. 20. A native of Illinois, Boatman Berlando began his career with the Seafarers in 1964, joining in the port of Norfolk, Va. He served in the U.S. Navy from 1937 to 1959. A member of the deck department, he first sailed aboard Waterman Steamship Corp.'s *Yaka*. Boatman Berlando last shipped aboard a McAllister Towing of Virginia vessel and began receiving his pension in 1982. He lived in North Carolina.

MILAN NORTHROP



Pensioner Milan Northrop, 76, died Oct. 1. He started his career with the SIU in 1962, joining in the port of Mobile, Ala. Born in Alabama, Boatman Northrop also sailed in the deep sea division. He first worked aboard the *Overseas Rose*, an Overseas Carriers Inc. vessel. A member of the deck department, he began receiving his pension in 1988. Before retiring, he sailed aboard a vessel operated by Alabama Pilot, Inc. Boatman Northrop resided in Alabama.

ADAM WODKA

Pensioner Adam Wodka, 76, died Oct. 28. Boatman Wodka started his career with the SIU in 1956, joining in the port of Baltimore. A Maryland native, he shipped as a member of the deck department. He sailed primarily aboard Moran Towing of



Maryland vessels. Boatman Wodka began receiving his pension in 1987. He lived in Baltimore.

GREAT LAKES

GEORGE FINNERTY



Pensioner George Finnerty, 73, died Oct. 18. Brother Finnerty started his career with the Seafarers in 1961, joining in the port of Cleveland. The Detroit native served in the U.S. Navy from 1945 to 1946. A member of the deck department, Brother Finnerty first shipped aboard a Peter Kiewit Sons Co. vessel. He began receiving his pension in 1988. Prior to his retirement, he sailed aboard the *Lemmerhirt*, a Great Lakes Dredge & Dock Co. vessel. Brother Finnerty lived in Ohio.

JOHN A. LITERSKY



Brother John A. Litersky, 50, passed away Oct. 8. He began his career with the SIU in 1974, joining in the port of Duluth, Minn. Born in Two Rivers, Wis., Brother Litersky first sailed aboard the *Sharon*, an American Steamship Co. vessel. He shipped as a member of the deck department. Brother Litersky last worked aboard the *Walter J. McCarthy*, operated by American Steamship Company. He lived in Wisconsin.

CONSTANTINE D. SAMS

Pensioner Constantine D. Sams, 80,



passed away Sept. 9. The Mansfield, Ohio native began his career with the SIU in 1961. He joined in the port of Detroit and sailed as a member of the steward department. Brother Sams served in the U.S. Army from 1942 to 1945. He worked primarily aboard Great Lakes Towing Co. vessels. Brother Sams began receiving his pension in 1982. He resided in River Rouge, Mich.

ATLANTIC FISHERMEN

CECILIO J. CECILIO



Pensioner Cecilio J. Cecilio, 77, died Oct. 30. A native of Gloucester, Mass., he joined the Atlantic Fishermen's Union before it merged with the AGLIWD. Brother Cecilio was a World War II veteran. He began receiving his pension in 1986. A deck captain, Brother Cecilio last sailed aboard a Global Enterprises, Inc. vessel. He called Massachusetts home.

SALVATORE FRONTIERO



Pensioner Salvatore Frontiero, 86, passed away Sept. 11. Brother Frontiero joined the Atlantic Fishermen's Union before it merged with the AGLIWD. Born in Italy, he sailed as a member of the deck department and began receiving his pension in 1980. Brother Frontiero lived in Essex, Mass.

Endurance Crew Members Remember Retiree

Seafarers aboard U.S. Ship Management's *Endurance* recently memorialized the late SIU retiree Edward Blackburn with a burial at sea (right). Brother Blackburn's ashes were scattered at sea while the vessel was 86 miles off the coast of Baja, Calif. en route from Panama to Long Beach, Calif. Brother Blackburn retired in 1985 and passed away Sept. 16, 2000. Participating in the shipboard service were (below, from left) Kevin J. McHugh, Recertified Bosun Francisco C. Munoz, AB Maximo L. Lugtu, AB/Dayman Roberto R. Queliza, Recertified Steward Russell B. Beyschau (who provided these images) and Deck Cadets Beth L. Sharp and James D. McElya.



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.

BLUE RIDGE (Crowley Petroleum Transport), Sept. 24—Chairman **Juan M. Rivas**, Secretary **Ron Malozi**, Educational Director **William M. Hudson**, Deck Delegate **James K. Barrett**. Payoff scheduled Oct. 1 in Portland, Ore. Chairman said ship will offload plastic garbage there and take on food/sundries. Shoregang will be available. Educational director urged crew members to upgrade skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Request made for contracts department to look into bringing all ships under standard contract. Also asked that everyone be informed when negotiating new contract. Thanks given to steward department for good job and to deck department for painting work on deck. Steward thanked DEU **George Mardones** for outstanding sanitary work in crew areas. "A lot has been done in a short amount of time. Thomas B. Crowley would have been proud to see such work!"

EL MORRO (IUM), Sept. 27—Chairman **Steven W. Copeland**, Secretary **Kris A. Hopkins**, Educational Director **Joel Trotter**, Deck Delegate **Curtis B. Dunlap Sr.**, Engine Delegate **Milton Israel II**. Chairman stated work being done on satellite system. Educational director stressed importance of taking upgrading classes at Piney Point. Treasurer announced \$48 in ship's fund. No beefs or disputed OT reported. Suggestion made for contracts department to look into decreasing time needed for pension. Bosun thanked everyone for keeping noise down. Vote of thanks given to steward department for good meals. Next ports: Jacksonville, Fla.; San Juan, P.R.; Port Everglades, Fla.

ITB NEW YORK (Sheridan Transportation Corp.), Sept. 24—Chairman **Stephen J. Argay**, Secretary **Abraham Martinez**, Educational Director **John Binpong**, Deck Delegate **Anthony Heinoldt**, Steward Delegate **Ali Muther**. Secretary urged crew to take advantage of upgrading facilities at Paul Hall Center. He also suggested that next contract for Sheridan vessels include return of day off every month. No beefs or disputed OT reported. Thanks given to steward department for good job. Next ports: Lake Charles, La.; Port Everglades, Fla.

LIBERTY WAVE (Liberty Maritime Corp.), Sept. 8—Chairman **Inocencio M. Desaville**, Secretary **Frederick L. Washington Sr.**, Engine Delegate **Danny Walker**. Chairman announced pay-off Sept. 10 in Houston. Secretary asked everyone to help steward department keep inside house clean. When leaving ship, rooms and reefers should be cleaned and room keys turned in. Educational director reminded crew members of educational opportunities available at Piney Point facility. No beefs reported; some OT noted in deck department. Clarification requested on transportation money from company and launch service in Canadian ports.

LNG LEO (Pronav Ship Mgmt.), Sept. 20—Chairman **Woodrow Shelton Jr.**, Secretary **Amy K.**

Rippel, Educational Director **Stephen T. Stepanski**, Deck Delegate **Angel L. Perez**, Engine Delegate **David D. Dinan Jr.**, Steward Delegate **Claudell Blakeley Jr.** Chairman stated vessel has been reflagged and copy of contract received. Two loads already successfully carried and discharged. Bosun reminded crew that behavior on board and ashore reflects on SIU and American mariners everywhere. Educational director advised crew to take advantage of upgrading courses offered at Paul Hall Center, especially STCW safety courses which are needed to renew sailing documents. Treasurer announced \$200 in ship's fund and \$140 in communication fund. No beefs reported; some disputed OT noted by deck department delegate. Steward department thanked for good food and keeping public areas clean. Next ports: Bontang, Indonesia; Osaka, Japan.

MAERSK ARIZONA (Maersk Lines), Sept. 29—Chairman **Scott A. Heginbotham**, Secretary **Grant H. Armstead**, Educational Director **David King**, Deck Delegate **Joseph LeBeau**, Engine Delegate **Daniel Avery**, Steward Delegate **John Caballero**. Secretary stated vessel due Oct. 4 in Portland, Ore. Stores to be loaded upon arrival. Educational director urged everyone to upgrade at Piney Point. Treasurer announced \$30 in ship's fund. No beefs reported. Engine department delegate noted two crew members not getting proper OT, and deck delegate requested verification of OT for hold cleaning. Several questions brought up including upcoming pay raise, increased pension benefit for retirees and equalization of vacation. Clarification also requested on transportation for crew signing off. Vote of thanks offered to steward department for fine job.

MAERSK TEXAS (Maersk Lines), Sept. 24—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Edward C. Mancke**, Deck Delegate **Boyce Wilson**. Chairman announced payoff Sept. 24 in Charleston, S.C. Secretary stated everything going well and asked for continued help in keeping house clean. He noted carpeting replaced in crew lounge and requested help in taking care of it. Educational director reminded everyone of new shipping requirements and to be sure all necessary documents and skills are up to date. Treasurer announced \$80 in ship's fund. Movies to be purchased in next port. No beefs or disputed OT reported. Crew looking forward to receiving absentee ballots for Nov. 7 presidential election. Suggestion made for contracts department to look into reinstating time off on freighters or extra pay. Everyone awaiting new contract July 2001 and recommended raising pay scale.

SEALAND COMMITMENT (U.S. Ship Mgmt.), Sept. 11—Chairman **Leon T. Jekot**, Secretary **Jerome Jordan**, Educational Director **Eric D. Bain**, Engine Delegate **Jimmy Sabga**. Chairman stated name change to *Sealand Commitment* from *OOCL Inspiration* now complete. He noted steward getting off

and SA taking one trip relief. Three SIU members added for painting during coastwise trip. Educational director advised members to make sure they have necessary courses to comply with new sailing regulations and to have all documents up to date. No beefs or disputed OT reported. Suggestions made for contracts department to look into increasing pension. Also request made to increase taxi fare to airport and grant hotel accommodations for those paid off early in morning or late in evening when no flights available. Steward department thanked for job well done.

SEALAND OREGON (U.S. Ship Mgmt.), Sept. 3—Chairman **Pedro L. Lopez**, Secretary **Edward C. Winne**, Deck Delegate **Danny Miller**, Engine Delegate **Richard H. Surrick**. Vessel formerly named *OOCL Innovation*. Educational director stressed importance of attending courses at Paul Center, especially for those needing to comply with STCW requirements. Beef reported in all departments after being restricted to ship. Clarification requested on medical reliefs and use of computers for e-mail communication. Requests made for new chair and repair of electrician's room vent.

USNS BOB HOPE (Maersk Lines), Sept. 26—Chairman **Terry L. Evins**, Secretary **Mohamed B. Kamer**, Deck Delegate **Eddie Thomas**, Steward Delegate **Michael Briscoe**. Vessel presently in Diego Garcia. Chairman asked everyone to help keep ship clean. He reported possible increase in union dues. Educational director stressed need to upgrade at Piney Point. He also stated ship T-shirts available for sale in captain's office. No beefs or disputed OT reported. Steward delegate gave special thanks to Michael Briscoe, **Charles Collier** and **Hesham Abdellatif** for superb job they did when chief steward left for family emergency.

USNS DAHL (Maersk Lines), Sept. 24—Chairman **Klaus W. Tankersley**, Secretary **Kevin Marchand**, Educational Director **William T. Staton**, Steward Delegate **Richard Wythe**. Vessel currently at port in Diego Garcia. Chairman announced receipt of letter from headquarters regarding payment for transportation home. Also, company cannot be held responsible for schedules or delays of military flights. Educational director noted Maersk standards and procedures available for everyone to read in ship's computer room. Treasurer announced \$275 in ship's fund. All departments running smoothly with no beefs or disputed OT. Bosun reminded everyone that this is an election year and to read LOG and report of constitutional committee. He also noted proposal that dues be raised to \$400 a year or \$100 a quarter. Suggestion made for contracts department to look into reducing seetime needed for vacation. Also, that vacation pay contributions not become mandatory. Vote of thanks given to steward department for great job.

USNS INTEGRITY (IUM), Sept. 24—Chairman **Felsher Beasley**, Secretary **Jeffrey N. Beasley**, Deck Delegate **Rodney S. Roberson Sr.**, Steward Delegate **Radfan A. Almaklani**. Educational director stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. *USNS Integrity* is a lightering vessel and so work is constant—4 months on, 2 months off. Due to demanding workload, request made to have option of 2 months on and 2 months off. Vote of thanks given to entire steward department for great job, including freshly baked bread and pastries and pride in work. "Every meal is a delight, and the crew is happy to

have them aboard." Next port: Delaware City.

USNS RED CLOUD (Maersk Lines), Sept. 19—Chairman **David R. Park**, Secretary **Waymond H. Watson III**, Educational Director **Chester Preston**, Deck Delegate **Richard L. Gathers**, Engine Delegate **Hugh J. Haynes**, Steward Delegate **Betty J. Thompson**. Chairman opened meeting with selection of new department dele-

adding prescription plan for dependents. Vote of thanks given to steward department for job well done. Following payoff in Philadelphia, ship heading to San Juan, P.R.

MARINE COLUMBIA (ATC), Oct. 29—Chairman **Gregory L. Hamilton**, Secretary **John F. Huyett**, Deck Delegate **Jeff B. Turkus**, Engine Delegate **Detrick R. Kelly**. Chairman stressed safety

With the McAllister Fleet in Norfolk



Working aboard the tug *Beth M. McAllister* in Norfolk, Va. are (from left) Chief Engineer Romey Burney, Capt. Robert Brush and Deckhand Johnny Wright.

gates and answered question of delegate pay (as per communication sent by VP Contracts Augie Tellez). He also reminded crew members of value of upgrading skills at Paul Hall Center. Secretary said upright freezers for storage of ice cream in mess halls were purchased. He urged members to take advantage of training opportunities at Piney Point. Educational director spoke to crew about getting new reading material sent to ship. **Steve Roquemore** elected ship's treasurer. He immediately received \$85 from crew to start movie fund. Discussion held about need for shipboard meetings and problem of garbage storage near galley. Upon crossing equator, polywog ceremony held, with 11 first-time crossers becoming "shellbacks." Special vote of thanks given to steward department for outstanding barbecues, picnics and home-baked pies and cakes. Next port: Diego Garcia.

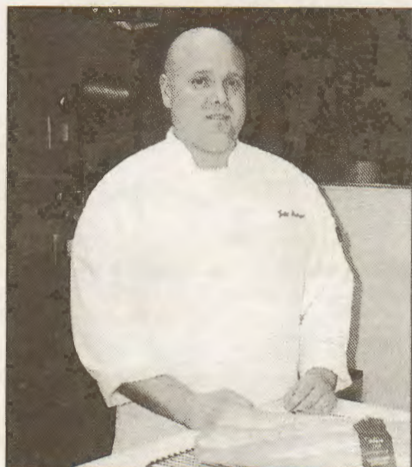
CAPE LOOKOUT SHOALS (IUM), Oct. 1—Chairman **Christopher J. Kicey**, Secretary **Alan W. Bartley**, Educational Director **Nestor Martinez**, Deck Delegate **Donnie W. Collins**, Engine Delegate **Jean C. Horne**, Steward Delegate **Thomas M. Kelly**. Chairman noted vessel left Hawaii Sept. 30 bound for Washington and Alaska. Steward thanked everyone for helping keep messhalls and pantry areas clean. Educational director advised crew members to upgrade skills at Paul Hall Center and make sure all documents are current. He also stressed importance of contributing to SPAD. Engine department reported dispute in OT. Clarification requested from contracts department on shipping rules for IUM. Chief steward requested additional steward assistant due to increased workload and more people aboard ship. Request made for water cooler to be installed in engine room and larger refrigerators in messhall.

CAROLINA (NPR, Inc.), Oct. 24—Chairman **Luke F. Wells**, Secretary **Edward L. Haber**, Deck Delegate **Charles Wright**, Engine Delegate **Roderick T. Frazier**, Steward Delegate **Gerald B. Kirtsey**. Chairman announced pay-off Oct. 27 in Philadelphia and noted company still uncertain of dates of upcoming shipyard period. He reminded crew members to be sure to have all documents up to date. No beefs or disputed OT reported. Suggestion made for contracts department to look into

in upcoming voyages, particularly on ladders and icy decks. Crew urged to fill out repair list. Company alcohol policy discussed with new crew members. Secretary stated movie list compiled and posted and thanked crew for cooperation in making list. Educational director urged crew to take advantage of facilities at Piney Point for upgrading. He also talked about need to renew STCW certification. Treasurer announced \$779.09 in ship's fund. No beefs or disputed OT reported. Clarification requested on supplemental vacation day for tankers. Crew reminded to uphold rules on light and noise. Vote of thanks given to chief steward and his department for job well done. Next port: Cherry Pt., Wash.

TRADER (CSX Lines), Oct. 15—Chairman **Loren Watson**, Secretary **Kevin M. Dougherty**, Educational Director **Milton E. Sabin**, Deck Delegate **Joseph Loyal**, Engine Delegate **M. Abdulla**, Steward Delegate **Alejo Fabia Jr.** Chairman noted response from headquarters regarding satellite hookup when AFN radio goes off air. He announced vessel due Oct. 20 in Tacoma, Wash. Schedule will then change to Oakland, Long Beach, Hawaii triangle run and payoff will be every 28 days in Oakland. There will be no allotments, but draws will be available in cash or check form. Treasurer stated \$225 in ship's fund following purchase of new exercise equipment. Engine department reported disputed OT. Otherwise, everything running smoothly. After reading of September president's report in LOG, which talked about many powerful people in U.S. military and government calling for a strong merchant marine, discussion ensued. "It's good to have such people on our side, but we hope that their ideas for a strong merchant marine will also include container ships and other non-military commercial vessels. These ships need incentives not to be able to be easily converted to foreign-flag status to avoid U.S. safety standards, taxes and wages to American seamen." Discussion also held about upcoming contract negotiations with CSX. Suggestion made for contracts department to try and increase vacation pay by one day to compensate for possible increase in union dues. Unlicensed Apprentice **Jason Hudkins** commended for doing good job. Bosun reminded crew to fill out repair list.

THE GALLEY CORNER



Chef John Dobson with two loaves of his prize-winning bread

French Bread

Makes 3 loaves

... Chef John Dobson won first place at the St. Mary's County Fair with this recipe for French bread...

3¾ cups bread flour
2¼ teaspoons salt
1½ cups water
2¼ teaspoons yeast

Combine water and yeast and stir until the yeast is completely dissolved.

Place flour and salt in a mixer with the dough hook attachment.

Turn on the mixer and slowly add water and yeast mixture until all the ingredients have been incorporated.

Place dough on a flat surface and knead for 5 to 10 minutes.

Let the dough sit until it has tripled in size.

Punch down the dough and allow it to rise again until it has doubled in size.

Shape the loaves, allow to rise for an hour and bake in a 400 degree oven for 20 minutes or until golden brown.

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

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.)

Gulf Coast Mariner Tells It Like It Is

Bravo! Handshakes, backslaps, kudos and attaboys all around!

I am referring to the piece in the November *Seafarers LOG* concerning "Oil Patch Mariners." Truer words were never spoken.

I know the truth; I worked for an offshore outfit for three years. The best description I can come up with is, plantation mentality.

Working 18 hours, minimum. Sleep? What's that?

Standard staples: baloney and cheese.

No benefits, no insurance, substandard wage. Welcome to the "company."

Enclosed is a company memo. I suppose when faced with losing "slaves," this type of directive is necessary. (Editor's note: The writer enclosed an anti-union letter from the president of Hornbeck-Leevac Marine Operators Inc., based in Mandeville, La., directed to employees and their families.)

As for the *LOG* piece, it does my heart good to finally read an article about what has been going on for years! I can detail honest-to-God accounts of abuses and humiliations that occur daily. I have copies of all my memos concerning conditions, parts shortages, etc. It's a grim tale.

Ralph Goff
Norfolk, Va.

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 doc-

uments 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

(Please Print)

1/01

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.*

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.

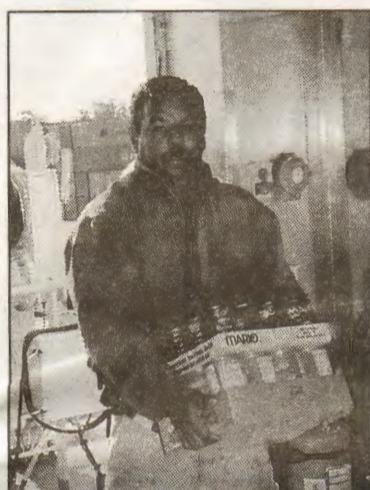
Payoff on the Maersk Colorado



Waiting for the next pallet of food stores to be hoisted to them for loading aboard the *Maersk Colorado* are (from left) AB Ray Tate, AB Timothy Girard, GVA Osvaldo Montero and AB Ali Abdulgani.



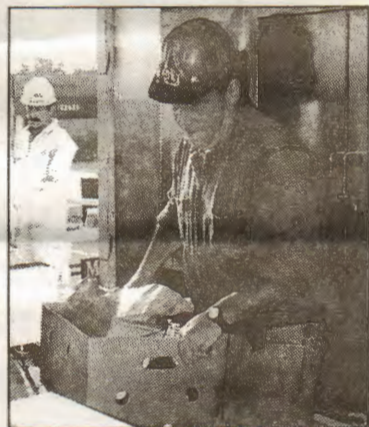
Once hoisted aboard ship, the load of stores are unhooked by (from left) AB Timothy Girard, AB Ali Abdulgani and (in background) AB Ray Tate.



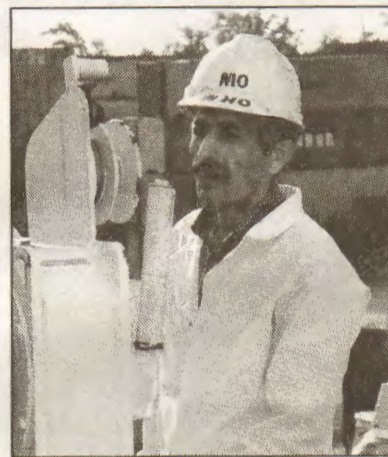
"The SIU is a great way to make a living. Things just seem to keep improving."
—AB Ali Abdulgani
(above, loading food stores)

"These are good ships, and I like the run. We have a good crew and things always seem to run smoothly here."

—AB Timothy Girard
(below, loading food stores)



Right: Bosun Mohammed S. Ahmed operates the stores crane aboard the *Maersk Colorado*.



"These are great ships with a great run."

—Chief Cook John Q. Lee
(readying the chill box for incoming stores)



Recertified Chief Steward Hugh "Buck" Wildermuth (left) discusses Maersk Line ordering procedures with the port steward, John McDougal, during the inspection and loading of food stores in Charleston, S.C.

*"The steward department aboard the *Maersk Colorado*, as well as the rest of her fine crew, make this vessel one of the smoothest running ships in Maersk."*

—Port Steward John McDougal

When the *Maersk Colorado* tied up in the port of Charleston, S.C. recently, Jacksonville SIU Rep. Bryan D. Powell was on hand for the payoff. He updated crew members on recent events within the union and elsewhere in the maritime industry and responded to their questions. Powell sent the *LOG* the photos appearing on this page.

Don't Let the Scholarship Deadline Pass You By

The deadline for receipt of Seafarers scholarship applications is April 15, 2001. That is only three months away—but there still is plenty of time to

apply for one of the eight scholarships being awarded this year.

First, obtain a scholarship program booklet which spells out eligibility requirements and proce-

dures for applying. It also includes a copy of the application form. You may get the booklet in any SIU hall or by filling out the coupon below and mailing it to the SIU Scholarship Program of the Seafarers Health and Benefits Plan.

All Seafarers and their spouses

and children who plan to attend college are encouraged to apply. If you sent in an application form last year and were not selected for one of the scholarships, you should try again in 2001.

A total of \$132,000 in scholarship monies will be awarded (five dependent scholarships at

\$20,000 each, one SIU member award in the amount of \$20,000 and two SIU member awards for \$6,000 each).

Make 2001 a memorable year by investing in your future—education is the key! Send in your application for an SIU scholarship before April 15.



Please send me the 2001 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

1/01

Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Survival Class 608 — Unlicensed apprentices from class 608 who graduated from the water survival course are (in alphabetical order) Lashawn Allen, Daniel Ball, Peter Ellison, Steven Germac, Romeo Harriell, Darrick Johnson, Uverna Johnson, Timothy Kosiba, Melissa Leon Guerrero, Denny Manns, Chris Marquez, Adrian Moore, Michael Moore Jr., Felix Nunez, Clara Sale and Steve Wilson Jr.



Unlicensed Apprentice Water Survival Class 609 — Completing the water survival course are unlicensed apprentices from class 609. They are (from left, kneeling) Michael Watkins, Joshua O'Connor, (second row) David Johnson, Bradford Webster, Shawn Waring, Robert Stellon, Robert Benson, Christopher Avila, Kevin Nattoo, (third row) Freddie McCreary Jr., Jason Graves, Jeffrey Edwards, Michael Voda, Charles Ford and Lima Valoaga.



Basic Fire Fighting — Crowley — Earning their fire fighting endorsements Nov. 10 are (in alphabetical order) Cornell Andrews, Juan Baptiste, Brian Bradbury, Robert Feltus, Lee Frazier, Randy Frisby, Edmund Idler, Melvin Nelson, Lamar Parker, Sean Ryan, Scott Seiler, Michael Slem, Steven Soltysik, Bobby Taylor, Lionel Taylor, Gene Wheelis, Adele Williams and Andrew Shaw. Their instructor, not pictured, was Kathy Battles.



Basic Fire Fighting — Crowley — Upgrading Seafarers working aboard Crowley vessels recently earned their fire fighting endorsements. They are (from left, kneeling) Henry Scott, George Sponge, Jim Naisium, James Gilson, James Gray, Lesley Stravers, Javier Montano Jr., Robert August Jr., (second row) Bill Privatti, Michael Stravers, Bobby Boone Jr., Michael Perry, Robert Eastwood, Paul Stanford, John Maloney, Andrew Kelly and Edwin Milligan. Their instructor, not pictured, was Jennifer Lankford.



Government Vessels — Graduating from the government vessels course Nov. 24 are (from left) Delsrael Williams, Ruben Rivera, Andrzej Bronkowski, Michael Harvey, Beth Ketah, Otis Reynolds, Charles Fitzpatrick, Stiles Anderson, Bryan Field, Harry Clements IV, Jafar Gordon, Mark Cates (instructor) and Sean Fortner.



Engine Utility — Unlicensed apprentices in Phase III of their program completed the engine utility course Dec. 8. They are (from left, kneeling) Kenneth Green, Antwar Stafford, Leonard Shuman Jr., Jamal Somerville, Nathaniel Miller, Gilberto Figueroa, (second row) Kenneth Jackson, Eric Malzkuhn (instructor), Peter Pamepinto, Ole Olesen, Nicholas Craddock and Ibrahim Muhammad.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left, front row) Ahmed Ali, Karen Mischel, Jose Garcia, Joseph Oglesby, William Grow, Rodolfo Catahan, (second row) Ed White (instructor), Jeff Telsoit, Don Pillen, Richard Jones, Evelina Barnes, Christopher Boronski and Lori Mansuy.



Chief Cook — Upgrading to chief cook are (from left) Jimmy Williams, Thalys Ealy and Fonda Biamonte. Their instructor, Bob Baumgarten, is at right.

SEAFARERS PAUL HALL CENTER 2001 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	January 20 March 10	February 16 April 6
Special Able Seaman (Inland and Lakes members)	February 3 February 24	February 23 March 16
Lifeboatman/Water Survival	January 6 January 20 February 17 February 24 March 17 March 24	January 20 February 3 March 3 March 10 March 31 April 7
Limited License Prep	January 20	March 16
Radar	January 6	January 19
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	January 20	January 26

Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Fireman/Watertender & Oiler	February 3 March 24	March 16 May 4
Special Oiler	January 13	February 2
QMED	January 6	March 30
Welding	January 6 February 3 March 3 March 31	January 26 February 23 March 23 April 20

Steward Upgrading Courses

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

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Basic Fire Fighting	January 20	January 27
	February 17	February 24
	March 17	March 24
Advanced Fire Fighting	January 27	February 10
	February 10	February 24
Government Vessels	February 3	February 23
	February 24	March 16
	March 3	March 23
	March 24	April 13
STCW Basic Safety	March 31	April 20
	February 17	February 24
	March 17	March 24
	March 31	April 7
STCW Medical Care Provider	February 24	March 3
	March 24	March 31
Basic Fire Fighting/STCW	January 6	January 19
	January 20	February 2
	February 3	February 16
	February 17	March 2
	March 3	March 16
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	March 31	April 13
	January 6	January 20
	February 3	February 17
	March 3	March 17
Tankerman (PIC) Barge* (*must have basic fire fighting)	March 31	April 14
	March 10	March 17

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seatime 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 seatime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 with their application. The payment should be made with a money order only payable to LMSS.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

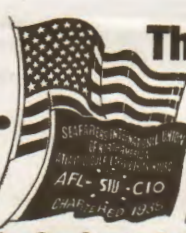
SIGNATURE _____ DATE _____

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

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

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

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PAUL HALL CENTER
COURSE GUIDE FOR 2001

See pages 11-14 for the latest
upgrading opportunities.

Year In Review

SIU-NMU Merger Talks, Job Growth, School Improvements Highlight Y2K Union's Major Contractual Gains Also Stood Out

Whether or not the year 2000 actually marked the start of the new millennium is open to argument (some say the true date is 2001), but there's no question "Y2K" saw numerous gains made by the Seafarers International Union.

In fact, major stories seemingly broke each month. None was bigger than the overwhelming approval by the SIU and National Maritime Union (NMU) memberships, respectively, to proceed with full merger talks between the two unions. Depending in part on subsequent membership voting during the just-concluded SIU elections, the merger should be finalized sometime in 2001.

The SIU in 2000 secured new shipboard job opportunities at a vigorous and steady pace. The union also made substantial gains in new contracts covering SIU crews aboard RRF, surveillance and fast sealift ships, among others.

The Paul Hall Center for Maritime Training and Education finished the year with a flurry, first installing a new simulator, then opening a safety school in Honolulu and finally announcing the planned construction of single-occupancy dorm rooms on the Piney Point, Md. campus.

The union opened new halls in Baltimore and Guam and completely refurbished its hall in Wilmington, Calif.

The following is a chronological look at some of the SIU highlights from 2000.

New Jobs

The New Year began with news that SIU-contracted Totem Ocean Trailer Express (TOTE) ordered two new roll-on/roll-off (RO/RO) vessels to be built in an American yard for the Jones Act trade. The Orca-class ships, expected to sail by late 2002, are the first non-military RO/ROs built in a domestic yard (NASSCO) since 1992.

Great Lakes Dredge and Dock announced construction of a hopper dredge (*Liberty Island*) expected to launch in late 2001.

Norfolk, Va.-based Allied Transportation Co. added the *ATB Sea Raven* to its fleet.

Seafarers crewed the new prepositioning ship *USNS Red Cloud*.

The union gained a tanker when Crowley Maritime became the operator of the former ARCO vessel *Prudhoe Bay*.

SIU members climbed the gangway to new jobs aboard the *USNS Charlton*, another addition to the U.S. Military Sealift Command's (MSC's) prepositioning fleet.

Seafarers welcomed new opportunities in the cruise sector as The Delta Queen Steamboat Co. launched the *Columbia Queen*, which sails in the Pacific Northwest.

The SIU gained a pair of ships when two foreign-flag cargo vessels reflagged under the Stars and Stripes, replacing two others (the *Newark Bay* and *OOCL Innovation*) that transferred from the Maritime Security Program to the MSC fleet. (The latter two also remained under SIU contract.)

Construction began for the first of two new U.S. Lines cruise ships at Litton Ingalls Shipbuilding in Pascagoula, Miss.

The union maintained jobs on six LNG tankers.

U.S. sealift got a further boost as SIU members crewed the *USNS Watkins*, an MSC support ship.

BP Exploration (Alaska) Inc. ordered three new double-hull tankers for the Jones Act trade, with company options for three additional vessels. The first ship is scheduled for delivery in 2003.

MSC launched the new surveillance ships *USNS Mary Sears* and *USNS Impeccable*.

In Texas, SIU members crewed the new Z-drive tug *Matthew K*, operated by G&H Towing.

STCW-related classes at the school (crowd management, along with crisis management and human behavior).

More than 100 NMU members completed courses at the Paul Hall Center.

The school's deep sea and inland advisory board, with representatives from all segments of the industry, revisited various STCW requirements and other key training issues.

RRF contracts.

Seafarers approved new, three-year contracts at NATCO, Express Marine, Admiral Towing and Orgulf; and okayed four-year pacts at Crowley Towing and Transportation and NY Waterway.

The Seafarers Welfare Plan took a new name—Seafarers Health and Benefits Plan—and expanded its scholarship program for SIU members and dependents to include an additional grant. The total amount awarded each year increased to \$132,000 (in the form of scholarships for three Seafarers and five dependents of SIU members).

The Plan also increased the sickness and accident benefit by 212 percent.

Around the Halls

The SIU hall in Mobile, Ala. was named in memory of the late SIU Vice President Leon Hall. At least 20 members of Hall's family, along with more than 100 SIU members, officials and other guests, attended the dedication.

The union opened a new hall in Guam, a territory where many SIU-crewed vessels are based. The union's health plan also contracted with a nearby medical clinic.

In Baltimore, the SIU opened a new hall on Essex Street. The union had operated from the old hall on East Baltimore Street since 1954. Members eagerly welcomed the move.

The Wilmington hall's address remained unchanged, but otherwise the facility took on an entirely new appearance as the building completely was rebuilt.

The Norfolk hall underwent comparably minor, but needed, renovations.

More News

A number of retired SIU officials passed away, as did two active instructors from the Paul Hall Center. The union mourned the losses of Harold Fischer, longtime Mobile port official; Stormie Combs and John Smith, fire fighting instructors at Piney Point; Ed Mooney, headquarters representative; Juan Reinos, San Juan, P.R. port agent; and Paul Dempster, president of the SIU-affiliated Sailors' Union of the Pacific.

Longtime SIU Great Lakes Vice President Byron Kelley retired and was succeeded by Tom Orzechowski.

The *Overseas Philadelphia*, *Maersk Arizona* and *Overseas Vivian* became the first SIU-crewed ships to visit North Korea.

A coalition of maritime unions, shipowners, operators and associations urged major expansion of the Maritime Security Program.

The U.S. Maritime Administration issued a report examining U.S. sealift in the Persian Gulf War. The document praised the job done by U.S. mariners and emphasized the need for a strong American-flag fleet.

Balloting took place in the SIU election. The SIU participated in (and helped coordinate) a Capitol Hill rally calling attention to the pitfalls of runaway-flag shipping. Throughout the year, the union also continued supporting the International Transport Workers' campaign against flags of convenience.

In conjunction with four other U.S. maritime unions, the SIU backed the ongoing effort of Gulf Coast Mariners working in the offshore service to secure union representation.



These images reflect a year of growth for the SIU. From left to right, top to bottom: New hall in Baltimore, new simulator in Piney Point, Md., one of several new SIU-crewed RO/ROs, voting in the proposed SIU-NMU merger, rallying against runaway-flag shipping.

U.S. Lines' cruise ship *ms Patriot* underwent a major refurbishment and then in December began offering Hawaii-based cruises.

Express Marine launched the new barge *Domino Sugar* in tandem with the tug *Express Explorer*.

Training and Education

When it came to generating headlines, the Paul Hall Center more than held its own.

Early in the year, the U.S. territory of Guam established a recruitment system designed to facilitate its eligible residents' enrollment in the center's unlicensed apprentice program. The first group of students from Guam soon were headed to Piney Point.

The school continued its long tradition of offering company-specific and specialty training both in Piney Point and at Seafarers' job sites.

In the fall, the center installed a world-class simulator for shiphandling, engine room operations, crane operations and liquid cargo transfer.

The U.S. Coast Guard approved two more

To help meet the increased demand for trained mariners from Hawaii, the center opened a Coast Guard-approved safety school in Honolulu.

More than 3,500 Seafarers trained at the Joseph Sacco Fire Fighting and Safety School, a part of the Paul Hall Center that opened in May 1999.

The school announced plans for single-occupancy dorm rooms and improvements in the existing hotel. Seafarers across the country said the single rooms will enhance upgraders' studies.

Contract Improvements & Other Gains

The Marine Cooks & Stewards pension benefit increased by 14 percent.

The union achieved big gains in separate, five-year contracts covering eight fast sealift ships and 13 surveillance ships.

SIU-contracted companies won five-year agreements to operate a total of 45 Ready Reserve Force ships. As with the surveillance and fast sealift vessels, the union achieved substantial wage and benefits increases in the